The Honorable Board of Supervisors
July 23, 2019
Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
ATTACHMENT 6

Final Environmental Impact Report

August 2018 | Final Environmental Impact Report
State Clearinghouse No. 2017051051

CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT

County of Los Angeles

Prepared for:

County of Los Angeles
Los Angeles County Department of Regional Planning
Community Studies West Section
Contact: Leon Freeman, Regional Planning Assistant II
320 West Temple Street
Los Angeles, California 90012
213.974.6406

Prepared by:

PlaceWorks
Contact: Nicole Morse, Esq., Associate Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §§ 21000 et seq.) and CEQA Guidelines (California Code of Regulations §§ 15000 et seq.).

According to the CEQA Guidelines, Section 15132, the FEIR shall consist of:

(a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;

(b) Comments and recommendations received on the DEIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies comments on the DEIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont during the public review period, which began May 16, 2018, and closed June 29, 2018. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. A community meeting was held by the District on May 24, 2018 regarding the DEIR, however, no comments on the DEIR were submitted during that meeting. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-3 for letters received from agencies and organizations, and R-1 for letters received from residents). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

Section 3. Revisions to the Draft EIR. This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. Los Angeles County Department of Regional Planning Community Studies West Section staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be "on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. …CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

CEQA Guidelines Section 15204 (c) further advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204 (e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (Los Angeles County Department of Regional Planning Community Studies West Section) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses.

This section provides all written responses received on the DEIR and the Los Angeles County Department of Regional Planning Community Studies West Section responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DEIR during the public review period.

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
Agencies & Organizations			
A1	South Coast Air Quality Management District	June 5, 2018	2-3
A2	Department of Conservation Division of Oil, Gas, and Geothermal Resources	June 21, 2018	2-11
A3	Los Angeles County Metropolitan Authority (Metro)	June 29, 2018	2-15
Residents			
R1	Alec Mackie	May 24, 2018	2-21

2. Response to Comments

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LETTER A1 – South Coast Air Quality Management District (5 pages)

South Coast
Air Quality Management District
South Coast AQMD
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS: June 5, 2018
SouthwestTOD@planning.lacounty.gov
Anita D. Gutierrez, MPL, AICP, Supervising Regional Planner
County of Los Angeles – Department of Regional Planning
Community Studies West Section
320 West Temple Street, Room 1356
Los Angeles, CA 90012

Draft Environmental Impact Report (Draft EIR) for the Proposed Connect Southwest LA: TOD Specific Plan for West Athens-Westmont (Project No. 2016-000317, Plan No. 2016002080) (SCH No: 2017051051)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

SCAQMD Staff's Summary of Project Description
The Lead Agency proposes to develop a transit oriented district specific plan that would allow the potential development of up to 1,061 additional residential units and approximately 1.7 million square feet of additional commercial uses over existing conditions on a 473-acre portion of 658 acres (Proposed Project). At the build-out, there would be up to 4,518 residential units and approximately 3.5 million square feet of non-residential development. The Proposed Project extends along West Imperial Highway and is bisected by Interstate 105 (I-105). The Proposed Project is expected to be developed over a 20-year period[1].

SCAQMD Staff's Summary of Air Quality Analysis
In the Air Quality Section, the Lead Agency quantified the Proposed Project's construction emissions based on "a very conservative scenario, where several construction projects throughout the Specific Plan area would occur at the same time and all construction phases would overlap[2]". The Lead Agency found that the Proposed Project would result in significant and unavoidable air quality impacts during construction, particularly from NOx emissions, after incorporating Mitigation Measures (MMs) AQ-1 through AQ-5[3]. A1-1

The Lead Agency also quantified the Proposed Project's maximum daily operational emissions at buildout once construction is complete and during a worst-case year from overlap of the Project with construction[4]. After incorporating MMs AQ-1 through AQ-5, which require, among others, the use of Tier 4 construction equipment with more than 50 horsepower, Energy Star or equivalent appliances, provision of electric charging, preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles, and project-level localized significance thresholds (LSTs) analysis within 25 meters (82 feet) of a sensitive land use, the Lead Agency found that the Proposed Project's mitigated operational emissions would exceed SCAQMD's air quality CEQA significance threshold for NOx, resulting in a significant and unavoidable impact[5]. However, the Lead Agency did not conduct a HRA analysis citing the recent

[1] Draft EIR. Page 5.2-27.
[2] *Ibid*. Page 5.2-25.
[3] *Ibid.* Page 4.2-15.
[4] *Ibid*. Pages 1-17-19.
[5] *Ibid.* Table 5.2-10. Page 5.2-27.

2. Response to Comments

court ruling in the CBIA case[6] and found that sensitive receptors could be potentially exposed to substantial pollutant concentrations, resulting in a significant and unavoidable impact[7]. A1-1 Cont'd

SCAQMD's 2016 Air Quality Management Plan

On March 3, 2017, the SCAQMD's Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP)[8], which was later approved by the California Air Resources Board on March 23, 2017. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality and the challenges facing the South Coast Air Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NOx) emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment.

General Comments

SCAQMD staff has comments on the HRA analysis. Please see the attachment for more information. Additionally, as described in the 2016 AQMP, to achieve NOx emissions reductions in a timely manner is critical to attaining the National Ambient Air Quality Standard (NAAQS) for ozone before the 2023 and 2031 deadlines. SCAQMD is committed to attain the ozone NAAQS as expeditiously as practicable. The Proposed Project plays an important role in contributing to NOx emissions during construction and operation. Therefore, SCAQMD staff recommends an additional mitigation measure to further reduce NOx emissions. Finally, the attachment includes a recommendation to include a discussion on SCAQMD Rule 1403 in the Air Quality Section of the Final EIR. A1-2

Closing

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), SCAQMD staff requests that the Lead Agency provide SCAQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful or useful to decision makers and to the public who are interested in the Proposed Project. Further, when the Lead Agency makes the finding that the recommended mitigation measures are not feasible, the Lead Agency should describe the specific reasons for rejecting them in the Final EIR (CEQA Guidelines Section 15091). A1-3

SCAQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Ryan Bañuelos, Air Quality Specialist, CEQA Section, at (909) 396-3479 if you have any questions regarding the enclosed comments.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

Attachment
LS
LAC180522-08
Control Number

[6] *Ibid.* Pages 5.2-18.
[7] *Ibid.* Page 1-19.
[8] South Coast Air Quality Management District. March 3, 2017. *2016 Air Quality Management Plan.* Accessed at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

Anita D. Gutierrez June 5, 2018

ATTACHMENT

Health Risk Assessment (HRA) Analysis

1. The Lead Agency cited the court ruling in the *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369 (Case No. S213478)* to support that a project-specific HRA analysis for future residential development proposed in proximity of the I-105 Freeway was not completed in the Draft EIR[9].

   SCAQMD staff recognizes that the Lead Agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. Notwithstanding the court rulings, SCAQMD staff is concerned about the potential public health impacts of siting sensitive land uses such as residential uses within a close proximity of freeways. Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. As stated above, the Proposed Project is bisected by the I-105 Freeway. New residents living may live in a close proximity to I-105 and could be exposed to diesel particulate matter (DPM) from vehicles and trucks traveling on I-105. DPM is a toxic air contaminant and a carcinogen. To facilitate the purpose and goal of CEQA on public disclosure, SCAQMD staff recommends that the Lead Agency use the applicable Project information that is already available in the Draft EIR to conduct a HRA analysis[10] to disclose the information on health risks in the Final EIR, at a minimum[11]. A1-4

   Guidance on Siting Sensitive Receptors Near a High-Volume Freeway and Other Sources of Air Pollution

2. SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, SCAQMD adopted the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* in 2005[12]. This Guidance document provides recommended policies that local governments can use in their General Plans or other local planning efforts to prevent or reduce potential air pollution impacts and protect public health. In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

[9] Draft EIR. Page 5.2-18.

[10] "Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis," Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

[11] SCAQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When SCAQMD acts as the Lead Agency, SCAQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

[12] South Coast Air Quality Management District. May 2005. "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning" Accessed at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.

3

2. Response to Comments

Limits to Enhanced Filtration Units

3. Many strategies are available to reduce exposure, including, but are not limited to, building filtration systems with Minimum Efficiency Reporting Value (MERV) 13 or better, or in some cases, MERV 15 or better is recommended; building design, orientation, location; vegetation barriers or landscaping screening, etc. SCAQMD recommends that the Lead Agency consider these strategies to reduce the health impacts from DMP exposures.

   Because of the potential adverse health risks involved with siting sensitive receptors near sources of air pollution, it is essential that any proposed strategy must be carefully evaluated before implementation. In the event that enhanced filtration units are proposed for installation at the Proposed Project, SCAQMD staff recommends that the Lead Agency consider the limitations of the enhanced filtration. For example, in a study that SCAQMD conducted to investigate filters[13], a cost burden is expected to be within the range of $120 to $240 per year to replace each filter. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased operational costs in energy. It is typically assumed that the filters operate 100 percent of the time while people are indoors, and the environmental analysis does not generally account for the times when people have their windows open or are outdoors (e.g., in common space areas of the project). In addition, these filters have no ability to filter out any toxic gases from vehicle exhaust. Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to DPM emissions. A1-4 Cont'd

Other Information Recommended for Disclosure in the Final EIR

4. To facilitate a good faith effort at full disclosure and provide useful information to future residents at the Proposed Project, the Final EIR should include the following information:

   - At a minimum, disclose the potential health impacts to prospective residents from living in a close proximity of I-105;
   - If enhanced filtration units are installed at the Proposed Project,
     - Disclose to prospective residents about the reduced effectiveness of air filtration system when windows are open and/or when residents are outdoor (e.g., in the common usable open space areas)
     - Identify the responsible implementing and enforcement agency such as the Lead Agency to ensure that enhanced filtration units are installed on-site at the Proposed Project before a permit of occupancy is issued;
     - Identify the responsible implementing and enforcement agency such as the Lead Agency to ensure that enhanced filtration units are inspected regularly;
     - Provide information to residents on where the MERV filers can be purchased;
     - Disclose the potential increase in energy costs for running the HVAC system to prospective residents;
     - Provide recommended schedules (e.g., once a year or every six months) for replacing the enhanced filtration units to prospective residents;
     - Identify the responsible entity such as residents themselves, Homeowner's Association, or property management for ensuring enhanced filtration units are replaced on time, if appropriate and feasible (if residents should be responsible for the periodic and regular

[13] This study evaluated filters rated MERV 13 or better. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf. Also see 2012 Peer Review Journal article by SCAQMD: http://d7.iqair.com/sites/default/files/pdf/Polidori-et-al-2012.pdf.

purchase and replacement of the enhanced filtration units, the Lead Agency should include this information in the disclosure form);

- Identify, provide, and disclose any ongoing cost sharing strategies, if any, for the purchase and replacement of the enhanced filtration units; A1-4 Cont'd
- Set City-wide or Project-specific criteria for assessing progress in installing and replacing the enhanced filtration units; and
- Develop a City-wide or Project-specific process for evaluating the effectiveness of the enhanced filtration units at the Proposed Project.

Additional Recommended Mitigation *Measure – Diesel Haul Trucks of Model Year 2010 or Newer*

5. CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse impacts. Since the Proposed Project's NOx emissions would exceed SCAQMD air quality CEQA significance threshold, SCAQMD staff recommends that the Lead Agency incorporate the following mitigation measure in the Final EIR in addition to using Tier 4 construction equipment of 50 horsepower or greater. Additional information on potential mitigation measures as guidance to the Lead Agency is available on the SCAQMD CEQA Air Quality Handbook website.

   a) Require the use of 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction. If the Lead Agency determines that 2010 model year or newer diesel haul trucks are not feasible, the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum. It is also recommended that the Lead Agency include this requirement in applicable bid documents. Successful contractor(s) must demonstrate the ability to supply the compliant diesel haul trucks for use prior to any construction activities. Additionally, the Lead Agency should require periodic reporting and provision of written documentation by contractors, and conduct regular inspections to the maximum extent feasible to ensure compliance. A1-5

SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities

6. Since the Proposed Project is assumed to involve demolition of approximately 2,178,964 square feet of the existing structures, asbestos may be encountered during demolition. As such, SCAQMD staff recommends that the Lead Agency include a discussion to demonstrate compliance with SCAQMD Rule 1403[14] in the Air Quality Section in the Final EIR. A1-6

[14] South Coast Air Quality Management District. Rule 1403. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf.

2. Response to Comments

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A1. Response to Comments from South Coast Air Quality Management District (SCAQMD) dated June 5, 2018.

A1-1 The comment accurately summarizes the project description and EIR methodology and impact conclusions related to air quality. No response is required.

A1-2 The comment provides information on SCAQMD's 2016 Air Quality Management Plan and the need to achieve NOx emissions reductions in a timely manner. Refer to Response to Comments A1-5 and A1-6 for a response to the additional mitigation measure and discussion of Rule 1403.

A1-3 The comment explains the legal requirement for responding to comments. No response is required.

A1-4 The Specific Plan prohibits development of new residential units within 200 feet of the freeway. The potential health risks of toxic air contaminants, including DPM, is discussed in Section 5.2, *Air Quality*, of the DEIR. The EIR will not include a health risk assessment to analyze impacts associated with placing residents near a freeway, because this is not required by CEQA. CEQA does not require CEQA-level environmental document to analyze the environmental effects of attracting development and people to an area (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478)). The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment and analyze the impacts of environmental hazards on future users when a proposed project exacerbates an existing environmental hazard or condition. Residential, commercial, school, and office uses do not use substantial quantities of toxic air contaminants and would not exacerbate existing hazards.

A1-5 Pursuant to SCAQMD's request, Mitigation Measure AQ-1 has been revised as follows:

AQ-1 Applicants for new development projects within the Connect Southwest LA project shall require the construction contractor to use equipment that meets the US Environmental Protection Agency (EPA) Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the County of Los Angeles that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.

<u>The construction contractor shall also be required to use 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export)</u>

during construction. If the Lead Agency determines that 2010 model year or newer diesel haul trucks are not feasible, the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum.

Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower and 2010 model year diesel haul trucks. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the County of Los Angeles. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

A1-6 The commenter requests that the EIR include a discussion of SCAQMD Rule 1403. This analysis was included in the hazards section of the EIR instead of the air quality section. Please refer to Pages 5.5-3, 5.5-13 and 5.5-17 of Section 5.5, *Hazards and Hazardous Materials*, of the DEIR for a discussion of Rule 1403 and the project's impacts related to demolition activities.

LETTER A2 – Department of Conservation Division of Oil, Gas, and Geothermal Resources (2 pages)

State of California • Natural Resources Agency
Edmund G. Brown Jr., *Governor*
Department of Conservation
Division of Oil, Gas, and Geothermal Resources
Southern District
5816 Corporate Avenue • Suite 100
Cypress, CA 90630
(714) 816-6847 • FAX (714) 816-6853

June 21, 2018

VIA EMAIL

Ms. Anita D. Gutierrez, Supervising Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1356
Los Angeles, CA 90012
Email: SouthwestTOD@planning.lacounty.gov

Dear Ms. Gutierrez:

DEIR – DRAFT ENVIRONMENTAL IMPACT REPORT
CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT
SCH: 2017051051

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project for impacts with Division jurisdictional authority. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The project area is in Los Angeles County, within the boundaries of Howard Townsite field. Division records indicate there are twenty-nine known oil and gas wells located within the project boundary as identified in the application. Division information can be found at: www.conservation.ca.gov. Individual well records are also available on the Division's web site, or by emailing DOGDIST1@conservation.ca.gov.

The scope and content of information that is germane to Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapters 2, 3 and 4 of the California Code of Regulations. A2-1

If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from geothermal wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

2. Response to Comments

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Questions regarding the Division's Construction Site Well Review Program can be addressed to the local Division's office in Cypress by emailing DOGDIST1@conservation.ca.gov or by calling (714) 816-6847.

Sincerely,

Digitally signed by Grace Brandt
DN: cn=Grace Brandt, o=DOGGR, ou=Construction Site Well Review, email=grace.brandt@conservation.ca.gov, c=US
Date: 2018.06.21 14:10:21 -07'00'

Grace P. Brandt
Associate Oil and Gas Engineer

cc: The State Clearinghouse in the Office of Planning and Research
Tim Shular, DOC OGER
Crina Chan, DOC OGER
Meri Meraz, DOGGR CEQA Unit
Chris McCullough, Facilities and Environmental Supervisor
Environmental CEQA File

A2. Response to Comments Department of Conservation Division of Oil, Gas, and Geothermal Resources, dated June 21, 2018.

A2-1 The commenter states that there are 29 known oil and gas wells located within the project boundary, remedial plugging operation may be required during construction, and that building over a plugged and abandoned oil well should be avoided. The commenter also provided a contact for further information. Review of future projects through the County of Los Angeles Fire Department would ensure that the appropriate requirements for construction of structures near oil wells are met. No change the EIR is needed.

2. Response to Comments

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LETTER A3 – Los Angeles County Metropolitan Transportation Authority (Metro) (4 pages)

Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

June 29, 2018

Anita Gutierrez
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1356
Los Angeles, CA 90012

RE: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont – Notice of Completion and Availability of a Draft Environmental Impact Report (EIR)

Dear Ms. Gutierrez:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Connect Southwest LA: A Transit Oriented District (TOD) Specific Plan for West Athens-Westmont (Plan), located in Los Angeles County. Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more and maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

The purpose of this letter is to briefly describe the proposed Plan, based on the Notice of Completion and Availability of a Draft EIR, and to outline recommendations from Metro concerning issues that are germane to our agency's statutory responsibility in relation to our rail and bus facilities and services that may be affected by the proposed Plan. A3-1

Plan Description

The proposed Plan is a TOD Specific Plan that would permit development of up to 1,061 additional residential units and approximately 1.7 million additional square feet of non-residential development over existing conditions in the Plan area. In total, build out of the Plan would allow up to 4,518 residential units and approximately 3.5 million square feet of non-residential development. The Plan would designate the following ten zoning districts for the 473 acres of developable Plan area: Single-Family Residence (167 acres), Residential Planned Development (7 acres), Two-Family Residence (80 acres), Limited Density Multiple Residence (18 acres), Mixed Use 1 (27 acres), Mixed Use 2 (27 acres), Neighborhood Commercial (11 acres), Civic Center (22 acres), Public-Institutional (83 acres), and Buffer Strip (35 acres). Within the Specific Plan area, Metro provides rail and bus services, and plans to build a future bus rapid transit (BRT) line along Vermont Boulevard.

2. Response to Comments

Connect Southwest LA TOD Specific Plan for West Athens-Westmont
Notice of Completion and Availability of a Draft EIR – Metro Comments
June 29, 2018

Metro Comments

The following section outlines key considerations for properties and streets adjacent to Metro transit facilities and service. In addition to the specific items outlined below, Metro would like to provide the Plan Sponsor with a user-friendly resource, the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro ROW, as well as the Adjacent Construction Manual with technical information (also attached). These documents and additional resources are available at www.metro.net/projects/devreview/.

Bus Operations

Several Metro bus lines operate within the Plan area. To provide safe and convenient bus service, Metro recommends that the Specific Plan include language that requires future development to inform Metro of projects in close proximity to bus stops or other bus facilities that could impact operations. See attached Adjacent Development Handbook for bus stop coordination and design needs. In addition, Metro encourages the provision of a 12 foot wide (or at minimum 11 foot wide) outside lanes for bus travel.

Rail Operations - Green Line

A3-1 cont'd

The Metro Green Line light rail operates along ROW in the Plan area. The Green Line operates in and out of revenue service, 24 hours a day, seven days a week. To ensure safe, uninterrupted service, Metro suggests that the Specific Plan include policy language to require Metro review and clearance of development occurring within 100 feet of Metro ROW. Metro has similar review and approval rights for development within the City of Los Angeles per Zoning Ordinance ZI-1117.

Vermont Bus Rapid Transit (BRT)

The County should be aware that Metro is planning a future Bus Rapid Transit (BRT) line on Vermont Avenue between Hollywood Boulevard and 120th Street with an anticipated construction groundbreaking date of FY 2024. Improvements being considered include dedicated bus lanes, enhanced BRT stations with a number of passenger amenities, and very frequent service. For more information, please contact Martha Butler, Sr. Director Countywide Planning, at 213-922-7651 or butlerm@metro.net.

Transit Amenities

Metro strongly recommends that the Plan include policies encouraging transit-supportive public realm improvements, such as wide sidewalks, bus shelters, comfortable seating, pedestrian-scaled lighting, landscaping (i.e., street trees that provide continuous shade along transit access routes), multi-modal wayfinding signage (directing people to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), and enhanced, ADA-compliant street crossing elements adjacent to transit stops and stations (i.e., enhanced crosswalks, crossing signals, and accessible ramps). The County should consider requiring the installation of such amenities as part of the conditions of approval for development within the Plan area.

Page 2 of 4

Connect Southwest LA TOD Specific Plan for West Athens-Westmont
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June 29, 2018

Active Transportation

Metro encourages the County to promote bicycle use through adequate short-term bicycle parking, such as ground level bicycle racks and/or curbside bicycle corrals, as well as secure, access controlled, enclosed long-term bicycle parking for guests, employees, and residents of high-density residential, retail/ commercial, or mixed-use developments. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, easy to locate, and equipment installed with preferred spacing dimensions, so they can be safely and conveniently accessed. Additionally, the Plan should help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from destinations, such as Vermont/Athens Station, within the Plan area.

Wayfinding and Art

A3-1 cont'd

The Plan is also encouraged to support mobility connections with wayfinding signage inclusive of all modes of transportation. Any planned wayfinding signage with content referencing Metro services, or featuring the Metro brand and/or associated graphics (such as bus or rail pictograms) must conform to Metro's Signage Standards and requires review and approval by Metro Art & Design. Please contact Lance Glover at 213-922-2360.

Metro Arts & Design encourages the thoughtful integration of art and culture into public spaces and will need to review any proposals for public art and/or placemaking facing Metro ROW. Please contact Susan Gray at 213-922-2729.

Metro looks forward to continuing to collaborate with the County to effectuate policies and implementation activities that promote transit supportive communities. If you have any questions regarding this response, please contact Eddi Zepeda at 213-418-3484 or by email at DevReview@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,

Georgia Sheridan, AICP
Senior Manager, Transit Oriented Communities

Attachments and links:

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2. Response to Comments

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- Adjacent Construction Design Manual
- Adjacent Development Handbook: https://www.metro.net/projects/devreview/ A3-2

Page 4 of 4

A3. Response to Comments from Metro dated June 29, 2018.

A3-1 Metro summarizes the project description and provides a number of suggestions related to bus operations, rail operations – green line, Vermont bus rapid transit, transit amenities, active transportation, and wayfinding and art. Preparation of the specific plan is funded through a Metro grant with on-going reporting requirements. The County appreciates this opportunity to work collaboratively with Metro to promote transit supportive communities. The commenter is not commenting on the DEIR or the environmental analysis and no further response is needed. However please note that all comment letters will be provided to the County of Los Angeles Board of Supervisors so that the comments will be presented directly to the decision makers prior to consideration of whether or not to approve the proposed project.

A3-2 The "Adjacent Construction Design Manual" and "Adjacent Development Handbook" provided by the commenter, is included in Appendix A of this FEIR for reference. No response is needed.

2. Response to Comments

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LETTER R1 – Alec Mackie (2 pages)

Nicole Morse

From: DRP Southwest TOD <southwesttod@planning.lacounty.gov>
Sent: Thursday, May 24, 2018 12:38 PM
To: Nicole Morse; Anita Gutierrez
Subject: FW: Connect Southwest LA: TOD Specific Plan

FYI

From: Alec Mackie [mailto:alectrojan@gmail.com]
Sent: Wednesday, May 23, 2018 2:42 PM
To: DRP Southwest TOD <southwesttod@planning.lacounty.gov>
Subject: Connect Southwest LA: TOD Specific Plan

Dear Planning Commission:
I saw your notice for neighborhood re-zoning.

Just to make you aware there is a problem with airplane noise and safety in this area from planes landing at Hawthorne Airport. In the West Athens neighborhood along 120th street in the zone you are planning for new buildings and healthier streets - there is a terrible problem with airplane noise and safety issues with planes landing at Hawthorne Airport.

Several neighborhoods have formed together to try to fight the noise:
http://secure-web.cisco.com/1oBUT4f3PPKGljiW6I2VK5oSYC-lYZdhX8QXPhjn5b5H3S7y1W7HMUsNfxZ4LpebH7vjJtl6xZsqaKFgJAPCyfArf-uHup71PmlJB1Tic7TXMTXgsOnuETLXTXNcPZ14cQFSVbT1AYTTNkHg2q9UN6I6zlIiLRhRLr4niztwMN92sA7quxXByJNF8KKusaiE_Nq7OGR4zN4uBNXjM4Th_XG6XOwARKlE1YXdPnwlSFGsDPnRH2-hmWj6PrBmlxlS7gwwcZstLXHtGM-lsbUUeIvu5xEWKDKygjOAZJf504KmN1yRid5ivt5wTThcybWvh1kwFyPRYr0mEOpWt2qWLNtQumtWfTuQyWNyi9o-SA3vfhvNxM2G-cknDuwYql8mezwDCsPfC9wx0UhZ2rznO7g/http%3A%2F%2Fwww.HawthorneQuietSkies.com

The area you plan to redesign is within this noise and safety problem area.

The planes fly so low (500-700' MSL, and since West Athens is on a hill that's only about 200-400' AGL).

You will likely need several 1-2 story height restrictions for buildings in this area as the FAA has told us they would like 300' of clearance. Sometimes the planes are barely that high. many neighbors in this area are complaining.

Also any new buildings should have lots of noise insulation to protect the residents who are going to live there. R1-1

Finally the neighborhood is going to fill with jet pollution as more and more jets land at Hawthorne Airport.

You'll want to move carefully as you add buildings to the 120th Street corridor in West Athens. R1-2

And if you can help us get somewhere with the Hawthorne Airport we'd certainly appreciate it.

No one seems to want to listen to Unincorporated area LA County Residents. R1-3

1

2. Response to Comments

Sincerely,
Alec Mackie
West Athens
424.219.9674
alectrojan@gmail.com

2

R1. Response to Comments from Alec Mackie, dated May 24, 2018.

R1-1 Please refer to Section 5.5, *Hazards and Hazardous Materials*, of the DEIR for an analysis of the project's airport-related safety hazards and Section 5.8, *Noise*, for an analysis of airport-related noise. As demonstrated in the DEIR, impacts would be less than significant.

R1-2 The commenter states that the neighborhood would be subject to jet pollution from increased use at Hawthorne Airport. All comment letters will be provided to the County of Los Angeles Board of Supervisors so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the proposed project.

R1-3 The commenter would like to work collaboratively with the Hawthorne Airport with assistance from the County. The County acknowledges this comment; no changes are needed to the EIR.

2. Response to Comments

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3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the DEIR. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the DEIR. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in <u>underlined text</u> to signify additions.

3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR and to address typographical errors.

<u>Page 3-1, Table 1-3, Section 1.8, Executive Summary, and Page 5.2-32 of Section 5.2, *Air Quality*.</u> Mitigation Measure AQ-1 was revised as requested by SCAQMD, Response to Comment A1-5.

AQ-1 Applicants for new development projects within the Connect Southwest LA project shall require the construction contractor to use equipment that meets the US Environmental Protection Agency (EPA) Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the County of Los Angeles that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.

The construction contract shall also be required to use 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction. If the Lead Agency determines that 2010 model year or newer diesel haul trucks are not feasible, the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum.

Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower <u>and 2010 model year diesel haul trucks</u>. During construction, the construction contractor shall maintain a list of all operating equipment in use on the

3. Revisions to the Draft EIR

construction site for verification by the County of Los Angeles. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Page 3-2, Table 1-3, Section 1.8, Executive Summary. The following bullet points were revised so that they are now in the correct numerical order.

T-~~3~~2 The County of Los Angeles shall continue to secure the funding needed to implement the future planned improvements within the Specific Plan area. A variety of funding sources shall be explored, such as Metro's CMP Fee Program, Metro Call for Project funds, and federal and state grant opportunities. If the CMP fee program is not adopted by Metro and the County of Los Angeles, other funding sources for regional transportation needs, including Caltrans facilities, in the Specific Plan area shall be pursued—such as a potential Connect Southwest LA Specific Plan Impact Fee Program, development agreements for large projects, and/or mitigation agreements between future applicants and Caltrans for projects that impact Caltrans facilities.

T-~~4~~3 The County shall work with Caltrans as Caltrans prepares plans to add additional lanes or complete other improvements to various freeways within and adjacent to unincorporated areas. This includes adding or extending mixed flow general purpose lanes, adding or extending existing HOV lanes, adding express lanes (high occupancy toll lanes), incorporating truck climbing lanes, improving interchanges, and other freeway-related improvements.

T-~~5~~4 Future traffic engineering firms retained to prepare traffic impact studies are required to consult with Caltrans when a development proposal meets the requirements of statewide, regional, or area-wide significance per CEQA Guidelines Section 15206(b). When preparing traffic impact studies, the most up-to-date Guide for the Preparation of Traffic Impact Studies from Caltrans shall be followed. When the CEQA criteria of regional significance are not met, Caltrans recommends that project applicants consult with Caltrans.

Appendix K, Sewer Area Study. The Sewer Area Study was updated and approved by the County of Los Angeles Department of Public Works and has been included as Appendix B herein.

Appendix A. Metro Attachments

Appendix

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Appendix B. Sewer Area Study

Appendix

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ADJACENT CONSTRUCTION DESIGN MANUAL

1.0 INTRODUCTION

1.1 Parties planning construction over, under or adjacent to ~~a~~ Metropolitan Transportation Authority (MTA) facilit**ies**~~y~~ or structure**s** are advised to submit for review ~~seven (7)~~**two (2) hard** copies **and one (1) electronic copy** of their **design** drawings and ~~four (4) copies of their~~ calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.

1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments ~~(usually includes Construction, Operations, Maintenance, and Real Estate)~~**for MTA departments review**. Parties shall be responsible for all costs related to **MTA**~~drawing~~ reviews~~ by MTA~~. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:

A. Site Plan

B. Drainage Area Maps and Drainage Calculations

C. Architectural drawings

D. Structural drawings and calculations

E. Civil Drawings

F. Utility Drawings

G. Sections showing Foundations and MTA Structures

H. Column Load Tables

I. Pertinent Drawings and calculations detailing an impact on MTA facilities

J. A copy of the Geotechnical Report.

K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.

L. Drawings and calculations should be sent to:

MTA Third Party Administration (Permits Administration)
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits). The Party shall review the complexity of the project, and **contact MTA to** receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to **Engineering,** Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.

1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.

1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro **Transit**~~Rail~~ System

1.6 The following items must be completed before starting any construction:

A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.

B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.

1.7 Qualified Seismic, Structural and Geotechnical Oversight

The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

2.0 REVIEW PROCEDURE

2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.

2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.

2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.

2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

2.5 The calculations submitted for review shall include the following:

A. A concise statement of the problem and the purpose of the calculation.

B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.

C. References to articles, manuals and source material shall be furnished with the calculations.

D. Reference to pertinent codes and standards.

E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.

F. The source or derivation of all equations shall be shown where they are introduced into the calculations.

G. Numerical calculations shall clearly indicate type of measurement unit used.

H. Identify results and conclusions.

I. Calculations shall be neat, orderly, and legible.

2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:

A. Program Name.

B. Program Abstract.

C. Program Purpose and Applications.

D. Complete descriptions of assumptions, capabilities and limitations.

E. Instructions for preparing problem data.

F. Instructions for problem execution.

G. List (and explanation) of program acronyms and error messages.

H. Description of deficiencies or uncorrected errors.

I. Description of output options and interpretations.

J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.

K. Computer printout of all supporting calculations.

L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.

2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.

2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.

2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

3.0 MECHANICAL CRITERIA

3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.

3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.

3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.

3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.

3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

4.0 OPERATIONAL REQUIREMENTS

4.1 GENERAL

A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.

B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:

1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.

2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis**, with the approval of Construction Work Plan by MTA Construction Safety Department**.

3. All cranes must be stored and secured facing away from energized tracks, when appropriate.

4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity. **All members of the work crew will be required to attend MTA Safety Training.**

5. In order to provide a safe zone to maintain adjacent developments. All developments adjacent to Metro At-Grade Stations, Aerial Stations or Track Guideways shall provide a minimum 5 foot setback from the Metro and developer's shared property line to the outside face of the proposed structure at Metro or the developer's property for maintenance to be performed or installed from within the zone created by this setbacks.

4.2 OVERHEAD PROTECTION - Station Entrances

A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.

1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.

2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the

shield shall be constructed and maintained watertight.

B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.

C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.

D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:

1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.

E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four (4") inches of asphaltic concrete placed **over a minimum four (4”) inches of untreated base material,** and finished by a machine.

4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.

B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.

C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.

D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-

4.4 OTHER METRO FACILITIES

A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See Exhibit A for details.

B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.

C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.

D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

E. Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.

4.5 SAFETY REGULATIONS

A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual (Part F) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required

B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, (Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.

C. Party and contractor personnel while within the operating MTA right-of-way shall coordinate all safety rules and procedures with MTA Rail Operations Control Center.

D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

5.0 CORROSION

5.1 STRAY CURRENT PROTECTION

A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.

B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.

C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

End of Section

Report

West Athens TOD Sewer Area Study

West Athens TOD Specific Plan

ESTU2018000030
PC 12413AS

SEWER AREA STUDY
CONCEPTUALLY APPROVED
APPROVED BY: RCE NO._____DATE 7/23/2018
CHECKED BY: Nikko Pajarillaga DATE 7/23/2018

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

THIS APPROVAL IS ONLY GOOD FOR TWO YEARS FROM THE DATE OF SEWER AREA STUDY APPROVAL

REGISTERED PROFESSIONAL ENGINEER
LYDIA LA POINT
NO. C70858
Exp. 6/30/2019
CIVIL
STATE OF CALIFORNIA

Prepared
by IBI Group

June 25, 2018

1 Sewer Systems

1.1 Introduction

This technical memorandum analyzes potential environmental impacts on utilities and sewer service systems for the West Athens Transit Oriented Development (TOD) Specific Plan area. It documents the results of the analysis, as well as recommended infrastructure upgrades and proposed mitigation measures in order to support the proposed land use changes identified in the West Athens TOD Specific Plan. The results of the analysis are based on data obtained from the West Athens TOD Specific Plan, as well as from the Los Angeles County Department of Public Works (DPW), Los Angeles County Sanitation District (LACSD), and private utility purveyors.

1.2 Site Description

West Athens is an unincorporated area of Los Angeles County located approximately ¾ of a mile west of the intersection of Interstate 110 and Interstate 105. The TOD study area is centered on the Los Angeles Southwest College Campus. The campus has a planned build out which is not included in the proposed plan activities, but is captured in the total build out of the Specific Plan. The campus and the Mixed Use areas in the Proposed Plan are the two high demand locations within the specific plan area. Near the school are zones of Mixed Use – industry, retail, food, etc. The Plan Area is bounded on the North by W 110th Street and Lohengrin Street; bounded by the East by Vermont Avenue; bounded by the South by 120th Street with an inclusion of the block between Western Avenue and Harvard Blvd south to 121st Street; And bounded by the West by Western Avenue with an inclusion of the area between the Imperial Highway and Haas Avenue/Lohengrin Street.

1.3 Description of Existing Sewer System

The City of West Athens is currently serviced by two sanitary systems. The Los Angeles County Sewer Maintenance District services local collection lines, while trunks and treatment are serviced by Los Angeles County Sanitation Districts (LACSD). Local collection lines are primarily 8” in diameter and composed of Vitrified Clay Pipe (VCP). These are routinely assessed through CCTV inspection, and repaired and replaced as part of a continuous improvement plan of the Department of Public Works. The 8” sanitary collection lines are currently sufficient size to collect sanitary waste from houses and shops in the area and transport them to the main collection trunks.

The trunk sewer lines are owned and operated by the Fifth District of the Los Angeles County Sanitation Districts. There is one main segment of trunk line collecting the sewage from the Specific Plan Area. The Plan Area, beginning east and running west along century freeway, is served by a 12” line coming out of a pump station. The capacity with the pumping station is more than twice the current flow. The proposed build out will have minimal impact on the performance of the pump station or trunk line capacity.

The Specific Plan Area was delineated into 12 sewer main tributary areas. These are detailed below:

Imperial highway West (Tributary Area 1) – Existing 8” pipe on the west side of the Specific Plan, exiting the plan area along the imperial highway. This line collects waste from Residential Zone 1, Residential 3, Neighborhood Commercial, Mixed Use Development 1, Mixed Use Development 2, and IT/Public. Collects from outside the Plan Area from Residential 1, Residential 3, and Commercial 2. Connects to the Arlington Sewer from manhole 35 west of the Plan Area.

110th Street (Tributary Area 2) – Existing 8" pipe on 110th Street between Hobart Boulevard and Western Avenue. Collects from zones Residential 31, Residential 3 and Neighborhood Commercial. Connects to Arlington Sewer north of Plan Area. Exits the Plan Area from manhole 247 to manhole 246. Outside the Plan Area, prior to entering the trunk sewers, this Tributary Area affects flow in Tributary Area 2A, which collects flow from Residential 1, Residential 3, and Commercial 2. Connects to the trunk sewer from manhole 374.

Budlong Avenue (Tributary Area 3) – Existing 8" pipe along Budlong Avenue just south of the Imperial Freeway. Collects from zone Residential 1, Residential 2, Residential 3, Mixed Use Development 1, Mixed use Development 2, and Neighborhood Commercial. Connects to trunk from manhole 171 to manhole 172.

Vermont Avenue (Tributary Area 4) – Existing 8" pipe heading northbound from Vermont Avenue at 110th Street. Collects from zones Residential 2, Mixed Use Development 1, Mixed Use Development 2, and Buffer Strip. Exits the plan area from manhole 109 to manhole 93. Outside the TOD Plan Area, prior to entering the trunk sewer, This Tributary area affects flow in Tributary Areas 5A, 5B, 5C, and 5D. These Tributary Areas collect from Commercial and Residential 2 zones outside of plan area and increases pipe size to 18" before connecting to the trunk sewer at manhole 92.

119th Street (Tributary Area 5) – Existing 8" pipe on the southwestern portion of the Plan Area at 119th Street and Wilton Place. Collects from zones: Residential 1, Residential 3, Mixed Use Development 2, and Buffer Strip. Collects at manhole 146 and exits the plan area towards the west.

Loganside Drive (Tributary Area 6) – Two existing 8" pipes collecting the small zones in the south west corner of the Plan Area. Collects Residential 1, Buffer Strip, Public (as the Department of Public Services), Other (as the highway). Enters into the trunk sewer at two areas, manhole 137 and 139.

Western Avenue at 122nd Street (Tributary Area 7) – Existing 8" pipe on the south side of the plan area at Western Avenue and 121st Street. Collects from zones: Residential 1, Residential Planned Development, Neighborhood Commercial, Mixed Use Development 1, Other (as highway), and Buffer Strip. Collects zones outside the Plan Area (Residential 1 and Neighborhood Commercial). Exits the Plan Area at manhole 333 towards manhole 334. Outside the Plan Area, prior to entering the trunk sewers, this Tributary Area affects flow in Tributary Area 7A, which collects flow from Residential 1, Henry Clay Middle School, Commercial Manufacturing, Commercial 2, and Open Space. These areas. Connects to the trunk sewer at manhole 72.

Raymond Avenue Alley (Tributary Area 8) – Existing 8" pipe North of Raymond Avenue along the alley. Collects Residential Zone 1 and Residential Zone 3.Connects to trunk along Century Freeway, from manhole 173.

Normandie Avenue- Century Freeway Connection of Public Works (Tributary Area 9) – Existing parallel 8" pipes north of the Century Freeway that collects the area east of Normadie Avenue, west of Budlong Avenue and south of the Imperial Highway. Connects into trunk sewer along Century Freeway from manhole 305 and manhole 172.

Van Buren Avenue (Tributary Area 10) – Existing 8" pipe at the corner of 117th Street and Van Buren Avenue. Collects from zones: Residential 1, Residential 2, Neighborhood Commercial, Mixed use Development 1, Public (West Athens Elementary), Buffer Strip, and Other (as the freeway). Collects from Residential 1 outside of the Plan Area. Connects to the trunk sewer at manhole 221.

Los Angeles Southwest College (Tributary Area 11) – Collection of existing sewer pipes bound by the 4 streets – Century Freeway, Western Avenue, Imperial highway, and Normandie Avenue.

It is unknown the exact configuration of collection lines. It is known that they connect into the Manchester Avenue Pump Trunk within the zone boundary.

1.4 Methodology

The analysis conducted in this section for wastewater systems assess the impact of the proposed plan on the capacities of collection trunks through the Plan Area which remove the waste. There is a significant increase in land use density in the proposed build-out, along with a significant increase in water and wastewater demand anticipated. Collection areas were delineated from collection line locations. Sewage effluent in each collection area was calculated using the Zoning Coefficient for runoff for a typical sewer area study developed by Los Angeles County Department of Public Works Land Development Division. Each planned development zone's acreage in collection zones was used with the Zoning Coefficient to determine total flow through the lines.

All existing sewer mains in the Specific Plan area are 8" or above in diameter. Using the minimum allowable slope of 0.24% for 8" sewers, .20% for 10" sewers, .16% for 12" sewers, .12% for 15" sewers, and .08% for 18" sewers, for the design capacity for the existing sewer pipes is 0.265 cfs for 8" mains, 0.455 cfs for 10" pipes, 0.67 cfs for 12" mains, 1.99 for 15" mains, and 2.66 for 18" mains. Design capacity for lines below 15" diameter, defined by LA County Sanitation District, is half of the diameter of the pipe to be filled, for pipes greater than 15" it is three quarters of the pipe to be filled. Our analysis shows that there are 7 existing sewer collection points within the TOD area that could potentially be insufficient to meet future cumulative sewage effluent. These are listed in Tributary Areas 1, 3, 4, 5, 7, 9, and 10. Furthermore, there are two sewer collection areas – 4A through D, and 7A – that are affected by the Specific Plan buildout but are not part of the Specific Plan that could potentially be insufficient to meet future cumulative sewage effluent.

- Tributary Area 1 has an estimated cumulative sewage flow of 0.792 cfs which is 294% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 1, Residential 3, Neighborhood Commercial, IT/Public, Mixed Use Development 1, and Mixed Use Development 2.
- Tributary Area 3 has an estimated cumulative sewage flow of 0.894 cfs which is 332% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 1, Residential 2, Residential 3, Mixed Use Development 1, Mixed Use Development 2, and Neighborhood Commercial.
- Tributary Area 4 within the Plan Area has an estimated cumulative sewage flow of 0.406 cfs which is 151% of the design capacity of the 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 2, Mixed Use Development 1, and Mixed Use Development 2. Tributary Area 4 collects into larger areas which are also affected by the additional flow. The 10" Pipe of Tributary Area 4A outside the Plan Area at 109th Street has a cumulative flow of 1.140 cfs, which is 250% of the design capacity of 0.46 cfs allowed a 10" collection line. Continuing alone the pathway of collection, the 12" collection line at 107th Street (Tributary Area 4B) has a cumulative flow of 1.632 cfs which is 242% of the design capacity of 0.67 cfs allowed by a 12" collection line. Continuing this pathway of collection, the 15" collection line (Tributary Area 4C) has a cumulative flow of 2.231 cfs which is 112% of the design capacity of 1.99 cfs for a 15" collection line. Further in the collection pathway, Tributary Area 4D has a cumulative flow of 4.39 cfs, which is 165 % of the design capacity of 2.66 cfs allowed by an 18" collection line.
- Tributary Area 5 has an estimated cumulative sewage flow of 0.437 cfs which is 162% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 1, Residential 3, and mixed Use Development 2.
- Tributary Area 7 has an estimated cumulative sewage flow of 0.281 cfs which is 104% of the design capacity of 0.27 cfs allowed by an 8" collection line. Tributary Area 7 collects into a

larger area which is also affected by the additional flow. Tributary Area 7A collects flow from Tributary Area 7, as well as Residential 1, Residential Planned Development, Neighborhood Commercial, Mixed Use Development 1, and additional Residential 1 from outside of the plan area. The collection system continues southwest with no apparent increase in collection lines from the attached maps. Tributary Area 7A shows a significant deficiency in capacities because of this.

- Tributary Area 9 has an estimated cumulative sewage flow of 0.461 cfs which is 171% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Civic Center and Residential 3.
- Tributary Area 10 has an estimated cumulative sewage flow of 0.415 cfs which is 154% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 1, Residential 2, Neighborhood Commercial, Mixed Use Development 1, West Athens Elementary School (as public), and additional flow outside of the Plan Area as Residential 1.

One of the purposes of this study is to determine the deficiencies in existing utilities when using the future development of the Plan Area. Based on this analysis, seven of the existing tributary areas have the potential to exceed the existing sewage capacity defined by LA County. At this time, the final layout and buildout within the Plan Area is undetermined. Therefore, this analysis acts only to identify tributary areas where the full build out would exceed capacity.

1.5 Proposed Mitigation and Conclusion

Since the design identifies full "build out" condition, there is no immediate need for upgrades to the existing sewer main at this time. A detailed study – with projected building and consumer flows – around the tributary areas listed to be above the maximum threshold will identify the required upgrades to the collection system. In general, new or upgraded sewer laterals are required for new buildings. This is paid for by the developers. All new sewer infrastructure development and upgrades will have to be reviewed by the County's Department of Public Works.

1.6 Attachments and Exhibits

- Sewer Area Calculation
- Estimated Average Daily Sewage Flows
- Tributary Areas for Calculating Sewer Demand
- Collection Points for Sewer Tributary Areas in Plan Area (2 maps)
- LA County Consolidated Sewer Maintenance District (CSMD) Index Maps (6 maps)
- LA County Zoning Map

Sewer Area Study Table

* Calculated using Kutter's Formula with n=0.013 (as in S-C4 graph in PC Procedural Manual)

** Based on current land use and coefficients per LA County, (Attach supporting calculations)

*** For pipes > 15" % Full should be calculated by taking the flow depth divided by 0.75 times the pipe diameter

Street Name	Segment		Pipe		*Capacity		Area (Acres)	Zoning Coeff.	Calculated Flow (cfs)	**Cumulative Calculated Flow (cfs)	PC orCI Construction Plan #	Comment	% Full
	M.H. #	M.H. #	Size (in.)	Slope (%)	1/2 Full(<15")	3/4 Full(>15")							Cumulative Flow / Capacity
Tributary Area 1 - Imperial Highway at Haas Avenue	**35**	**Trunk**	**8**	**0.24**	**0.27**								**294.09%**
Residential 1							90.9	0.004	0.364	0.364			134.96%
Residential 3							6.7	0.012	0.080	0.444			164.81%
Neighborhood Commercial							6.8	0.015	0.102	0.546			202.67%
IT/Public							2.2	0.015	0.033	0.579			214.92%
Mixed Use Development 1							3.9	0.015	0.059	0.638			236.63%
Mixed Use Development 2							1.1	0.015	0.017	0.654			242.76%
Additional Area Into Zone (Residential 1)							16.2	0.004	0.065	0.719			266.81%
Additional Area Into Zone (Residential 3)							5.5	0.012	0.066	0.785			291.31%
Additional Area Into Zone (Commercial 2)							0.5	0.015	0.008	0.792			294.09%
Tributary Area 2 - 110th Street (Between Western Avenue and Hobart Boulevard)	**247**	**246**	**8**	**0.24**	**0.27**								**30.36%**
Neighborhood Commercial							0.6	0.015	0.009	0.009			3.34%
Residential 1							13.4	0.004	0.054	0.063			23.24%
Residential 3							1.6	0.012	0.019	0.082			30.36%
Tributary Area 2A - Outside TOD - 108th Street (Between Western Avenue and Hobart Boulevard)	**374**	**Trunk**	**8**	**0.24**	**0.27**								**96.77%**
From Manhole 247										0.082			30.36%
Residential 1							31	0.004	0.124	0.206			76.39%
Residential 3							3.2	0.012	0.038	0.244			90.64%
Commercial 2							1.1	0.015	0.017	0.261			96.77%
Tributary Area 3 - Budlong Avenue	**171**	**172**	**8**	**0.24**	**0.27**								**331.81%**
Residential 1							31.3	0.004	0.125	0.125			46.47%
Residential 2							56.3	0.008	0.450	0.576			213.66%
Residential 3							3.9	0.012	0.047	0.622			231.03%
Mixed Use Development 1							13	0.015	0.195	0.817			303.41%
Mixed Use Development 2							2.7	0.015	0.041	0.858			318.44%
Neighborhood Commercial							2.4	0.015	0.036	0.894			331.81%

Tributary Area 4 - Vermont Avenue at 110th Street	**109**	**92**	**8**	**0.24**	**0.27**								**150.78%**
Residential 2							27.9	0.008	0.223	0.223			82.85%
Mixed Use Development 1							9.8	0.015	0.147	0.370			137.41%
Mixed Use Development 2							2.4	0.015	0.036	0.406			150.78%
Buffer Strip							0.8	0.00	0.000	0.406			150.78%
Tributary Area 4A - Outside TOD - Vermont Avenue at 109th Street	**71**	**70**	**10**	**0.2**	**0.46**								**250.32%**
From Manhole 109										0.406			89.19%
Washington Prep High School (2000 students) + Duke Ellington Continuation High School (200 Students)									0.127	0.533			117.08%
Residential 2							67.6	0.008	0.541	1.074			235.83%
Commercial 3							4.4	0.015	0.066	1.140			250.32%
Tributary Area 4B - Outside TOD - Vermont Avenue at 107th Street	**67**	**46**	**12**	**0.16**	**0.67**								**242.06%**
From Manhole 71										1.140			169.09%
Residential 2							52.3	0.008	0.418	1.558			231.16%
Commercial 2							1.9	0.015	0.029	1.587			235.38%
Commercial 3							3	0.015	0.045	1.632			242.06%
Tributary Area 4C - Outside TOD - Vermont Avenue at 105th Street	**45**	**44**	**15**	**0.12**		**1.99**							**111.91%**
From Manhole 67										1.632			81.87%
Residential 2							56.1	0.008	0.449	2.081			104.38%
Commercial 2							7.9	0.015	0.119	2.199			110.33%
Commercial 3							2.1	0.015	0.032	2.231			111.91%
Tributary Area 4D - Outside TOD - Vermont Avenue at 104th Street	**92**	**Trunk**	**18**	**0.08**		**2.66**							**164.92%**
From Manhole 45										2.231			83.72%
Residential 2							164.5	0.008	1.316	3.547			133.11%
Commercial 2							45.4	0.015	0.681	4.228			158.67%
Commercial 3							11.1	0.015	0.167	4.394			164.92%
Tributary Area 5 - 119th Street at Wilton Place	**146**	**Trunk**	**8**	**0.24**	**0.27**								**162.28%**
Residential 1							29.1	0.004	0.116	0.116			43.21%
Residential 3							2.2	0.004	0.009	0.125			46.47%
Mixed Use Development 2							20.8	0.015	0.312	0.437			162.28%
Buffer Strip							1.5	0.00	0.000	0.437			162.28%
Tributary Area 6 - Loganside Avenue	**137/139**	**Trunk**	**8**	**0.24**	**0.27**								**39.61%**
Residential 1							3.8	0.004	0.015	0.015			5.64%
Other							9.5	0.000	0.000	0.015			5.64%
Buffer Strip							5.1	0.00	0.000	0.015			5.64%
Public - Dept. of Public Social Services							6.1	0.015	0.092	0.107			39.61%

Tributary Area 7 - Western Avenue at 122nd Street	**333**	**334**	**8**	**0.24**	**0.27**								
Residential 1							25.2	0.004	0.101	0.101			37.42%
Residential Planned Development - 5000 - 10U							7.6	0.012	0.091	0.192			71.27%
Neighborhood Commercial							0.8	0.015	0.012	0.204			75.72%
Mixed Use Development 1							5.1	0.015	0.077	0.281			104.12%
Other							15.6	0.000	0.000	0.281			104.12%
Buffer Strip							19.2	0.00	0.000	0.281			104.12%
Tributary Area 7A - Outside TOD - Western Avenue at El Segundo Boulevard	**50**	**72**	**8**	**0.24**	**0.27**								**675.94%**
From Manhole 333										0.281			104.12%
Open Space							9.8	0.000	0.000	0.281			104.12%
Residential 1							271	0.004	1.084	1.365			506.49%
Public - Animo South Los Angeles Charter High School - 700 students * 15 gallons/student/day * 2.5 peak									0.041	1.406			521.71%
Commercial Manufacturing							24.5	0.015	0.368	1.773			658.12%
Commercial 2							3.2	0.015	0.048	1.821			675.94%
Tributary Area 8 - Alley off Raymond Avenue at Railroad	**302**	**173**	**8**	**0.24**	**0.27**								**46.62%**
Residential 1							24.5	0.004	0.098	0.098			36.38%
Residential 3							2.3	0.012	0.028	0.126			46.62%
Buffer Strip							1.8	0.00	0.000	0.126			46.62%
Other							7.5	0.00	0.000	0.126			46.62%
Tributary Area 9 - Normandie Avenue	**305**	**Trunk**	**8**	**0.24**	**0.27**								**171.27%**
Civic Center							17.8	0.015	0.267	0.267			99.11%
Residential 3							16.2	0.012	0.194	0.461			171.27%
Tributary Area 10 - 117th Street at Van Buren Avenue	**221**	**Trunk**	**8**	**0.24**	**0.27**								**154.01%**
Residential 1							8.5	0.004	0.034	0.034			12.62%
Residential 2							25.6	0.008	0.205	0.239			88.64%
Neighborhood Commercial							4.3	0.015	0.065	0.303			112.58%
Mixed Use Development 1							2	0.015	0.030	0.333			123.72%
Public - West Athens Elementary - 1,085 students * 10 gallons/student/day*2.5 peak flow									0.042	0.375			139.31%
Buffer Strip							10.1	0.00	0.000	0.375			139.31%
Other							22.4	0.000	0.000	0.375			139.31%
Additional Area Into Zone (Residential 1)							9.9	0.004	0.040	0.415			154.01%
Tributary Area 11 - Southwest College			**8**	**0.24**	**0.27**								**32.29%**
Los Angeles Southwest College							79.7		0.000	0.000			
Civic Center							5.8	0.015	0.087	0.087			32.29%

Estimated Average Daily Sewage Flows for Various Occupancies

Occupancy	Abbreviation	*Average daily flow	
Apartment Buildings:			
Bachelor or Single dwelling units	Apt	~~100~~	gal/D.U. → 150
1 bedroom dwelling units	Apt	~~150~~	gal/D.U. → 200
2 bedroom dwelling units	Apt	~~200~~	gal/D.U. → 250
3 bedroom or more dwelling units	Apt	~~250~~	gal/D.U. → use 300 GPD per SMD
Auditoriums, churches, etc.	Aud	5	gal/seat
Automobile parking	P	25	gal/1000 sq ft gross floor area
Bars, cocktails lounges, etc.	Bar	20	gal/seat
Commercial Shops & Stores	CS	100	gal/1000 sq ft gross floor area
Hospitals (surgical)	HS	500	gal/bed
Hospitals (convalescent)	HC	85	gal/bed
Hotels	H	150	gal/room
Medical Buildings	MB	300	gal/1000 sq ft gross floor area
Motels	M	150	gal/unit
Office Buildings	Off	200	gal/1000 sq ft gross floor area
Restaurants, cafeterias, etc.	R	50	gal/seat
Schools:			
Elementary or Jr. High	S	10	gal/student
High Schools	HS	15	gal/student
Universities or Colleges	U	20	gal/student
College Dormitories	CD	85	gal/student

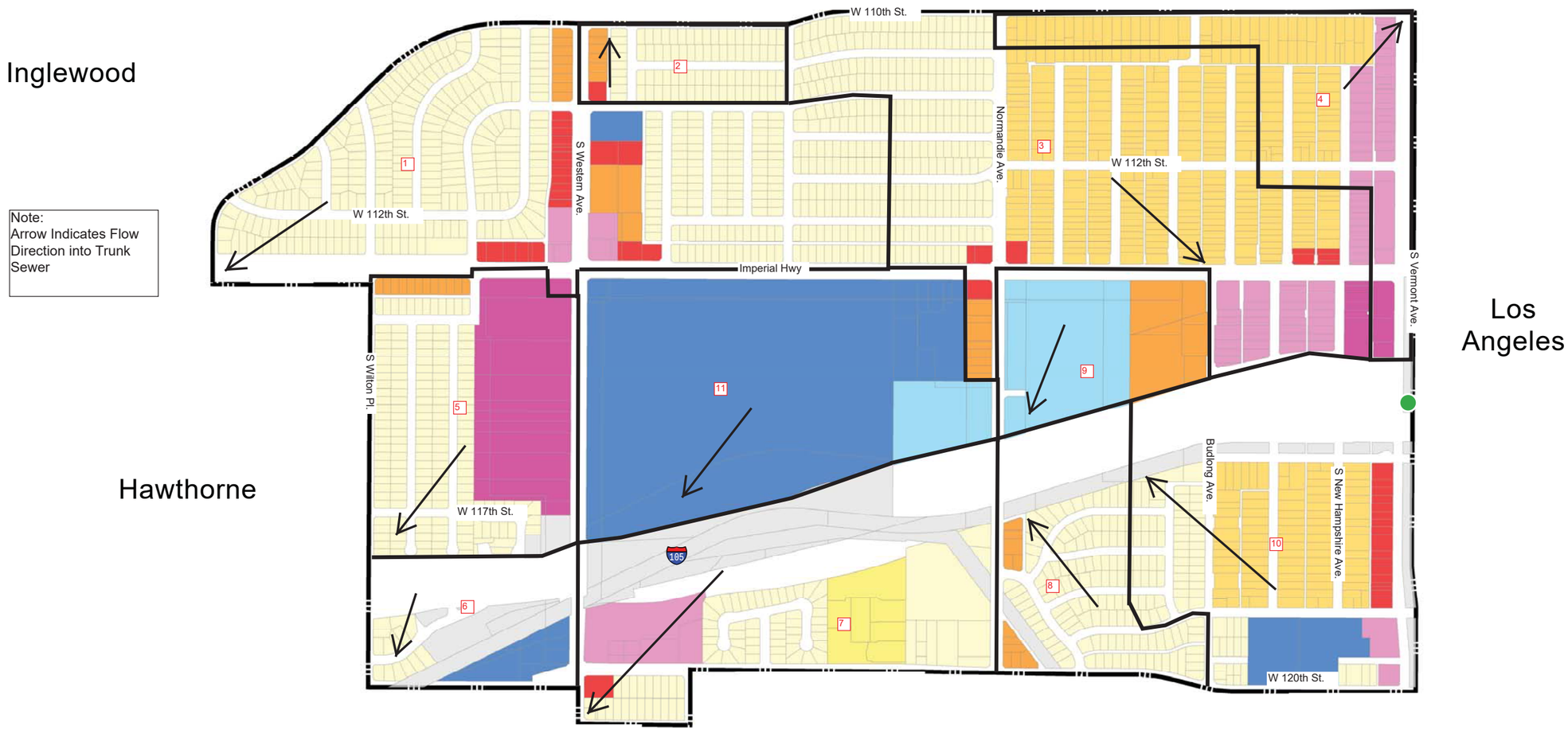
*Multiply the average daily flow by 2.5 to obtain the peak flow

Zoning Coefficients

Zone	Coefficient (cfs/Acre)
Agriculture	**0.001**
Residential+:	
R-1	**0.004**
R-2	**0.008**
R-3	**0.012**
R-4	**0.016***
Commercial:	
C-1 through C-4	**0.015***
Heavy Industrial:	
M1 through M-4	**0.021***

***Individual building, commercial or industrial plant capacities shall be the determining factor when they exceed the coefficients shown**

+ Use 0.001 (cfs/unit) for condominiums only



Proposed Zoning

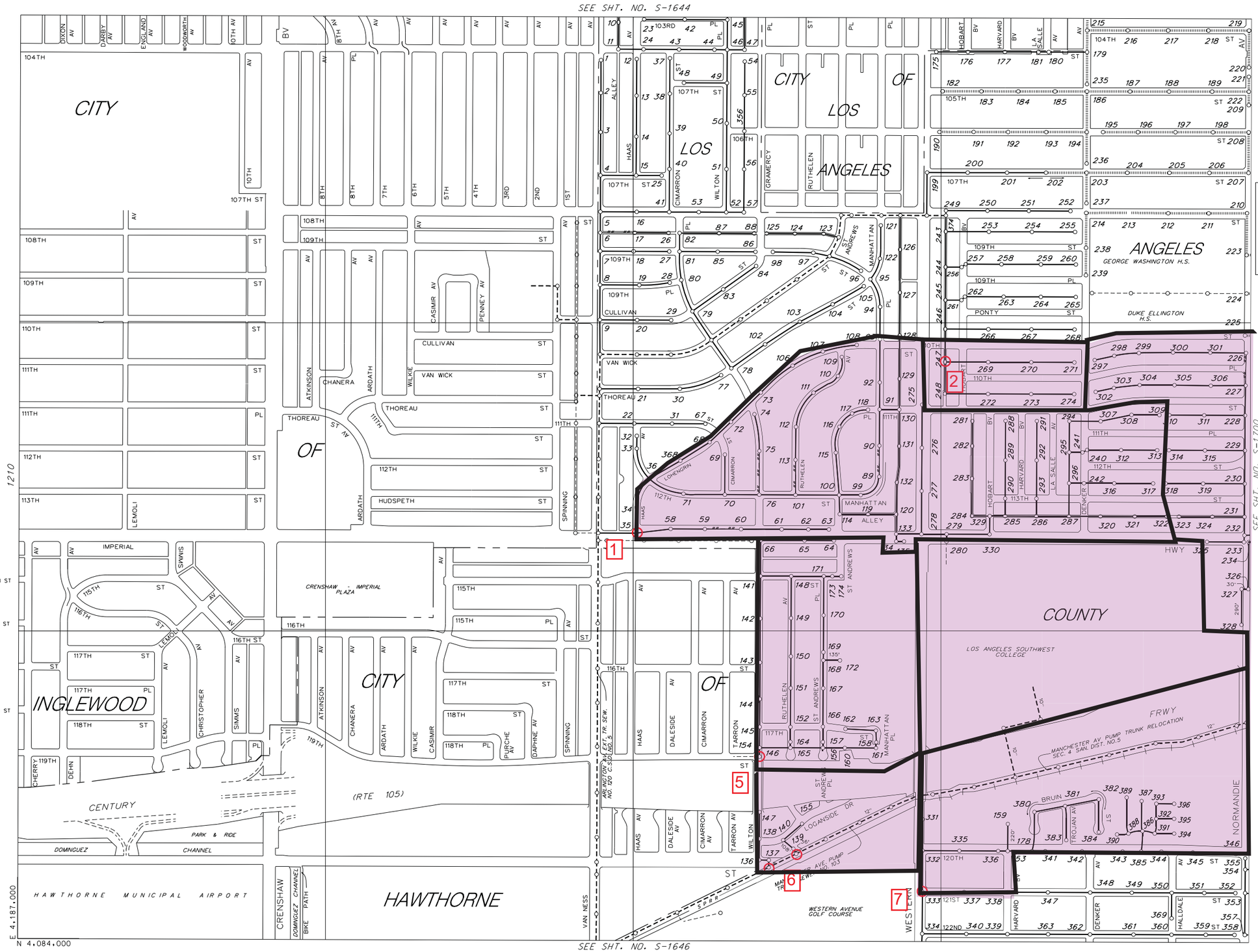
Study Area
Vermont/Athens Station

Proposed Zoning
R-1, Single Family Residence
RPD-5000-10U, Residential Planned Development
R-2, Two Family Residence
R-3, Limited Multiple Residence
MXD-1, Mixed Use 1
MXD-2, Mixed Use 2
C-2, Neighborhood Commercial
CC, Civic Center
IT, Public/Institutional
B-1, Buffer Strip

2/6/2017 0 400 800 PLACEWORKS

Connect Southwest LA

A TOD Specific Plan for West Athens-Westmont



THIS MAP IS INTENDED FOR USE ONLY AS OPERATIONS MAP BY LOS ANGELES COUNTY SEWER MAINTENANCE DISTRICTS. LOS ANGELES COUNTY EXPRESSLY DISCLAIMS ANY LIABILITY FOR ANY INACCURACIES WHICH MAY BE PRESENT IN THIS MAP.

C-60
C-61

AUTOMATED GRAPHICS

METERS
0 50 100 200 250
0 200 400 600 800
FEET

LEGEND

- CLAY SEWERS MAINTAINED BY SMD, 8" UNLESS OTHERWISE NOTED
- PLASTIC SEWERS
- CONCRETE SEWERS
- CLAY SEWERS, LINED
- CEMENT SEWERS, LINED
- FORCE MAINS
- SEWERS NOT MAINTAINED BY SMD
- TRUNK SEWERS
- CITY BOUNDARY
- STANDARD MANHOLE
- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 383

MAP REV
01-07-14

DATA BASE REV
08-11-97

CONSOLIDATED S.M.D.

T: 703 H-6

0815.0817.1645

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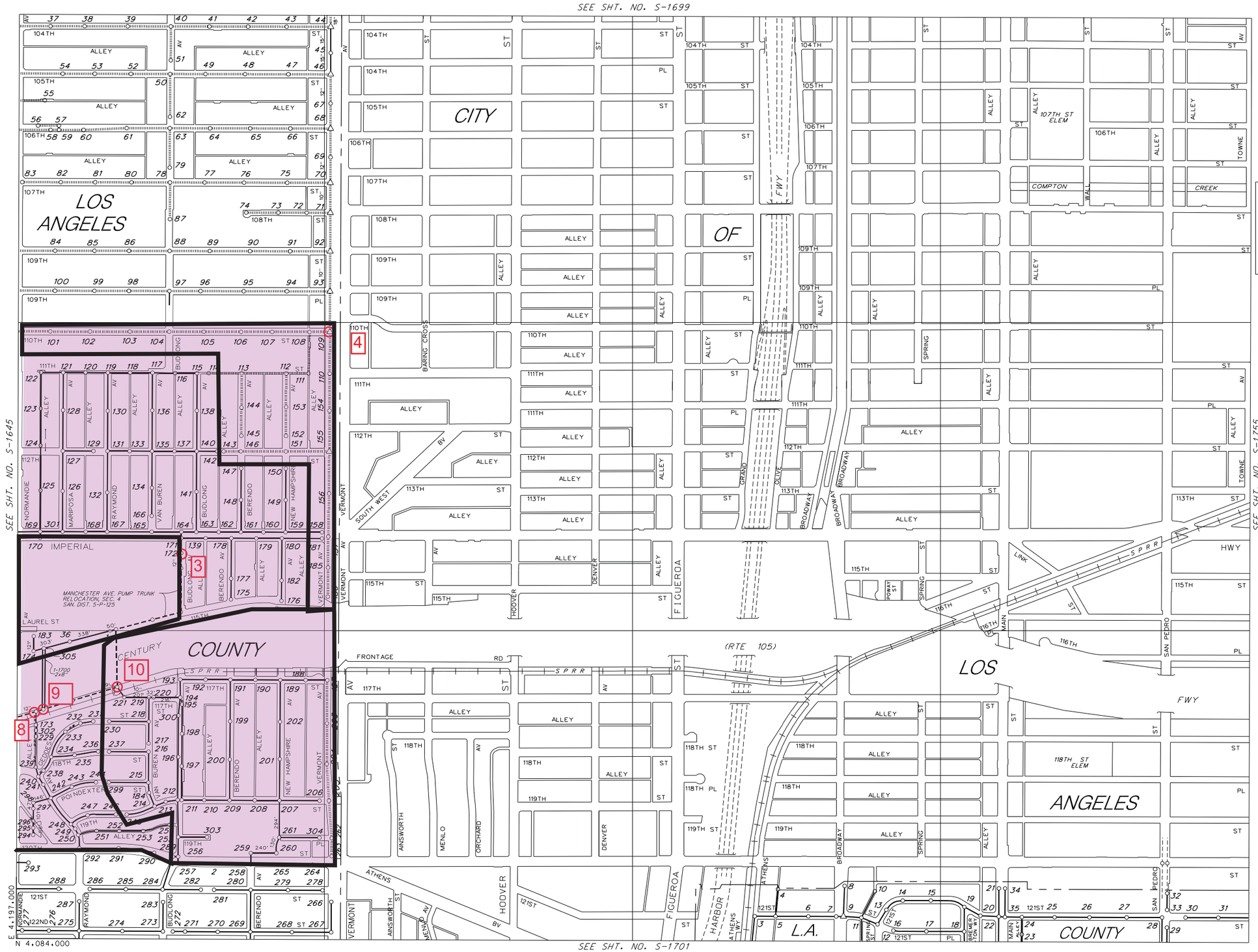
C-61
C-89



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- TRUNK SEWERS
- CITY BOUNDARY
- STANDARD MANHOLE
- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 297

MAP REV
12-17-13

DATA BASE REV
03-12-96

CONSOLIDATED S.M.D.

T: 704 A-6

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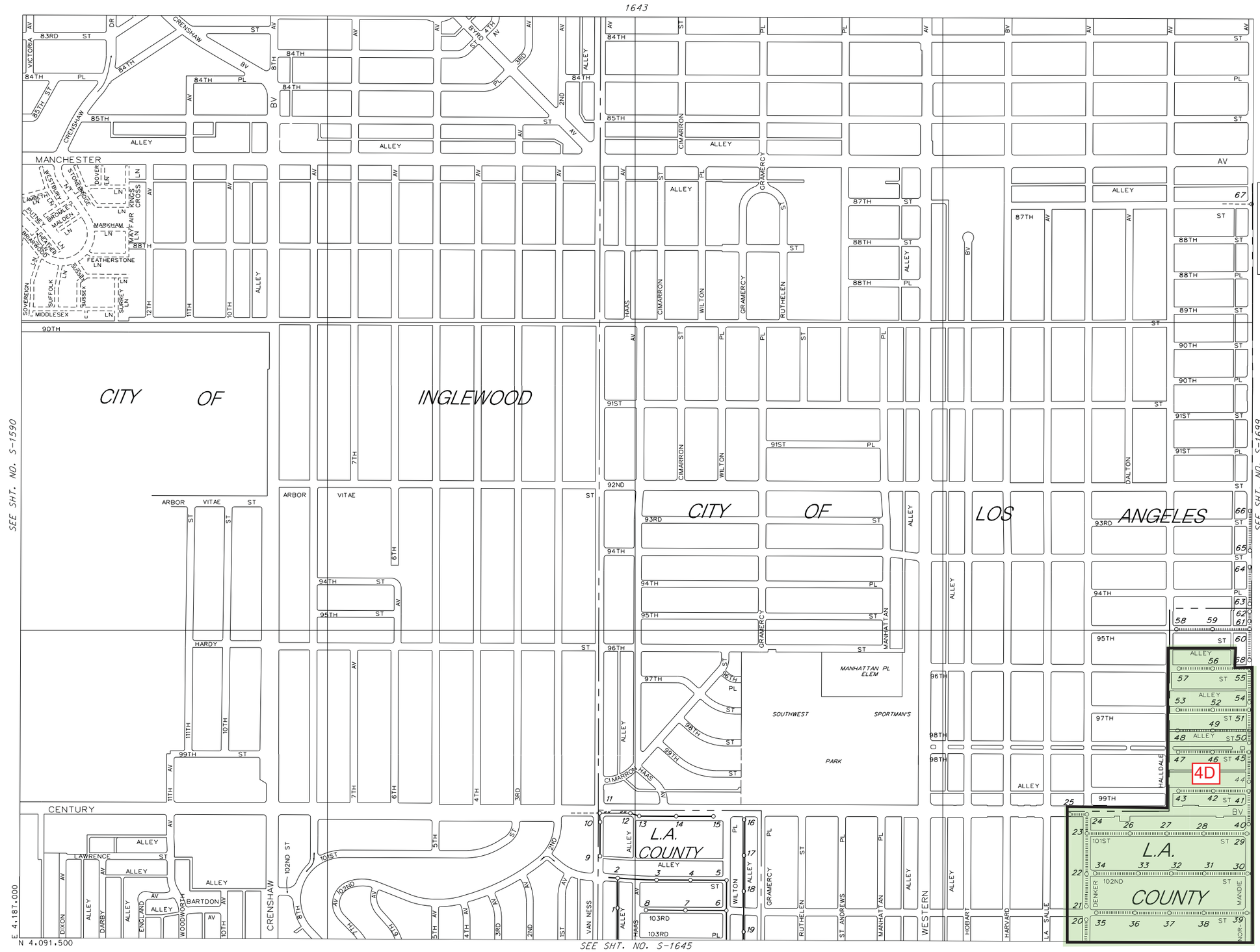
S-1644

C-61
C-62



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AUTOMATED GRAPHICS

METERS
0 50 100 200 250
0 200 400 600 800
FEET

LEGEND

- CLAY SEWERS MAINTAINED BY SMD, 8" UNLESS OTHERWISE NOTED
- PLASTIC SEWERS
- CONCRETE SEWERS
- CLAY SEWERS, LINED
- CEMENT SEWERS, LINED
- FORCE MAINS
- SEWERS NOT MAINTAINED BY SMD
- TRUNK SEWERS
- CITY BOUNDARY
- STANDARD MANHOLE
- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 68

MAP REV
12-18-13

DATA BASE REV
08-14-97

S-1644

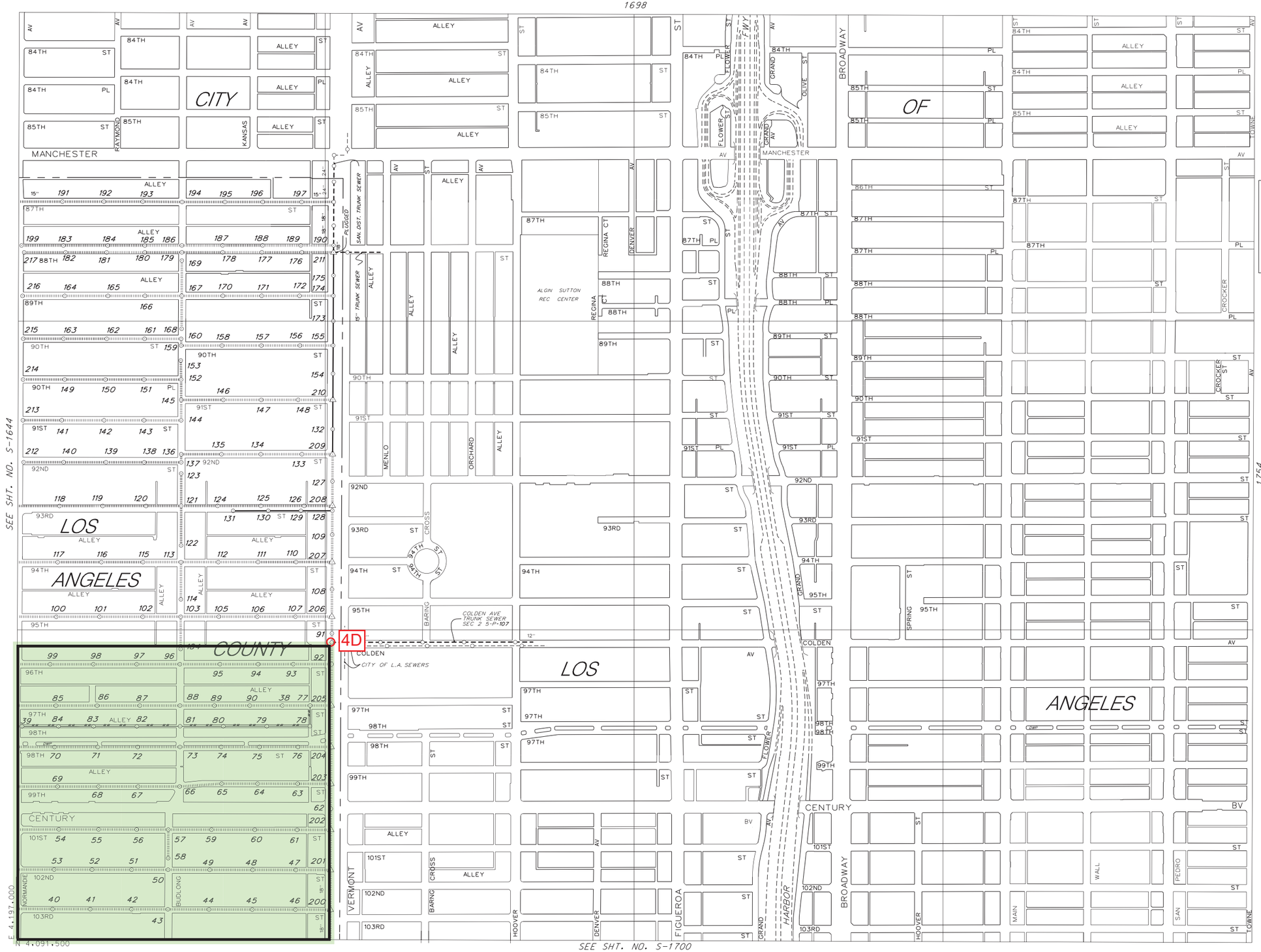
CONSOLIDATED S.M.D.

S-1644

T: 703 J-4

0815.0817.1644

C-61
C-62



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0 200 400 600 800
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- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 179

MAP REV
11-01-10

DATA BASE REV
02-22-96

CONSOLIDATED S.M.D.

T: 704 A-3

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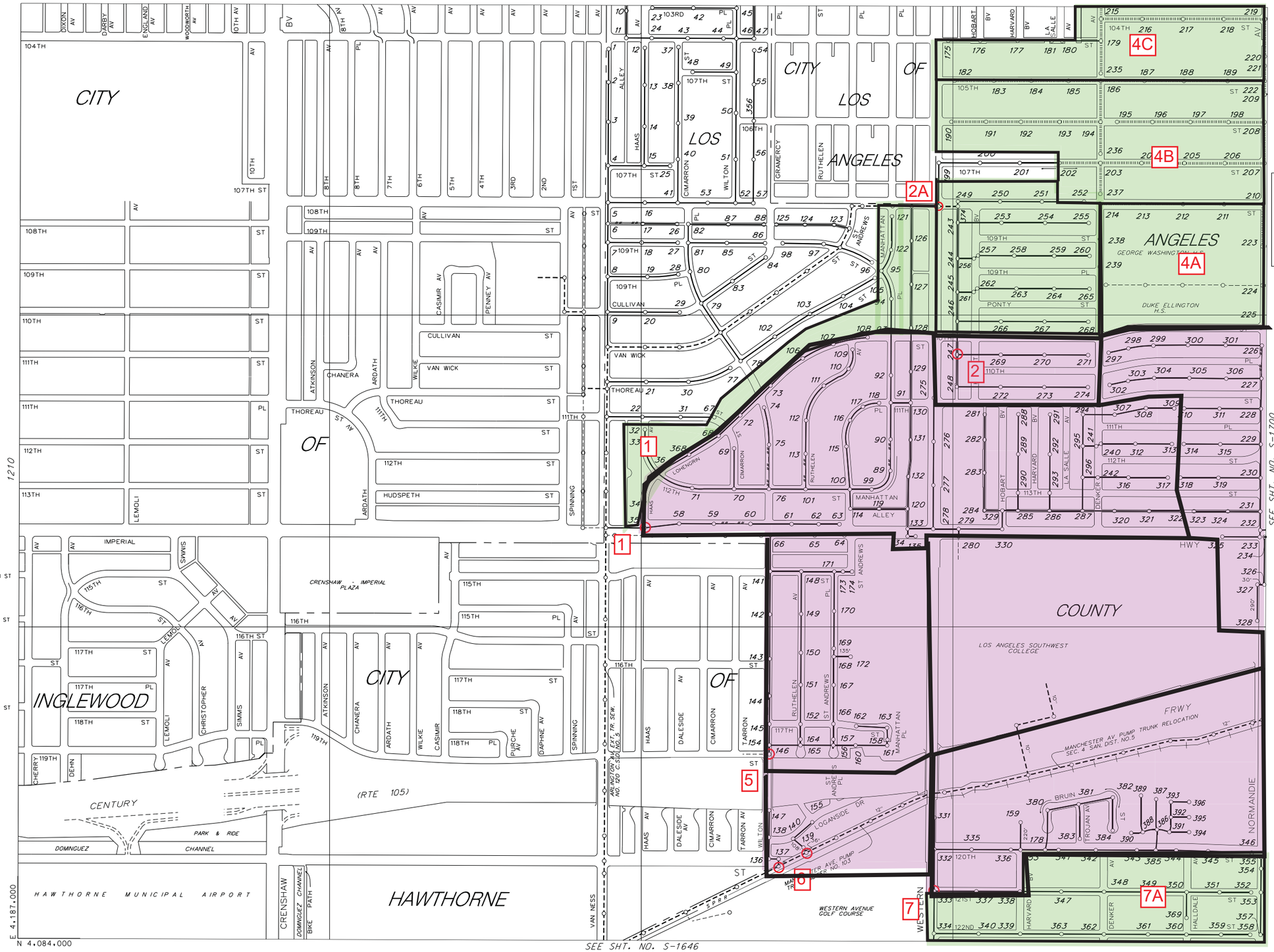
S-1645

C-60
C-61



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AUTOMATED GRAPHICS

METERS
0 50 100 200 250
0 200 400 600 800
FEET

LEGEND

- CLAY SEWERS MAINTAINED BY SMD, 8" UNLESS OTHERWISE NOTED
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- CONCRETE SEWERS
- CLAY SEWERS, LINED
- CEMENT SEWERS, LINED
- FORCE MAINS
- SEWERS NOT MAINTAINED BY SMD
- TRUNK SEWERS
- CITY BOUNDARY
- STANDARD MANHOLE
- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 383

MAP REV
01-07-14

DATA BASE REV
08-11-97

S-1645

CONSOLIDATED S.M.D.

S-1645

T: 703 H-6

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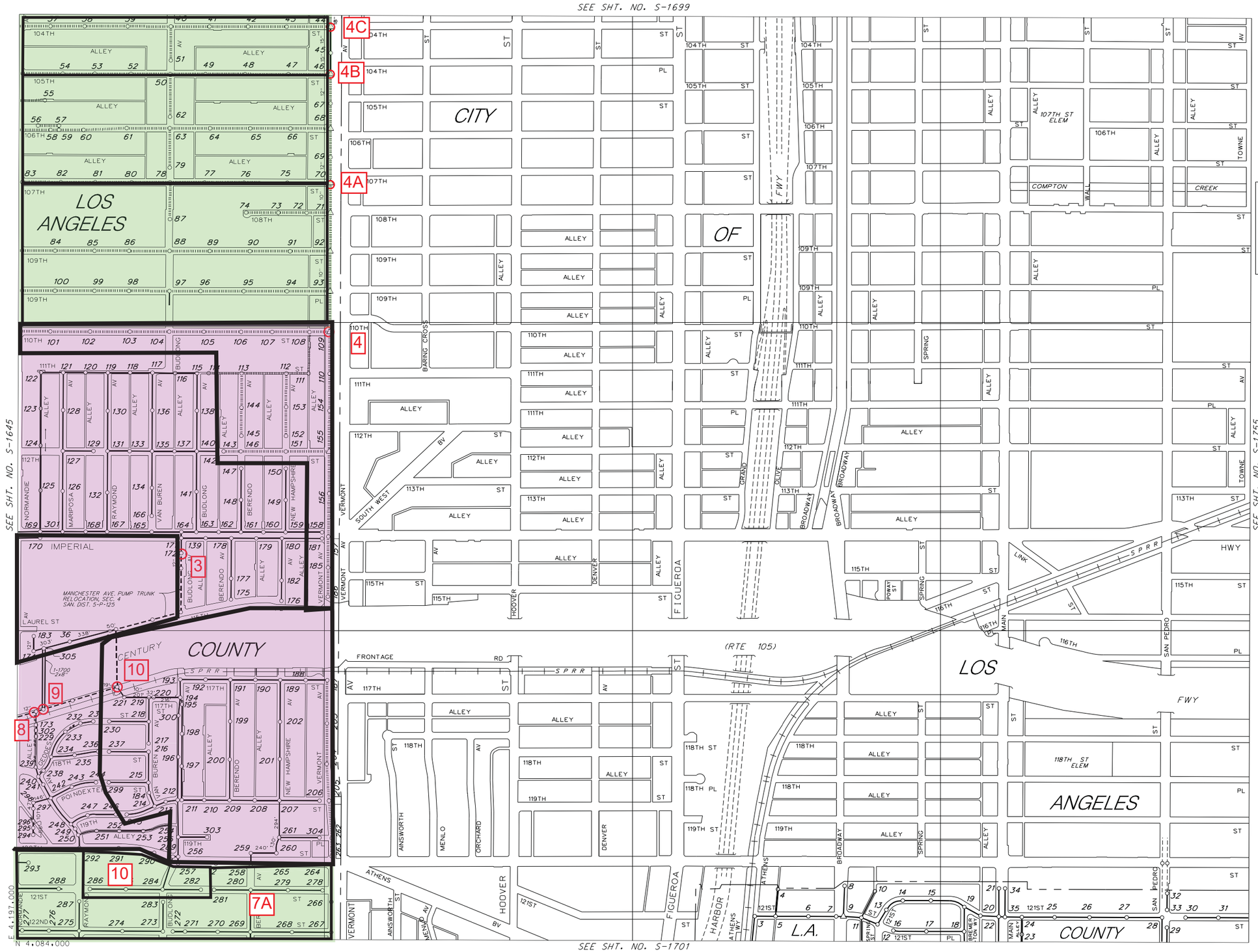

C-60
C-61
C-89

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AUTOMATED GRAPHICS

METERS
0 50 100 200 250
0 200 400 600 800
FEET

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- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 297

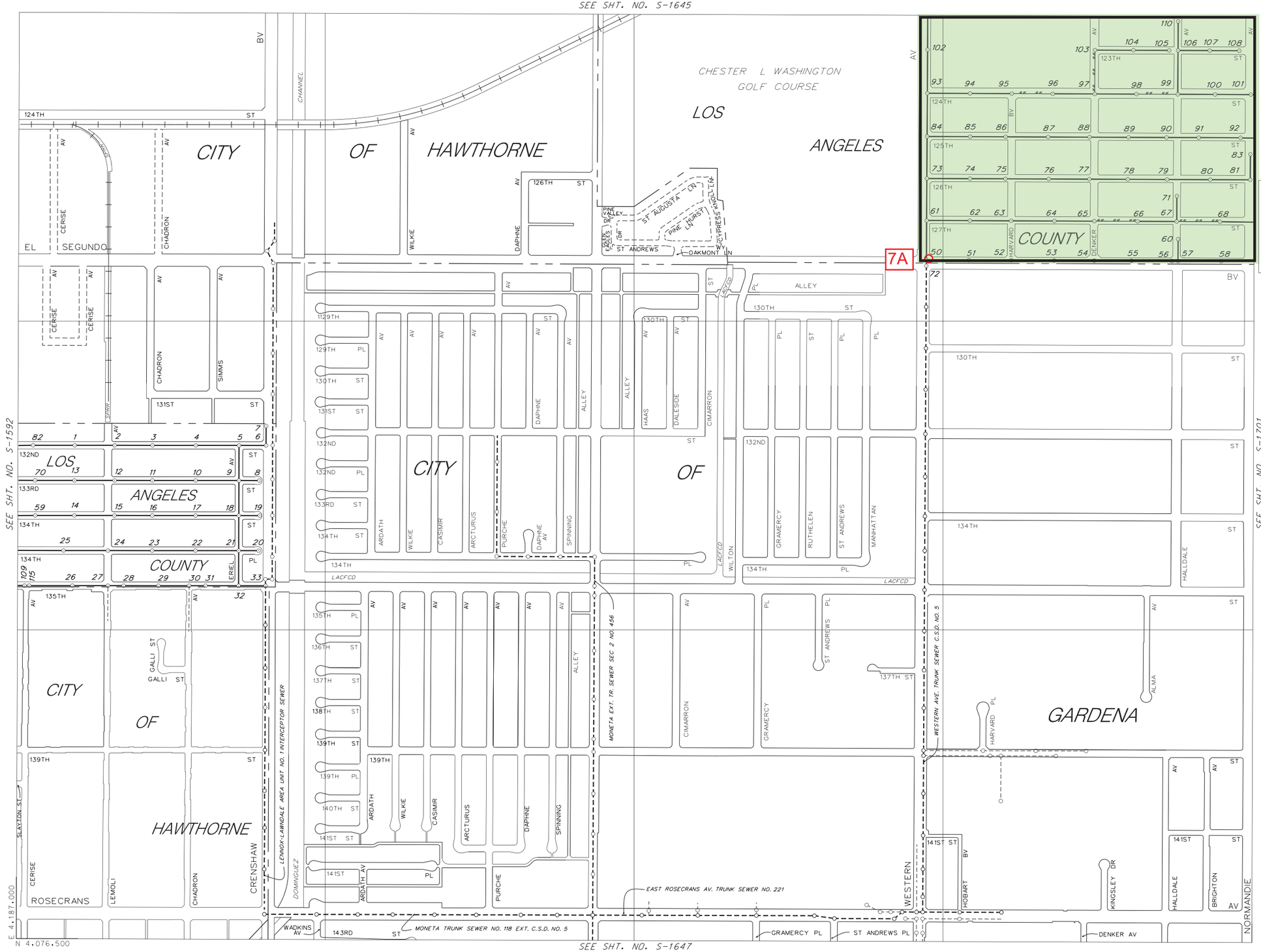
MAP REV
12-17-13

DATA BASE REV
03-12-96

CONSOLIDATED S.M.D.

0819.0819.1700

C-57
C-59
C-60



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- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 94

MAP REV
04-26-12

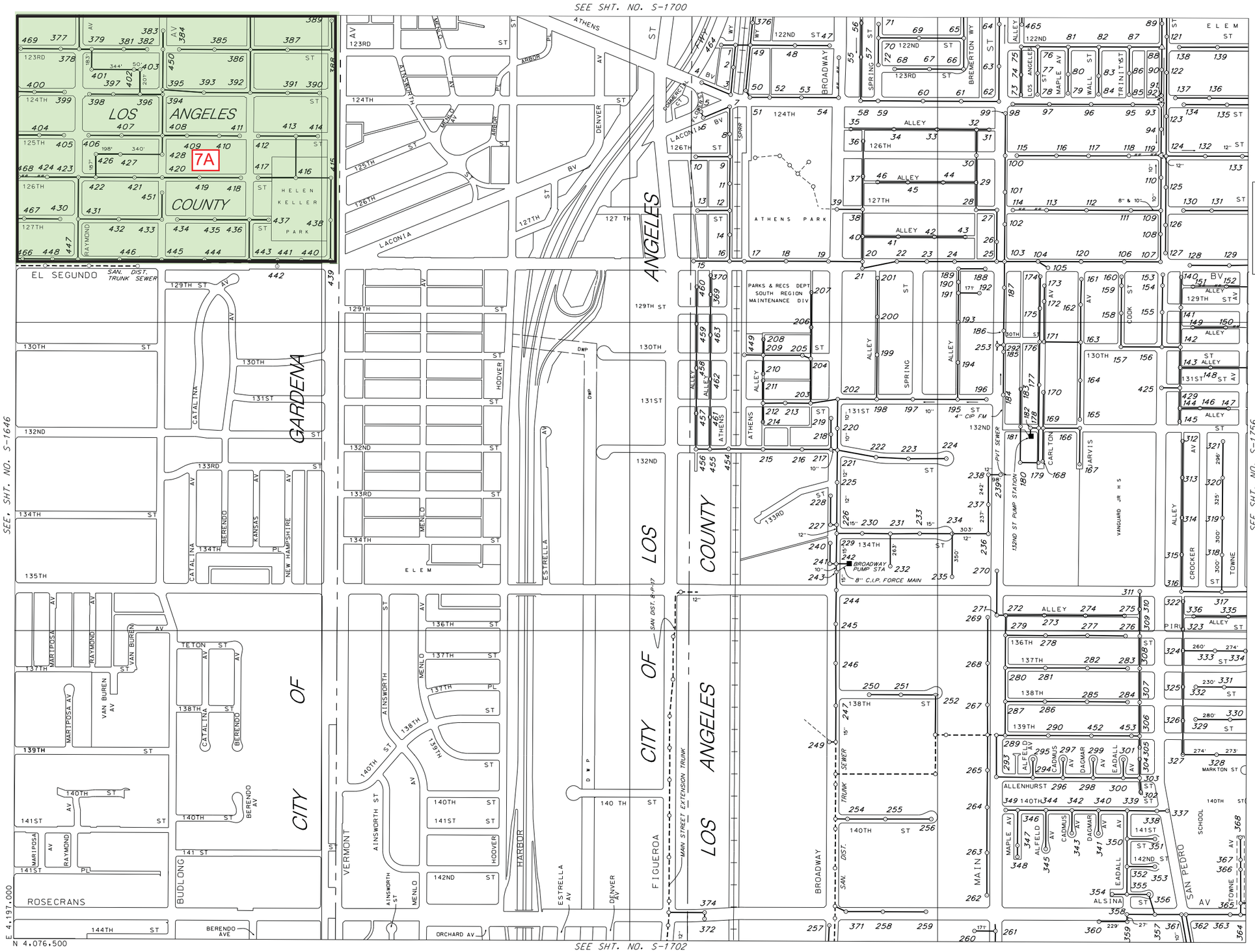
DATA BASE REV
09-23-97

CONSOLIDATED S.M.D.

S-1646

T: 733 H-2

0515.0617.1646



C-45
C-60
C-89
C-90

THIS MAP IS INTENDED FOR USE ONLY AS OPERATIONS MAP BY LOS ANGELES COUNTY SEWER MAINTENANCE DISTRICTS. LOS ANGELES COUNTY EXPRESSLY DISCLAIMS ANY LIABILITY FOR ANY INACCURACIES WHICH MAY BE PRESENT IN THIS MAP.

AUTOMATED GRAPHICS

METERS
0 50 100 200 250
0 200 400 600 800
FEET

LEGEND

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- STANDARD MANHOLE
- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 462

MAP REV
12-17-13

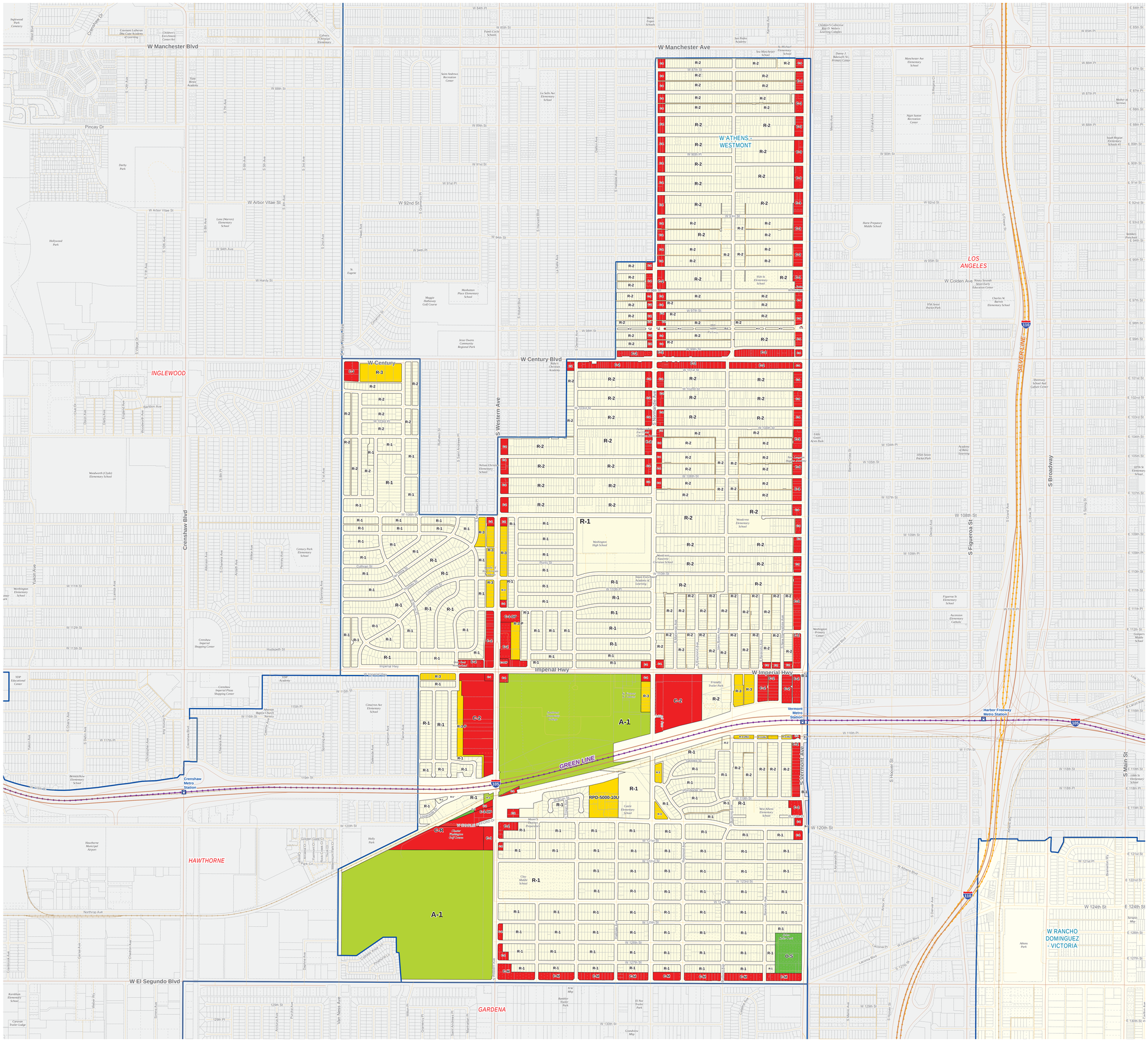
DATA BASE REV
02-20-92

CONSOLIDATED S.M.D.

S-1701

T: 734 C-2

0519.0619.1701



Los Angeles County

Zoning

West Athens - Westmont

LEGEND:

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3-(I)U -Limited Density Multiple Residence
- R-3-(I)U - Limited Multiple Residence (SMMCZ only)
- R-4-(I)U - Medium Density Multiple Residence
- R-5-(I)U - High Density Multiple Residence
- R-A - Residential Agricultural
- R-C - Rural Coastal
- RPD - Residential Planned Development
- A-1 - Light Agricultural
- A-2 - Heavy Agricultural
- A-2-H - Heavy Agricultural Including Hog Ranches
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-H - Commercial Highway
- C-M - Commercial Manufacturing
- C-MJ - Major Commercial
- C-R - Commercial Recreation
- C-RU - Rural Commercial
- CPD - Commercial Planned Development
- M-1 - Light Manufacturing
- M-1.5 - Restricted Heavy Manufacturing
- M-2 - Heavy Manufacturing
- M-2.5 - Aircraft and Heavy Manufacturing
- M-3 - Unclassified
- MPD - Manufacturing--Industrial Planned
- B-1 - Buffer Strip
- B-2 - Corner Buffer
- D-2 - Desert-Mountain
- IT - Institutional
- R-R - Resort And Recreation
- P-R - Parking Restricted
- SP - Specific Plan
- SR-D - Scientific Research and Development
- O-S - Open Space
- O-S-P - Open Space - Parks
- O-S-DR - Open Space - Deed Restricted
- MXD - Mixed Use Development
- MXD-RU - Rural Mixed Use Development
- W - Watershed

Base Layers

- Metrolink Stations
- Metro Rail Stations
- Metrolink
- Transitways
- Light Rail - Existing
- Light Rail - Proposed
- Light Rail - Under Construction
- Lot, Cut/Deed, Subdivision and Easement Line
- Parcels
- City / Unincorporated Community Boundary
- Incorporated City
- Unincorporated Areas
- National Forest

Latest Zone Change Ordinance: 2009-0001Z (1/13/2009)

NOTE:

Zoning reflects the most current designation as of the date listed "Current as of" below. The most recent zone change ordinances have been incorporated by the GIS section as of their effective date, with the latest Zone Change Ordinance showing in the yellow box above.

The location of zoning boundaries is as accurate as can be portrayed at this scale. For more precise boundary locations, please use our interactive mapping application GIS-NET3, located at the following URL: http://gis.planning.lacounty.gov/GIS-NET3_Public/Viewer.html. Or, contact the Land Development coordinating Center (LDCC) at (213) 974-6411.

For more detailed information about the uses / densities allowed in these zoning categories, please see the Title 22 section of the Department of Regional Planning's webpage:

http://planning.lacounty.gov/luz

KEY MAP:

Current as of: 4/12/2016

LOS ANGELES COUNTY
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012
http://planning.lacounty.gov/gis

Scale in Feet

0 225 450 900 1,350 1,800

_other\MAP_SERIES\comm_zoning\mao_documents\ZONING_DDP.mxd

May 2018 | Draft Environmental Impact Report
State Clearinghouse No. 2017051051

CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT DRAFT EIR

County of Los Angeles

Prepared for:

County of Los Angeles
Los Angeles County Department of Regional Planning
Community Studies West Section
Contact: Leon Freeman, Regional Planning Assistant II
320 West Temple Street
Los Angeles, California 90012
213.974.6406

Prepared by:

PlaceWorks
Contact: Nicole Morse, Esq., Associate Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

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ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
afy	acre-feet per year
AQMP	air quality management plan
AR4	*Fourth Assessment Report: Climate Change 2007* (Intergovernmental Panel on Climate Change)
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAP	Community Climate Action Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFC	California Fire Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CGS	California Geologic Survey
CMA	congestion management agency
CMP	congestion management program
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CUP	conditional use permit

Abbreviations and Acronyms

CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DEIR	draft environmental impact report
DPM	diesel particulate matter
DPW	Los Angeles County Department of Public Works
DRP	Los Angeles County Department of Regional Planning
DTSC	Department of Toxic Substances Control
du/ac	dwelling unit per acre
DWR	Department of Water Resources
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FAA	Federal Aviation Administration
FAR	floor area ratio
FEIR	final environmental impact report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
gpcd	gallons per capita per day
gpd	gallons per day
gpm	gallons per minute
GSWC	Golden State Water Company
gWh	gigawatt hour
GWP	global warming potential
HCD	Housing and Community Development Department (CA)
HCM	Highway Capacity Manual
HVAC	heating, ventilating, and air conditioning system
ICU	intersection capacity utilization
IPCC	Intergovernmental Panel on Climate Change
JWPCP	joint water pollution control plant
kWh	kilowatt hour

Abbreviations and Acronyms

L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LACoFD	Los Angeles County Fire Department
LACPL	Los Angeles County Public Library
LACSD	Sanitation Districts of Los Angeles County
LADOT	Los Angeles (City) Department of Transportation
LARWQCB	Los Angeles Regional Water Quality Control Board
LASC	Los Angeles Southwest College
LASD	Los Angeles County Sheriff's Department
LAUSD	Los Angeles Unified School District
LBP	lead-based paint
LCFS	low-carbon fuel standard
LID	low impact development
LLAD	landscaping and lighting district
LOS	level of service
LST	localized significance thresholds
LUST	leaking underground storage tank
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
Metro	Metropolitan Transportation Authority of Los Angeles County
mgd	million gallons per day
MLD	most likely descendant
MMT	million metric tons
MPO	metropolitan planning organization
MRZ	mineral recovery zone
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NEV	neighborhood electric vehicle
NO_X	nitrogen oxides
NOP	Notice of Preparation (of an EIR)
NPDES	National Pollution Discharge Elimination System
O_3	ozone

Abbreviations and Acronyms

OEHHA	Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
PCB	polychlorinated biphenyls
PM	particulate matter
PPA	park planning area
ppd	pounds per day
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
RHNA	regional housing needs assessment
RMS	root mean square
RPS	renewable portfolio standard
RTP/SCS	regional transportation plan / sustainable communities strategy
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCGC	Southern California Gas Company
SDWA	Safe Drinking Water Act
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SP	service population
SRA	source receptor area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TCR	tribal cultural resource
TOD	transit-oriented district
tpd	tons per day
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
UWMP	urban water management plan

Abbreviations and Acronyms

V/C	volume-to-capacity ratio
VCP	vitrified clay pipe
VdB	velocity decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
ZE/NZE	zero emissions / near-zero emissions

Abbreviations and Acronyms

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1. Executive Summary

1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the proposed Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont project (from herein referred to as "proposed project" or "Connect Southwest LA project"). The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers. This document focuses on impacts determined to be potentially significant in the Notice of Preparation completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA and the County of Los Angeles' CEQA procedures. The County of Los Angeles, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on County technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR derive from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics, air quality, biological resources, cultural resources, hazards and hazardous materials, land use, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.

6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

1.2.1 EIR Format

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this EIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description: A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this EIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the notice of preparation was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed development in the area.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the proposed project. Alternatives include the No Project Alternative and a Reduced Intensity Alternative.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Chapter 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR.

Chapter 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Chapter 13. Bibliography: The technical reports and other sources used to prepare this EIR.

Appendices: The appendices for this document (in PDF format on a CD attached to the front cover) comprise these supporting documents:

- Appendix A: Notice of Preparation (NOP) and NOP Comments
- Appendix B: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
- Appendix C: Air Quality/GHG Modeling
- Appendix D1: Cultural Resources Assessment
- Appendix D2: SB18/AB 52 Consultation Documentation
- Appendix E: Hazards – EDR Search
- Appendix F: Noise Modeling
- Appendix G: Service Provider Questionnaire Responses
- Appendix H: Traffic Impact Analysis
- Appendix I: Storm Water Area Study
- Appendix J: Water Area Study
- Appendix K: Sewer Area Study

1.2.2 Type and Purpose of This DEIR

This DEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and program-wide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document is necessary. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities may be within the Program EIR's scope, and additional environmental documents may not be required (Guidelines § 15168[c]). When a lead agency relies on a Program EIR for a subsequent activity, it must incorporate feasible mitigation measures and alternatives from the Program EIR into the subsequent activities (Guidelines § 15168[c][3]). If a subsequent activity would have effects outside the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering). (Guidelines § 15168[h])

1.3 PROJECT LOCATION

Regional Location

The proposed Connect Southwest LA project is located in the unincorporated communities of West Athens and Westmont of Los Angeles County. Based on the County's 2035 General Plan, West Athens and

Westmont are located in the southwestern portion of the Metro Planning Area, which is the geographic center of Los Angeles County. Surrounding cities include Los Angeles to the north and east, Gardena to the south, Hawthorne to the west and southwest, and Inglewood to the west and northwest.

Project Site

The Specific Plan area is 658 acres and encompasses portions of the West Athens and Westmont communities. The project area is bounded generally by Lohengrin Street/West 110th Street to the north; West 120th Street/West 121st Street to the south; Vermont Avenue to the east; and Lohengrin Street/Imperial Highway/South Wilton Place/Western Avenue to the west. Regional access to the project site is from Interstate 105 (I-105, the "Century Freeway" or "Glen Anderson Freeway") via ramps at South Vermont Avenue. I-105 runs east-west through the Specific Plan area and divides it into northern and southern portions.

The majority of the Specific Plan area's existing uses to the north and south of I-105 are single-family residences; the majority of multifamily residences are in the northeastern and eastern portions of the Specific Plan area. Commercial uses are located primarily along Imperial Highway, Vermont Avenue, and Western Avenue. Institutional uses include the Los Angeles Southwest College (LASC), the Los Angeles County Sheriff's Station, St. Francis Xavier Cabrini Catholic School and Church, West Athens Elementary School, and Southside Christian Baptist Church. Additionally, the Metro Green Line runs along the median of I-105 for the majority of its route, which extends from the City of Norwalk to the City of Redondo Beach. The Metro Green Line Vermont station platform sits at freeway level and is under the Vermont Avenue overpass.

1.4 PROJECT SUMMARY

The Los Angeles County 2035 General Plan (General Plan) provides policy framework for the implementation of smart growth development to create healthy, livable, and equitable communities. The County identified 11 transit-oriented districts (TODs) for future specific plan development in order to address each community's needs and priorities with regard to land use, mobility, housing, infrastructure, open spaces, and market conditions. Each of the TOD specific plans offers the potential opportunity to leverage the community's assets, connect uses and activities, and attract future investment to create more engaging and vibrant places. The Connect Southwest LA project is one of the 11 TOD specific plans outlined in the General Plan.

The proposed project would require approval of the following entitlements by the Los Angeles County Board of Supervisors:

- General Plan Amendment – To amend the existing land use designations in the Specific Plan area to Residential 9 (H9), Residential 18 (H18), Residential 30 (H30), General Commercial (CG), Mixed Use (MU), and Public and Semi-Public (P).
- Zoning Ordinance – To rezone the existing zoning districts in the Specific Plan area to Single-Family Residence (R-1), Residential Planned Development (RPD), Two-Family Residence (R-2), Limited

1. Executive Summary

Multiple Residence (R-3), Mixed Use 1 (MXD-1), Mixed Use 2 (MXD-2), Neighborhood Commercial (C-2), Civic Center (CC), Public-Institutional (IT), and Buffer Strip (B-1).

- Specific Plan – To adopt the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont.

1.4.1.1 GENERAL PLAN AMENDMENT

The current land use designations onsite are based on the West Athens-Westmont Community Plan, adopted in 1990 and amended in 2003. The proposed land use designations are defined below and based on Table 6.2, *General Plan Land Use Legend*, from the Los Angeles County General Plan (2035).

- Residential 9 (H9): Single-family residences with permitted density of 0-9 dwelling units per net acre (du/net ac).
- Residential 18 (H18): Single family residences and two family residences with permitted density of 0-18 du/net ac.
- Residential 30 (H30): Single family residences, two family residences, and multifamily residences with permitted density of 0-30 du/net ac.
- General Commercial (CG): Local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses. Permitted density for Residential is 0-50 du/net ac; Maximum floor-area-ratio (FAR) for Non-Residential is 1.0; and permitted density and maximum FAR for Mixed-Use are 0-50 du/net ac and 1.0 FAR.
- Mixed Use (MU): Pedestrian-friendly and community-serving commercial uses that encourage walking, bicycling, and transit use; residential and commercial mixed uses; and multifamily residences. Permitted density for Residential is 0-150 du/net ac; Maximum floor-area-ratio (FAR) for Non-Residential is 3.0; and permitted density and maximum FAR for Mixed-Use are 0-150 du/net ac and 3.0 FAR.
- Public and Semi-Public (P): Public and semi-public facilities and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, and fairgrounds; airports and other major transportation facilities. Permitted density for Residential varies; maximum FAR for Non-Residential is 3.0 FAR.

1.4.1.2 ZONING ORDINANCE

The proposed zoning districts for the Specific Plan area based on the Los Angeles County Code of Ordinances, Section 22. Each zoning district is described in Section 3.3.1.3 in Chapter 3, *Project Description*.

1.4.1.3 SPECIFIC PLAN

The Specific Plan sets out a vision to capture the West Athens-Westmont communities' key values and vision for transit oriented development in the area between Los Angeles Southwest College and Metro's Vermont/Athens Green Line Station. The Specific Plan consists of the following sections.

1. **Introduction.** Establishes the purpose and context for the Specific Plan, provides an overview of the planning process, and the Specific Plan's relationship to other relevant plans and programs.

2. **Vision, Goals and Policies.** Outlines the vision for the West Athens-Westmont community and the overarching goals and objectives for achieving the vision articulated in the Specific Plan.

3. **Land Use and Urban Design Framework.** Develops the recommendations for sub-area districts within the plan and includes conceptual plans for opportunity areas for infill development and revitalization.

4. **Regulating Code.** Permitted land uses, regulations, and development standards for each of the Specific Plan Zones are laid out. This section includes regulations for building height, density, parking, site configuration, building design, open space and landscaping requirements, and other design standards.

5. **Design Guidelines.** Design guidelines will promote aesthetically pleasing and viable, site-compatible development that supports the vision and guiding principles of the Specific Plan.

6. **Mobility.** Provides a summary of the proposed mobility and circulation plan for the Specific Plan area, including the vehicular, pedestrian, bicycle, transit and parking networks.

7. **Infrastructure.** Addresses the critical infrastructure requirements associated with the future development in the Specific Plan area, including water, sewer, stormwater, solid waste, and public services.

8. **Economic Development Strategy.** Highlights opportunities for economic development in the Specific Plan area and the associated community benefits.

9. **Implementation and Administration.** Provides specific implementation and funding strategies for realizing the goals of the Specific Plan as well as describing review and approvals.

Proposed Zoning Districts

The project site encompasses 658 acres; however, approximately 185 acres of the Specific Plan area is non-parceled right-of-way, including roadways, utility easements, and drainage. The Specific Plan would designate the following zoning districts for the remaining 473 acres of developable project area.

Single-Family Residence Zone

The Single-Family Residence (R-1) zone encompasses 167 acres and is intended to preserve the scale and form of the area's existing single-family residential neighborhoods. The R-1 zone provides primarily for

single-family detached homes, up to 9 dwelling units per acre. This designation also permits living suites under specific conditions and in specific locations.

Residential Planned Development Zone

The Residential Planned Development (RPD) zone is 7 acres and is established to promote residential amenities beyond those expected under conventional single-family development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and imaginative planning as a unit, and to provide for appropriate use of land that is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development. The minimum required lot size is 5,000 square feet for a single-family house and 5 acres for a development project. The density would be determined by zoning requirements for the district and the CUP approved by the Regional Planning Commission.

Two-Family Residence Zone

The Two-Family Residence (R-2) zone covers 80 acres and provides opportunities for developments with multiple units, up to 18 dwelling units per acre. The development standards for this designation promote a variety of attached housing types, including duplexes, courtyard housing, and townhouses.

Limited Multiple Residence Zone

The Limited Multiple Residence (R-3) zone encompasses 18 acres and accommodates developments of higher-density multiple units, either apartments or condominiums, up to 30 dwelling units per acre. The intent is to promote desirable higher density residential close to transit and other services. The development standards for this designation promote a variety of product types. This designation is also intended to encourage the development of affordable and workforce housing to serve the needs of the West Athens-Westmont community, especially LASC.

Mixed Use 1 Zone

The Mixed Use 1 (MXD-1) zone consists of 27 acres and promotes development of a mix of commercial, office, and residential, with an emphasis on neighborhood-serving uses. The MXD-1 zone provides for a range of small- to medium-scale retail or mixed-use developments and multifamily residential uses up to 30 dwelling units per acre. Developments would have private/public open space components and strong bicycle and pedestrian connections to the Vermont/Athens Station, LASC campus, and the rest of the community.

Mixed Use 2 Zone

The Mixed Use 2 (MXD-2) zone covers 23 acres and is intended to be developed over time as a transit-supportive environment to provide a higher-intensity mix of retail, office, restaurant uses, and residential development in a compact, walkable setting. This designation encourages a range of multifamily housing products in a mixed-use configuration and up to 60 dwelling units per acre. Similar to the MXD-1 zone, the development standards and design requirements for the MXD-2 zone will address private/public open space components and bicycle and pedestrian connections to the Vermont/Athens Station and LASC campus.

Neighborhood Commercial Zone

The Neighborhood Commercial (C-2) zone encompasses 11 aces and is established to serve the local retail and service needs of the residents, employees, and students in West Athens-Westmont. This zone is for small-scale retail service developments and restaurants that serve the daily needs of adjacent neighborhoods.

Civic Center Zone

The Civic Center (CC) zone is 22 acres and is intended to allow opportunities for appropriate noncivic uses—including commercial, multifamily residential uses, and public open space—in civic use areas along Imperial Highway. The CC zone allows multifamily residential uses as an incentive for the development of affordable housing. Over time, the CC zone will integrate the existing civic uses and the multifamily residential areas to the east into a walkable district that is connected to the nearby Vermont/Athens Station and provides housing options in proximity to both employment uses and transit.

Public-Institutional Zone

The Public-Institutional (IT) zone covers 83 acres and provides for established public uses, including schools, parks, and other public uses. This designation is intended to promote the use of publicly owned land for the purposes of community open space, recreation, sense of identity, and safe connections to destinations.

Buffer Strip Zone

The Buffer Strip (B-1) zone covers 35 acres and provides a buffer from the I-105 freeway. Allowed uses in this zone include passive recreation, landscaping, and parking lots. Buildings or permanent structures are not permitted under this category.

Development Potential Summary

Based on the proposed zoning districts and development standards, the proposed project would permit development of up to 4,518 residential units and approximately 3.5 million square feet of nonresidential land uses in the unincorporated communities of West Athens and Westmont.

Table 1-1 Connect Southwest LA Development Potential

Proposed Zoning District	Acres	Percent of Total	Residential Units	Nonresidential Building Area, Square Feet
Proposed Project				
Residential				
Single-Family Residence Zone	167	35.3	1,278	—
Residential Planned Development Zone	80	16.8	1,432	—
Two-Family Residence Zone	18	3.9	478	—
Limited Multiple Residence Zone	7	1.4	67	—
Nonresidential				
Mixed Use 1 Zone	27	5.7	536	574,580
Mixed Use 2 Zone	23	4.9	559	1,217,935
Neighborhood Commercial Zone	11	2.3	—	164,363

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Table 1-1 Connect Southwest LA Development Potential

Proposed Zoning District	Acres	Percent of Total	Residential Units	Nonresidential Building Area, Square Feet
Public-Institutional Zone	83	17.5	—	786,925
Civic Center Zone	22	4.7	168	731,244
Buffer Strip Zone	35	7.4	—	—
Total	473	100%	4,518 units	3,475,047 SF
Existing Conditions				
Existing Conditions	473	—	3,457	1,784,409
Net Increase/(Decrease)	0	—	1,061	1,690,638
Percent Net Increase	0%	—	30.7%	94.7%

The areas anticipated to experience the largest change in terms of development potential are the proposed mixed use zones near the transit station and near the Imperial Highway/Western Avenue intersection. LASC would be rezoned more appropriately from Light Agricultural to Public/Institutional and the County facilities to the east of LASC would also be rezoned more appropriately from Commercial to Civic Center. Upzoning (increasing permitted density) is also anticipated throughout the Specific Plan area.

Los Angeles Southwest College

It should be noted that the LASC is within the proposed project boundary but is not part of the project. Development of the LASC is guided by the Los Angeles Southwest College Master Plan, prepared in 2003 and updated in 2008 and 2010. The plan provides for the development of new and updated academic, student support, and athletic facilities as well as landscape and pedestrian improvements. The plan also provides for the demolition of several academic buildings due to the presence of hazardous earthquake fault lines traversing the campus. The college has completed all proposed construction projects to date, and LASC is currently in the process of updating the Master Plan, which will undergo a separate environmental review process. Buildout of the LASC is analyzed as part of background cumulative growth in this DEIR.

Mobility

A key component of the Specific Plan is the transformation of the current circulation network, which largely supports vehicular travel, to a network that places a higher priority on the principles of complete streets and multimodal design to better accommodate walking, biking and transit.

Street Network

Much of the street network within the Specific Plan area would remain the same in order to support new development and growth; however, some streetscape improvements are proposed along key arterials, including improved landscaping, wider sidewalks, reduced vehicle travel lane widths, pedestrian and bicyclist amenities (e.g., street lights, benches, signage), and buffered bike lanes. These improvements are intended to transform the existing auto-oriented streetscape into a more sustainable multimodal design.

Pedestrian Circulation

Although sidewalks exist along major corridors within the Specific Plan area, most sidewalks are narrow and do not support high levels of pedestrian activity. The Specific Plan proposes a sidewalk hierarchy to establish a physical framework for sidewalk design and support various levels of pedestrian activity. Pedestrian-crossing design strategies include curb extensions, curb ramps, crossing signage, safety islands, and marked crosswalks. Pedestrian amenities are also proposed, such as street trees, seating, street lights, and public art.

Bicycle Circulation

The existing bicycle network within the Specific Plan area provides limited accessibility and connectivity, particularly to the Vermont/Athens Green Line Station. The Specific Plan proposes to add approximately 11 miles of bikeways to the existing network and a multiuse path from LASC to Vermont Avenue that would be designed as a Class I bike path (completely separated right-of way designated exclusively for bicyclist and pedestrians, with cross-traffic minimized). Bicycle infrastructure amenities are also recommended, including bicycle parking, crossing signals, and wayfinding signage. Additionally, safe routes to school—as suggested by the County of Los Angeles Public Works Department—are identified in the Specific Plan for West Athens Elementary School.

Transit Circulation

The Specific Plan area has access to an extensive network of public transportation, including several local bus routes operated by Metro and the City of Gardena. Additionally, the Metro Green Line provides light rail services connecting the South Bay, Harbor Gateway, and Norwalk communities. The Specific Plan proposes widening the sidewalk along the Vermont/Athens Green Line Station corridor along Vermont Avenue, reducing the width of the travel lanes, adding buffered bike lanes, and introducing additional wayfinding to the station to improve visibility and encourage walking, biking, and transit use. Additional transit amenities can include shelters, benches, lighting, transit information, bicycle racks, and public art.

1.5 SUMMARY OF PROJECT ALTERNATIVES

The following project alternatives were determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project.

- No Project/Existing General Plan Alternative
- Reduced Intensity Alternative
- Alternative Land Use Plan

Table 1-2 identifies information regarding dwelling unit, population, and employment projections and provides the jobs-to-housing ratio for each of the alternatives.

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Table 1-2 Buildout Statistical Summary

	Proposed Project	No Project/Existing General Plan Alternative	Reduced Intensity Alternative	Alternative Land Use Plan
Dwelling Units	4,518 (1,278 SFR; 3,240 MFR)	3,457 (1,448 SFR; 2,009 MFR)	3,614 (1,022 SFR; 2,592 MFR)	5,873 (1,661 SFR; 4,212 MFR)
Population[1]	14,362	14,377	11,125	18,078
Nonresidential SF	3,475,047	1,784,409	2,453,533[2]	2,453,533[2]
Employment	5,214	2,265	3,681	3,681
Jobs-to-Housing Ratio	1.15	0.66	1.02	1.16

Notes: SFR = single-family residences; MFR = multifamily residences

[1] Population projections are based on an occupancy rate of 98.6% and 3.46 persons per household (PPH) for SFR and an occupancy rate of 96.3% and 3.06 PPH for MFR. The No Project/Existing General Plan Alternative would increase population because more single-family residences are proposed than multifamily residences when compared to the proposed project.

[2] Total nonresidential SF by land use for the Reduced Intensity Alternative and Alternative Land Use Plan consists of 402,206 SF Mixed Use 1; 852,555 SF Mixed Use 2; 115,054 SF Neighborhood Commercial; 550,848 SF Public/Institutional; and 511,871 SF Civic Center.

1.5.1 No Project/Existing General Plan Alternative

The No Project/Existing General Plan Alternative assumes that Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont would not be adopted and the current General Plan designations of the project area would remain. Pursuant to CEQA Guidelines Section 15126.6(e)(3)(A), where a project is the revision of an existing regulatory plan, the "no project" alternative assumes continuation into the future of the existing plan, policy, or operation. Therefore, this alternative assumes the following land use designations from the West Athens-Westmont Community Plan, adopted in 1990 and amended in 2003:

- Single-Family Residence (RD 2.3; 1 to 8 dwelling units per acre [du/ac]); 183 acres
- Two Family Residence (RD 3.1; 8 to 17 du/ac); 91 acres
- Medium Density Bonus (RD 3.2; 17 to 30 du/ac); 8 acres
- Senior Citizen-Density Bonus (SCD; 30 to 50 du/ac); 4 acres
- Regional Commercial (C.1); 21 acres
- Community Commercial (C.2); 36 acres
- Recreation/Open Space (OS.1); 1.6 acres
- Public/Quasi-Public Use (PL.1); 99 acres
- Transportation Corridor (TC); 25 acres

However, based on 2010 Census data, the population index for all of West Athens and Westmont showed a negative population trend. Therefore, it is assumed development in accordance with the existing General Plan would result in no new development or growth.

Ability to Reduce Environmental Impacts

The No Project/Existing General Plan Alternative would reduce impacts related to air quality, cultural resources, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems. Impacts would be similar for land use and planning and population and housing, and impacts would be greater for aesthetics, greenhouse gas emissions, and

hydrology and water quality. Significant and unavoidable impacts to air quality, noise, and transportation and traffic would be eliminated.

Ability to Achieve Project Objectives

No growth would occur under this alternative, and the Connect Southwest LA Specific Plan would not be adopted and implemented; thus, none of the project objectives would be achieved. This alternative would not promote uses in proximity to the transit station, along major streets, and at significant intersections (Objective No. 1); develop housing, shopping, and healthy food options near the Vermont Green Line Station and Los Angeles Southwest College (Objective No. 2); provide mobility improvements for pedestrians, bicyclists, and transit users (Objective No. 3); enhance public safety and reduce criminal activity through design and programmatic improvements (Objective No. 4); promote new and compatible development that respects and responds to the existing scale and density of adjacent neighborhoods (Objective No. 5); improve the Vermont/Athens Green Line Station (Objective No. 6); nor reduce VMT per capita within the project area (Objective No. 7).

1.5.2 Reduced Intensity Alternative

The Reduced Density Alternative was evaluated for its potential to reduce the proposed project's significant and unavoidable impacts related to construction and operational air quality, construction noise, and traffic. This alternative would include adopting the proposed Specific Plan and implementing its goals and policies, but would reduce proposed residential and nonresidential development by 20 and 30 percent, respectively, through implementation of a development cap.

As shown in Table 7-1, buildout of the Reduced Intensity Alternative would allow up to 3,614 dwelling units (1,022 single-family residences and 2,592 multifamily residences) and 2,453,533 square feet of nonresidential development. This alternative would introduce approximately 11,125 residents and generate 3,681 jobs, creating a jobs-housing ratio of 1.02.

Ability to Reduce Environmental Impacts

The Reduced Intensity Alternative would reduce impacts related to aesthetics, air quality, GHG emissions, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, and utilities and service systems. Impacts to cultural resources, hydrology and water quality, land use and planning, population and housing, and tribal cultural resources would be similar. However, significant and unavoidable impacts related to air quality, construction noise, and traffic would remain.

This Reduced Intensity Alternative was chosen as the environmentally superior alternative.

Ability to Achieve Project Objectives

Since this alternative would still involve adopting the proposed Specific Plan, many of the project objectives related to promoting transit-oriented improvements can be achieved. This alternative would improve the public right-of-way by increasing mobility options for pedestrians and bicyclists (Objective No. 3); enhance public safety and reduce criminal activity through design and programmatic improvements (Objective No. 4);

and improve the Vermont/Athens Green Line Station to make it more inviting, comfortable, and safe to transit users (Objective No. 6).

This alternative would reduce residential and nonresidential development by 20 and 30 percent, respectively; therefore, some project objectives would be achieved but to a lesser degree. For example, this alternative would promote uses in proximity to the transit station, along major streets and significant intersections that benefit from the economic opportunities afforded by the presence of the Metro station, Los Angeles Southwest College, and public facilities (Objective No. 1), but the 30 percent reduction in development intensity may not provide as much economic opportunity as the proposed project. Similarly, this alternative would develop opportunities in the TOD that offer housing, shopping, and healthy food options to residents and visitors (Objective No. 2) and promote new development that is compatible with the existing scale and density of adjacent neighborhoods by accommodating growth near the station area and commercial nodes (Objective No. 5), but all to a lesser degree than the proposed project. Further, the reduction in residential and nonresidential development would reduce overall vehicle miles traveled (Objective No. 7), but would not reduce vehicle miles traveled per capita more than would the proposed project. It should also be noted that less development may result in less funding for the proposed improvements in the Specific Plan.

1.5.3 Alternative Land Use Plan

The Alternative Land Use Plan was evaluated for its potential to assist the County in providing more housing at higher densities in the subregion with the potential for affordable housing development. This would help the County meet its share of the regional housing need through Program 6 (Transit Oriented Districts Program) of the County of Los Angeles Housing Element and further encourage transit ridership and reducing VMT per capita.

This alternative would involve adopting the proposed Specific Plan and implementing its goals and policies, but would increase residential development by 30 percent and decrease nonresidential development by 30 percent. As detailed in Table 7-1, buildout of the Alternative Land Use Plan would allow up to 5,873 dwelling units (1,661 single-family residences and 4,212 multifamily residences) and 2,453,533 square feet of nonresidential development. This alternative would introduce approximately 18,078 residents and generate 3,681 jobs, creating a jobs-housing ratio of 1.16.

Ability to Reduce Environmental Impacts

This alternative would reduce impacts related to aesthetics but would increase impacts related to GHG emissions, population and housing, public services, recreation, and utilities and service systems. Impacts to air quality, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation and traffic, and tribal cultural resources would be similar. Significant and unavoidable impacts related to air quality, GHG emissions, noise, and traffic would also remain.

Ability to Achieve Project Objectives

The Alternative Land Use Plan would be able to achieve most of the project objectives, but some to a lesser degree than the proposed project. Because the proposed Specific Plan would be adopted under this alternative, the proposed policies, development standards, and physical improvements in the Specific Plan

would help achieve the following goals: improve the public right-of-way and increase mobility options (Objective No. 3); enhance public safety and reduce criminal activity through design and programmatic improvements (Objective No. 4); and improve the Vermont/Athens Green Line Station to make it more inviting, comfortable, and safe to transit users (Objective No. 6).

This alternative would also be able to achieve the remaining project objectives, but to a lesser degree than the proposed project because it increases residential use and reduces nonresidential use by 30 percent. Compared to the proposed project, this land use mix would not fully take advantage of transit-oriented development benefits, such as reducing average daily trips and vehicle miles traveled per capita by providing housing near uses that provide services, entertainment, retail, and employment in a denser area.

Thus, this alternative would promote uses in proximity to the transit station and major roadways/intersections to benefit from the economic opportunities afforded by the Metro station, the Los Angeles Southwest College, and public facilities (Objective No. 1); develop opportunities that offer housing, shopping, and healthy food options particularly near the Metro Station and Los Angeles Southwest College (Objective No. 2); promote new development that is compatible with the existing scale and density of adjacent neighborhoods by allowing more growth near the station area and commercial nodes (Objective No. 5); and reduce vehicle miles traveled per capita per Assembly Bill 32 and Senate Bill 375 goals (Objective No. 7).

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to preparation

of the DEIR, the Notice of Preparation (NOP) was distributed for comment from May 31, 2017, through July 5, 2017. A public scoping meeting was held on June 15, 2017 at the A.C. Bilbrew Library Community Meeting Room at 150 E. El Segundo Boulevard, Los Angeles, CA 90061. A summary of the NOP comment letters received during the public review period and testimony at the public scoping meeting are summarized in Tables 2-1 and 2-2 in Chapter 2, *Introduction*.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-3 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
5.1 AESTHETICS				
Impact 5.1-1: The proposed project would not adversely impact scenic vistas in the project area or damage scenic resources within a state scenic highway.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.1-2: The proposed project would not be visible from or obstruct views from a regional riding or hiking trail.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.1-3: The proposed project would not substantially degrade the existing character or quality of the Specific Plan area.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.1-4: The proposed project would generate additional light and glare in the project area.	Less Than Significant	No mitigation measures are required.		Less Than Significant
5.2 AIR QUALITY				
Impact 5.2-1: The proposed project would be inconsistent with the SCAQMD Air Quality Management Plan because criteria air pollutant emissions associated with the Specific Plan would exceed the SCAQMD regional significance threshold.	Potentially Significant	Mitigation Measure AQ-1 would also apply to this impact.		Significant and Unavoidable
Impact 5.2-2: Construction activities associated with buildout of the proposed project could exceed SCAQMD's regional significance thresholds.	Potentially Significant	AQ-1	Applicants for new development projects within the Connect Southwest LA project shall require the construction contractor to use equipment that meets the US Environmental Protection Agency (EPA) Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the County of Los Angeles that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations. Prior to construction, the project engineer shall ensure that all demolition and	Significant and Unavoidable

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measures	Level of Significance After Mitigation
			grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the County of Los Angeles. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.	
Impact 5.2-3: Implementation of the Connect Southwest LA project would generate emissions that would exceed SCAQMD's regional significance thresholds.	Potentially Significant	AQ-2	Prior to issuance of a building permit for new development projects within the Connect Southwest LA project, the property owner/developer shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star–certified appliances or appliances of equivalent energy efficiency. Installation of Energy Star or equivalent appliances shall be verified by the County of Los Angeles prior to issuance of a certificate of occupancy.	Significant and Unavoidable
		AQ-3	Prior to issuance of building permits for residential development projects within the Connect Southwest LA project, the property owner/developer shall indicate on the building plans that the feature below has been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Los Angeles prior to issuance of a certificate of occupancy. ▪ For multifamily dwellings, electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.	
		AQ-4	Prior to issuance of building permits for nonresidential development projects within the Connect Southwest LA project, the property owner/developer shall indicate on the building plans that the features below have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Los Angeles prior to issuance of a certificate of	

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		occupancy. ▪ Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code. ▪ Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.	
Impact 5.2-4: Construction of the proposed project could expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant	Mitigation Measure AQ-1 would also apply to this impact. AQ-5 Prior to discretionary approval by the County of Los Angeles for development projects within the Specific Plan Area that are subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects) and are within 25 meters (82 feet) of a sensitive land use, the project applicant shall submit a construction-related air quality study that evaluates potential localized project construction-related air quality impacts to the County of Los Angele Department of Regional Planning for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing localized significance thresholds (LST) air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the County of Los Angeles shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the County and shall be verified by the County's Department of Regional Planning.	Significant and Unavoidable
Impact 5.2-5: Operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.2-6: The proposed project would not create objectionable odors.	Less Than Significant	No mitigation measures are required.	Less Than Significant

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measures	Level of Significance After Mitigation
5.3 CULTURAL RESOURCES				
Impact 5.3-1: Development of the project could impact an identified historic resource.	Potentially Significant	CUL-1	Prior to issuance of grading permits, future project applicants/developers of projects on improved properties with buildings and/or structures at least 45 years of age shall prepare the following: ▪ An intensive-level historical evaluation of the subject property. The evaluation shall be conducted in accordance with all applicable federal, state, and local guidelines for evaluating historical resources. Recommendations for preservation should be considered, if applicable, and ▪ A Phase I cultural resources investigation compliant with current standards and guidelines for proposed areas of development that includes demolition activities. The historical evaluation and Phase I investigation shall be submitted to the County of Los Angeles Department of Regional Planning for review and approval.	Less Than Significant
Impact 5.3-2: Development pursuant to the proposed Specific Plan could impact archaeological resources.	Potentially Significant	CUL-2	Prior to the issuance of any grading permit, future project applicants/ developers of previously unimproved sites or sites requiring excavation beyond six feet in depth shall provide written evidence to the County of Los Angles that a County-certified archaeologist has been retained to observe grading activities and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pregrade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. If the archaeological resources are found to be significant, the archaeological monitor shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The archaeologist shall prepare a comprehensive report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).	Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measures	Level of Significance After Mitigation
			If any resources are excavated, the project applicant/developer shall prepare excavated material to the point of identification. Future applicants/developers shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first-refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County. The project applicant/developer shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors and if such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County.	
Impact 5.3-3: The proposed project could destroy paleontological resources or a unique geologic feature.	Potentially Significant	CUL-3	Prior to issuance of grading permits, future project applicants/developers of previously unimproved sites or sites requiring excavation 15 feet or more below current ground surfaces shall retain a qualified paleontologist to monitor grading activities. Deep excavations may impact undisturbed deposits in older Quaternary alluvium, which is typically associated with fossils. The qualified paleontologist shall be present during the pregrading meeting to discuss paleontological sensitivity and to assess whether scientifically important fossils have the potential to be encountered. The paleontologist shall determine, based on consultation with the County, when monitoring of grading activities is needed based on the onsite soils and final grading plans. All paleontological work to assess and/or recover a potential resource at the project site shall be conducted under the direction of the qualified paleontologist and follow the standard protocols of the Natural History Museum of Los Angeles County. If any fossil remains are uncovered during earth-moving activities, all heavy equipment shall be diverted at least 50 feet from the fossil site until the monitor has had an opportunity to examine the remains and determines that earth moving can resume. The extent of land area that is prohibited from disturbance shall be at the discretion of the paleontological monitor. Samples of older Quaternary alluvium shall be collected as necessary for processing and shall be examined for very small vertebrate fossils. The paleontologist shall prepare a report of the results of any findings following accepted professional practice and submit the report for	Less Than Significant

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		review by the County of Los Angeles Department of Regional Planning.	
Impact 5.3-4: Grading activities could potentially disturb human remains.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.4 GREENHOUSE GAS EMISSIONS			
Impact 5.4-1: Development of the proposed project would not result in a substantial increase of GHG emissions.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.4-2: The proposed project would not conflict with the plans adopted for the purpose of reducing GHG emissions.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.5 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.5-1: Project construction and operations would involve the transport, use, and/or disposal of hazardous materials.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.5-2: Demolition of existing buildings could expose construction workers to asbestos containing materials and/or lead-based paint.	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measures	Level of Significance After Mitigation
Impact 5.5-3: The project site is on a list of hazardous materials sites and future development activities could result in exposure of persons to hazardous materials.	Potentially Significant	HAZ-1	Prior to issuance of grading permits for individual development projects pursuant to the Specific Plan, the project applicant shall prepare and submit a Phase I Environmental Site Assessment (ESA) to the County of Los Angeles to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by an Environmental Professional in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.13, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process." If recognized environmental conditions related to soils or groundwater are identified in the Phase I ESA, the project applicant shall have soil and soil gas sampling performed, as required, as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils with the oversight and in accordance with state and local agency requirements, including the California Department of Toxic Substances Control, Regional Water Quality Control Board, and Los Angeles County Fire Department. All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Each Phase I ESA conducted for projects that involve demolition activities shall include an inspection for lead-based paint conducted by a licensed or certified lead inspector/assessor and a survey for asbestos-containing materials conducted by a California Certified Asbestos Consultant. Prior to the issuance of building permits, a report documenting the completion, results, and follow-up remediation on the recommendations, if any, shall be provided to the Los Angeles County Department of Regional Planning evidencing that all site remediation activities have been completed.	Less Than Significant
Impact 5.5-4: The project site is outside of the airport influence areas for public-use airports. There are no heliports within one mile of the project site. Specific Plan buildout would not cause airport-related hazards to persons onsite.	Less Than Significant	No mitigation measures are required.		Less Than Significant

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.5-5: Project development could affect the implementation of an emergency responder or evacuation plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.5-6: Specific Plan buildout would not expose people or structures to wildfire hazards nor are the proposed land uses potentially dangerous fire hazards.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.6 HYDROLOGY AND WATER QUALITY			
Impact 5.6-1: Development pursuant to the proposed project would increase the amount of impervious surfaces on the site and would therefore increase surface water flows into drainage systems within the watershed.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.6-2: Development pursuant to the proposed project would not substantially increase impervious surfaces on the site and therefore would not impact groundwater recharge.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.6-3: The project site is not located within a 100-year flood hazard area.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.6-4: During the construction phase of the proposed project, there is the potential for short-term unquantifiable increases in pollutant concentrations from the site. After project development, the quality of storm runoff may be altered.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.6-5: The project site is not located within a dam inundation area.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.6-6: The site would not be subject to inundation by seiche, tsunami, or mudflow.	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
5.7 LAND USE AND PLANNING				
Impact 5.7-1: Project implementation would not divide an established community.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.7-2: The Connect Southwest LA Specific Plan would not conflict with any applicable plans.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.7-3: The proposed project would not conflict with current County zoning for the project site.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.7-4: The proposed project would not conflict with the County's Hillside Management Area Ordinance or Significant Ecological Areas Ordinance.	Less Than Significant	No mitigation measures are required.		Less Than Significant
5.8 NOISE				
Impact 5.8-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Potentially Significant	N-1	Prior to the issuance of demolition, grading and/or construction permits, applicants for individual development projects within 500 feet of noise-sensitive receptors (e.g., residences, hospitals, schools) shall conduct a project-level construction noise analysis to evaluate potential impacts on sensitive receptors. The analysis shall be conducted once the final construction equipment list that will be used for demolition and grading activities is determined. The project-level noise analysis shall be prepared, reviewed, and approved by the County of Los Angeles, City of Los Angeles, and/or City of Hawthorne, as applicable. If the analysis determines that demolition and construction activities would result in an impact to identified noise-sensitive receptors, then specific measures to attenuate the noise impact shall be outlined in the analysis and reviewed and approved by the County. Specific measures may include, but are not limited to, the following best management practices: ▪ Post a construction site notice near the construction site access point or in an area that is clearly visible to the public. The notice shall include the following: job site address; permit number, name, and phone number of		Significant and Unavoidable

1. Executive Summary

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		the contractor and owner; dates and duration of construction activities; construction hours allowed; and the County of Los Angeles and construction contractor phone numbers where noise complaints can be reported and logged. ▪ Consider the installation of temporary sound barriers for construction activities immediately adjacent to occupied noise-sensitive structures. ▪ Restrict haul routes and construction-related traffic to the least noise-sensitive times of the day. ▪ Reduce nonessential idling of construction equipment to no more than five minutes. ▪ Ensure that all construction equipment is monitored and properly maintained in accordance with the manufacturer's recommendations to minimize noise. ▪ Fit all construction equipment with properly-operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. ▪ If construction equipment is equipped with back-up alarm shut offs, switch off back-up alarms and replace with human spotters, as feasible. ▪ Stationary equipment (such as generators and air compressors) and equipment maintenance and staging areas shall be located as far from existing noise-sensitive land uses, as feasible. ▪ To the extent feasible, use acoustic enclosures, shields, or shrouds for stationary equipment such as compressors and pumps. ▪ Shut off generators when they are not needed. ▪ Coordinate deliveries to reduce the potential of trucks waiting to unload and idling for long periods of time. ▪ Grade surface irregularities on construction sites to prevent potholes from causing vehicular noise.	

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		▪ Minimize the use of impact devices such as jackhammers, pavement breakers, and hoe rams. Where possible, use concrete crushers or pavement saws rather than hoe rams for tasks such as concrete or asphalt demolition and removal. The final noise-reduction measures to be implemented shall be determined by the project-level construction noise analysis. The final noise-reduction measures shall be included on all construction and building documents and/or construction management plans and submitted for verification to the County of Los Angeles; implemented by the construction contractor through the duration of the construction phase; and discussed at the pre-demolition, pre-grade, and/or preconstruction meetings.	

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
Impact 5.8-2: Project implementation would result in long-term operation-related noise that would not exceed local standards.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.8-3: The project would create short-term groundborne vibration and groundborne noise.	Potentially Significant	N-2	Prior to issuance of grading and construction permits, applicants for individual development projects that involve vibration-intensive construction activities—such as pile drivers, jack hammers, and vibratory rollers—within 100 feet of off-site, vibration-sensitive receptors and/or structures,1 shall prepare and submit to the County of Los Angeles an acoustical study to evaluate potential construction-related vibration damage impacts. The vibration assessment shall be prepared by a qualified acoustical engineer and be based on the Los Angeles County vibration perception threshold and the Federal Transit Administration (FTA) vibration-induced architectural damage criterion. If the acoustical study determines a potential exceedance of the applicable thresholds, measures shall be identified that ensure vibration levels are reduced to below the thresholds. Measures to reduce vibration levels can include use of less-vibration-intensive equipment (e.g., drilled piles and static rollers) and/or construction techniques (e.g., nonexplosive rock blasting and use of hand tools) and preparation of a preconstruction survey report to assess the preconstruction, existing conditions of the potentially affected sensitive receptor or structure. Identified measures shall be included on all construction and building documents and submitted for verification to the County.	Less Than Significant
Impact 5.8-4: The proximity of the project site to an airport or airstrip would result in exposure of future resident and/or workers to airport-related noise.	Less Than Significant	No mitigation measures are required.		Less Than Significant
5.9 POPULATION AND HOUSING				
Impact 5.9-1: The proposed project would introduce approximately 3,204 additional	Less Than Significant	No mitigation measures are required.		Less Than Significant

[1] Vibration-sensitive receptors would include, for example, residences, schools, medical facilities, and houses of worship. Vibration-sensitive structures would include, for example, historical buildings, audio/video recording studios,

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
residents and 2,949 additional workers into the Specific Plan area.			
Impact 5.9-2: Implementation of the Specific Plan would not result in displacing substantial numbers of people or housing.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.10 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.10-1: The proposed project would introduce new residents, workers, and structures into the Los Angeles County Fire Department's service boundaries, thereby increasing demands on fire protection facilities and personnel.	Less Than Significant	No mitigation measures are required.	Less Than Significant
POLICE PROTECTION			
Impact 5.10-2: The proposed project would introduce new residents, workers, and structures into the Los Angeles County Sheriff's Department service boundaries, thereby increasing demands on police protection facilities and personnel.	Less Than Significant	No mitigation measures are required.	Less Than Significant
SCHOOL SERVICES			
Impact 5.10-3: The proposed project would introduce 488 additional students into area schools of the Los Angeles Unified School District.	Less Than Significant	No mitigation measures are required.	Less Than Significant
LIBRARY SERVICES			
Impact 5.10-4: The proposed project would not substantially increase demand for services at local libraries maintained by the Los Angeles County Public Library.	Less Than Significant	No mitigation measures are required.	Less Than Significant

1. Executive Summary

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11 RECREATION			
Impact 5.11-1: The proposed project would allow development of up to 1,061 additional residential units and 3,204 additional residents that would increase the use of existing park and recreational facilities.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.11-2: Project implementation would not result in environmental impacts to provide new and/or expanded recreational facilities.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.11-3: Development in accordance with the proposed project would not interfere with regional open space connectivity.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.12 TRANSPORTATION/TRAFFIC			
Impact 5.12-1: The project would result in a significant increase in intersection and roadway levels of service.	Potentially Significant	T-1 Prior to issuance of building permits for any project forecast to generate 100 or more peak hour trips—as determined by the Los Angeles County Department of Public Works, Traffic and Lighting Division—the property owner/developer shall submit to the County a traffic study to identify when the improvements identified Chapter 9, Mitigation Measures, of the West Athens-Westmont Specific Plan EIR Traffic Impact Study (IBI Group, September 2017; Appendix H of this DEIR) shall be designed and constructed. a) The traffic study will specify the timing, funding, construction, and fair-share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the Specific Plan area and surrounding jurisdictions, as defined by the County's General Plan and Traffic Impact Analysis Guidelines, Metro's CMP Program, and based on the thresholds of significance, performance standards, and methodologies in this DEIR. b) The property applicant shall construct, bond for, or enter into a funding agreement for necessary circulation system improvements, as determined by the Los Angeles County Department of Public Works, Traffic and Lighting Division. At minimum, fair-share calculations shall include intersection improvements, rights-of-way, and construction costs, unless	Significant and Unavoidable

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			alternative funding sources have been identified to help pay for the improvement.	
Impact 5.12-2: The proposed project would not result in a significant increase in peak hour roadway segments level of service.	No Impact	No mitigation measures are required.		No Impact
Impact 5.12-3: The project would result in a significant increase in freeway main-line level of service.	Potentially Significant	T-3	The County of Los Angeles shall continue to secure the funding needed to implement the future planned improvements within the Specific Plan area. A variety of funding sources shall be explored, such as Metro's CMP Fee Program, Metro Call for Project funds, and federal and state grant opportunities. If the CMP fee program is not adopted by Metro and the County of Los Angeles, other funding sources for regional transportation needs, including Caltrans facilities, in the Specific Plan area shall be pursued—such as a potential Connect Southwest LA Specific Plan Impact Fee Program, development agreements for large projects, and/or mitigation agreements between future applicants and Caltrans for projects that impact Caltrans facilities.	Significant and Unavoidable
		T-4	The County shall work with Caltrans as Caltrans prepares plans to add additional lanes or complete other improvements to various freeways within and adjacent to unincorporated areas. This includes adding or extending mixed flow general purpose lanes, adding or extending existing HOV lanes, adding express lanes (high occupancy toll lanes), incorporating truck climbing lanes, improving interchanges, and other freeway-related improvements.	
		T-5	Future traffic engineering firms retained to prepare traffic impact studies are required to consult with Caltrans when a development proposal meets the requirements of statewide, regional, or area-wide significance per CEQA Guidelines Section 15206(b). When preparing traffic impact studies, the most up-to-date Guide for the Preparation of Traffic Impact Studies from Caltrans shall be followed. When the CEQA criteria of regional significance are not met, Caltrans recommends that project applicants consult with Caltrans.	
Impact 5.12-4: Project-related trip generation in combination with existing and proposed cumulative development would not exceed the	Less Than Significant	No mitigation measures are required.		Less Than Significant

1. Executive Summary

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
capacity at freeway on-ramps.				
Impact 5.12-5: Project-related trip generation in combination with existing and proposed cumulative development would result in designated road and/or highways exceeding county congestion management agency service standards.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.12-6: The project would not affect air travel or result in substantial safety risks.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.12-7: Project development would not increase air traffic levels or require relocation of air traffic patterns.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.12-8: Project circulation improvements would not substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections, etc.), potential conflicting uses, and emergency access.	Less Than Significant	No mitigation measures are required.		Less Than Significant
Impact 5.12-9: The proposed project complies with adopted policies, plans, and programs for alternative transportation.	No Impact	No mitigation measures are required.		No Impact
5.13 TRIBAL CULTURAL RESOURCES				
Impact 5.13-1: The proposed project may cause a substantial adverse change in the significance of a tribal cultural resource.	Potentially Significant	TCR-1	During project-level construction, should prehistoric or historic subsurface cultural resources be discovered and be determined to be significant, the archaeologist shall determine, in consultation with the County, and local Native American groups expressing interest (e.g., Gabrieleño Band of Mission Indians - Kizh Nation), appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), project redesign and preservation in place shall be the preferred means to avoid impacts to significant cultural resources. Methods of avoidance may include, but shall not be limited to, project re-route or redesign, project cancellation, or identification	Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measures	Level of Significance After Mitigation
			of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures in consultation with the County, which may include data recovery or other appropriate measures. All significant cultural materials recovered will be, as necessary and at the discretion of the consulting archaeologist and in consultation with local Native American groups expressing interest, subject to scientific analysis, professional museum curation, and documentation according to current professional standards.	
		TCR-2	If human remains are encountered, the County or its contractor shall halt work in the vicinity (within 100 feet) of the find and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the Native American Heritage Commission (NAHC) will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98. The NAHC will designate a most likely descendant (MLD) for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, County shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.	
5.14 UTILITIES AND SERVICE SYSTEMS				
Impact 5.14-1: Buildout of the proposed project would generate up to 825,317 additional gallons of wastewater per day and would be adequately treated by the Sanitation Districts of Los Angeles County.	Potentially Significant	USS-1	Prior to the issuance of grading permits for individual development projects in accordance with Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, the Los Angeles County Department of Public Works shall determine whether sewer improvements would be required as part of the individual proposed project. To assist in the determination, the Department of Public Works may require the project applicant/developer to submit a site-specific sewer flow monitoring study that includes a detailed analysis of the projected flow rates to determine if the potential for surcharge conditions would occur due to project	Less Than Significant

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measures	Level of Significance After Mitigation
			development. The sewer flow monitoring study may find that there is sufficient capacity for the areas of concern and that replacing and/or upsizing improvements are not necessary. The sewer flow monitoring study shall be submitted to the Department of Public Works for review and approval.	
Impact 5.14-2: Buildout of the proposed project would increase water demand and may require upsizing of water conveyance systems.	Potentially Significant	USS-2	Prior to the issuance of grading permits for individual development projects in accordance with Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, the Los Angeles County Department of Public Works shall review the areas of concern illustrated in Figure 5.14-2, *Water System Map* and Areas of Impact, in particular the southwest corner of the Specific Plan area, bounded by Imperial Highway to the north and Western Avenue to the east, to determine whether water conveyance facility improvements would be required as part of the individual proposed project. The area of concern may require replacing the existing 8-inch pipe with a 12-inch pipe to reduce headloss in the pipe to less than 3.5 inches per 1,000-foot foot-long pipe run. To assist in the determination, the Department of Public Works may require the project applicant/developer to submit a site-specific water flow monitoring study to provide a more detailed analysis of the projected flow rates to determine if the potential for a headloss in exceedance of 3.5 feet per 1,000-foot foot-long pipe run would occur due to project development. The water flow monitoring study may indicate that there is sufficient capacity for the areas of concern and be able to conclude that replacing and/or upsizing improvements are not necessary. The water flow monitoring study shall be submitted to the Department of Public Works for review and approval.	Less Than Significant
Impact 5.14-3: Existing and future storm drainage systems would adequately serve the drainage requirements of the proposed project.	Less Than Significant	No mitigation measures are required.		Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.14-4: Existing landfills and resource recovery facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.14-5: Existing electricity and natural gas facilities would be able to accommodate project-generated utility demands.	Less Than Significant	No mitigation measures are required.	Less Than Significant

1. Executive Summary

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2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (DEIR) has been prepared to satisfy CEQA and the CEQA Guidelines. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (Guidelines § 21067). The County of Los Angeles has the principal responsibility for approval of the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont project (proposed project). For this reason, the County of Los Angeles is the CEQA lead agency for this project.

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed project to allow the County to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the County are described in Section 3.5, *Intended Uses of the EIR*.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed project. This DEIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION

The County of Los Angeles determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) on May 17, 2017 (see Appendix A). A scoping meeting was held on Thursday, June 15, 2017, at the A. C. Bilbrew Library Community Meeting Room at 150 E. El Segundo Blvd., Los Angeles, CA 90061, to elicit comments on the scope of the DEIR. Table 2-1 summarizes the comments received during the scoping meeting and identifies the section(s) of this DEIR where the issues are addressed if they are considered environmental topics of concern under CEQA.

Table 2-1 Scoping Meeting Comments Summary

Summary of Comments	Issue Addressed In:
• Concern about earthquake fault running through the Specific Plan area; earthquake-related retrofits were needed at the Los Angeles Southwest College.	• Chapter 8, *Impacts Found Not to Be Significant* (Section 8.4(a))
• Requested the EIR analyze potential impacts to heliports.	• Section 5.5, *Hazards and Hazardous Materials* (Impact 5.5-4)
• Requested the EIR analyze potential impact to school services.	• Section 5.10, *Public Services* (Section 5.10.3)
• Requested the EIR address the existing oil wells, particularly along 120th Street.	• Section 5.5, *Hazards and Hazardous Materials* (all listed hazardous materials sites are detailed under Section 5.5.1.3)
• Suggested that the transit station design address links to shuttles and restrooms, and encompass public safety designs.	• Appendix B, *Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont* (Chapter 6, Mobility & Public Realm)
• Stated that the Specific Plan should address connections to the Los Angeles Southwest College from the Metro Green Line transit station.	• Appendix B, *Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont* (Section 6.5.3, Multi-Use Path to LASC)

In addition to the scoping meeting, the public was provided with a 30-day public review period to comment on the NOP—from May 31 to July 5, 2017. Table 2-2 compiles the comments received from commenting agencies/persons during the NOP process and identifies the section(s) of this DEIR where the issues are addressed. All NOP comments received during the public review period are in Appendix A.

Table 2-2 NOP Written Comments Summary

Commenter	Date	Summary of Comments	Issue Addressed In:
California Governor's Office of Planning and Research (OPR) Scott Morgan, Director, State Clearinghouse	5/17/17	• Confirms receipt of the NOP for the proposed project and notice to responsible agencies to transmit their comments on the scope and content of the NOP to the appropriate lead agency contact.	Not Applicable
Native American Heritage Commission Gayle Totton, M.A., PhD Associate Government Program Analyst	5/22/17	• Provides details on Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) requirements. • Recommends lead agencies consult with all California Native American tribes traditionally and culturally affiliated with the project area per AB 52 and SB 18 requirements. • States that lead agencies should contact appropriate regional California Historical Research Information System Centers for an archaeological	Consultation under SB 18 and AB 52 was conducted; the results are described in: • Section 5.3, *Cultural Resources* • Section 5.13, *Tribal Cultural Resources*

Table 2-2 NOP Written Comments Summary

Commenter	Date	Summary of Comments	Issue Addressed In:
		records search of the project area; prepare a professional cultural resources assessment report; contact the NAHC for a Sacred Lands File search and Native American Tribal Consultation List. • Lead agencies should include mitigation to reduce impacts to potentially inadvertently discovered archaeological resources during project construction, including plans for the disposition of recovered cultural items and human remains.	
California Department of Transportation (Caltrans), District 7 Dianna Watson, Branch Chief	6/13/17	• States that SB 743 mandates that all CEQA review of transportation impacts utilize vehicle miles traveled (VMT) as the primary metric, but that the County may use the level of service (LOS) metric until OPR completes its CEQA Guideline to implement SB 743. • The proposed project should incorporate multimodal and complete streets transportation elements to promote alternatives to car use and better manage existing parking assets. • Recommends the traffic study include analysis of traffic impacts on pedestrians and bicyclists. • Caltrans supports implementation of complete streets and pedestrian safety measures, such as road diets and other traffic-calming measures. • Concern regarding project-related traffic and cumulative traffic impacts on Caltrans off-ramps and freeway main lines. • Expects the following to be included in the traffic study. – Analysis of project impacts on the following freeway segments. ▪ SB/NB I-110 on/off ramps from/to Century Boulevard ▪ SB/NB I-110 on/off ramps from/to El Segundo Boulevard ▪ WB/EB I-105 on/off ramps from/to Hoover Street ▪ WB/EB I-105 on/off ramps from/to Vermont Avenue ▪ WB/EB I-105 on/off ramps from/to Crenshaw Boulevard – Analyze the aforementioned freeway segments until the project trips reaches 50 trips on each direction of the freeway. – Analyze storage for left-turn pocket at on-ramps when available. – Off-ramp queuing analysis. – Traffic counts and freeway analysis should be a continuous analysis and not in part. – Project travel modeling should be consistent with other regional and local modeling forecasts and travel data.	Caltrans was consulted to determine the scope and methodology of the traffic study. • Section 5.12, *Transportation and Traffic* • Appendix H, *Traffic Impact Analysis*

2. Introduction

Table 2-2 NOP Written Comments Summary

Commenter	Date	Summary of Comments	Issue Addressed In:
		– Provide a Select Zone analysis, including AM/PM peak hour trip to freeways and ramps. – Utilize trip generation rates from the Institute of Transportation Engineer's Trip Generation Manual, 9th edition. – Analysis of average daily trips, AM and PM peak-hour volumes for existing and future conditions with and without the proposed project. – Analysis should include existing traffic, project-generated traffic, cumulative traffic from all specific approved developments in the area, and traffic growth other than from the project and specific developments. – Include appropriate mitigation measures and transit demand management strategies. • Encourages the traffic study to increase TDM from 10 percent to 15–20 percent. If feasible, increasing TDM to 40 percent would make the proposed project a legitimate TOD. • Fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. • Concerned that the proposed project may not be economically sufficient, such that 50 to 60 percent of the population may still work outside the TOD area. • Auxiliary lane, weaving lane should be analyzed for any potential safety issues. • Other than increasing density, how else can the proposed project encourage walking and biking? Consider eliminating parking lots or reducing parking spaces, etc. • Recommends the lead agency work with neighboring cities to resolve cumulative significant traffic impacts on state facilities; a plan to work with neighboring cities should be included in the Specific Plan.	
South Coast Air Quality Management District (SCAQMD) Lijin Sun, J.D., Program Supervisor, CEQA IGR	6/27/17	• States that the lead agency should use SCAQMD's CEQA Air Quality Handbook and CalEEMod land use emissions software when preparing its air quality analysis. • The EIR should identify any potential adverse air quality impacts (construction and operation) that could occur from all phases of the project and all air pollutant sources related to the project. • The EIR should quantify criteria pollutant emissions and localized significance thresholds and compare the results to the regional and localized significant thresholds, respectively. • Air quality impacts from all phases (construction and operations) should be calculated. • A mobile health risk assessment is recommended if	• Section 5.2, *Air Quality* • Section 5.5, *Greenhouse Gas Emissions*

Table 2-2 NOP Written Comments Summary

Commenter	Date	Summary of Comments	Issue Addressed In:
		the proposed project generates or attracts substantial vehicular trips, especially heavy-duty diesel-fueled vehicles. • All feasible mitigation measures should be utilized for significant adverse air quality impacts. If impacts remain significant, project alternatives shall be considered and discussed to avoid or substantially lessen the air quality and health risk impacts. • If the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project.	
Los Angeles County Metropolitan Transportation Authority (Metro) Elizabeth Carvajal, Senior Manager, Transportation Planning	7/5/17	• Suggests the Specific Plan include language that informs future development activity within the Specific Plan area of Metro's notification procedures and considerations for projects in close proximity to Metro facilities and bus operations. • Encourages the provision of 12-foot-wide, or at a minimum 11-foot-wide, outside lanes for Metro buses to travel in. • Suggests the Specific Plan include policy language or guidance that notifies projects within 100 feet of a Metro facility that they will require Metro review and approval and compliance with Metro's Development Guidelines and Adjacent Construction Design Manual (provided as a letter attachment). • Recommends the Specific Plan include policies encouraging transit-supportive public realm improvements (e.g., wider sidewalks, bus shelters, seating, pedestrian-scaled lighting, landscaping, wayfinding signage, ADA-compliant street crossing elements). • Suggests the Specific Plan include policies supporting the first/last mile connection. • Encourages bicycle use through adequate short-term bicycling parking and secure, long-term bicycling parking for guests, employees, and residents of high-density residential, retail/commercial, or mixed-use developments. • Recommends the Specific Plan enhance convenient and safe connections for pedestrians, bicyclists, and transit users to/from destinations, such as the Vermont/Athens station.	• Section 5.12, *Transportation and Traffic* • Appendix B, *Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont* (Chapter 6, Mobility & Public Realm)
Southern California Association of Governments (SCAG) Ping Chang, Acting Manager, Compliance and Performance Monitoring	7/5/17	• States that the lead agency should analyze the proposed project's consistency with the 2016 Regional Transportation Plan /Sustainable Communities Strategies (RTP/SCS) goals. • Provides additional information regarding land use and transportation strategies available in the 2016 RTP/SCS that may be applicable to the proposed project. • Provides demographic and growth forecasts for the County of Los Angeles.	• Section 5.6, *Land Use and Planning*

Table 2-2 NOP Written Comments Summary

Commenter	Date	Summary of Comments	Issue Addressed In:
		• Recommends that the lead agency review the Final EIR for the 2016 RTP/SCS for guidance on mitigation measures, if required.	

Note: All comments are listed chronologically by the date received.

The NOP process helps determine the scope of the environmental issues to be addressed in the DEIR. Based on this process, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR, but issues identified as Less Than Significant or No Impact are not. Refer to Chapter 8, *Impacts Found Not to Be Significant*, in this DEIR for a discussion of how these initial determinations were made.

2.3 SCOPE OF THIS DEIR

The scope of the DEIR was determined based on the County's NOP, comments received in response to the NOP, and comments received at the scoping meeting conducted by the County. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in Chapter 3, *Project Description*, establishes the basis for analyzing future, project-related environmental impacts. However, further environmental review by the County may be required as more detailed information and plans are submitted on a project-by-project basis.

2.3.1 Impacts Considered Less Than Significant

During preparation of the NOP, the County determined that five environmental impact categories were not significantly affected by the proposed project. These categories are not discussed in detail in this DEIR.

- Agriculture and Forestry Resources
- Biological Resources
- Energy
- Geology and Soils
- Mineral Resources

2.3.2 Potentially Significant Adverse Impacts

The County determined that 13 environmental factors have potentially significant impacts if the proposed project is implemented.

- Aesthetics
- Air Quality

- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems

2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies three environmental categories with significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The County must prepare a "statement of overriding considerations" before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

Air Quality

- **Impact 5.2-1:** The proposed project would be inconsistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) because criteria air pollutant emissions associated with the Specific Plan would exceed the SCAQMD regional significance threshold.

  The Specific Plan policies and Regulatory Requirements RR AIR-1 through RR-AIR-4 would minimize criteria air pollutant emissions from construction and operation of the proposed project. Mitigation measures applied for Impact 5.2-2 and Impact 5.2-3 would reduce the proposed project's regional construction-related and operational-phase criteria air pollutant emissions to the extent feasible. However, due to the increase in criteria air pollutant emissions, the proposed project would continue to be inconsistent with the assumptions in the AQMP. Therefore, Impact 5.2-1 would remain ***significant and unavoidable***.

- **Impact 5.2-2:** Construction activities associated with buildout of the Specific Plan could exceed SCAQMD's regional significance thresholds.

2. Introduction

Criteria air pollutant emissions in exceedance of SCAQMD's regional significance thresholds would contribute to the nonattainment designations of the South Coast Air Basin (SoCAB), and contribute to known health effects from poor air quality—including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; decreased lung function; and increased respiratory symptoms. Regulatory Requirement RR AIR-3 and RR AIR-4 would minimize criteria air pollutant emissions from construction equipment exhaust and fugitive dust through compliance with the California Air Resources Board (CARB) and SCAQMD rules. Mitigation Measure AQ-1 would reduce criteria air pollutants generated from project-related construction activities. Buildout of the proposed project would occur over a long period and construction time frames and equipment for individual site-specific projects are not available at this time. There is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to Mitigation Measure AQ-1, project-level and cumulative impacts under Impact 5.2-2 would remain ***significant and unavoidable***.

- **Impact 5.2-3:** Implementation of the Connect Southwest LA project would generate long-term emissions that would exceed SCAQMD's regional significance thresholds.

  Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and known health effects from poor air quality. Regulatory Requirements RR AIR-1 through RR AIR-2 would minimize criteria air pollutant emissions from transportation and energy use by requiring mandatory measures of CALGreen (i.e., providing bicycle parking, fuel-efficient, and carpool/vanpool parking spaces) as well as additional voluntary green building standards of CALGreen for nonresidential buildings 25,000 square feet and larger. Incorporation of Mitigation Measures AQ-2 through AQ-4 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-3 and AQ-4 would encourage and accommodate use of alternative-fueled vehicles. However, despite adherence to Mitigation Measures AQ-2 through AQ-4, project-level and cumulative impacts identified under Impact 5.2-3 would remain ***significant and unavoidable*** due to the magnitude of land use development associated with the proposed project.

- **Impact 5.2-4:** Construction of the proposed project could expose sensitive receptors to substantial pollutant concentrations.

  Regulatory Requirements RR AIR-3 through RR AIR-4 would minimize criteria air pollutant emissions from construction equipment exhaust and fugitive dust through compliance with CARB and SCAQMD rules. Mitigation Measure AQ-1 (applied for Impact 5.2-2) would reduce the proposed project's regional construction emissions and therefore reduce the project's localized construction-related criteria air pollutant emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed SCAQMD's localized significance thresholds. Mitigation Measure AQ-5 requires preparation of a construction air quality analysis for discretionary projects subject to

CEQA if they are within 25 meters of a sensitive use. However, because of the scale of development activity associated with buildout of the Specific Plan, it is not possible to determine whether the scale and phasing of individual development projects would result in the exceedance of the localized emissions thresholds and contribute to known health effects. Therefore, project-level and cumulative impacts under Impact 5.2-4 would remain ***significant and unavoidable***.

Noise

- **Impact 5.8-1:** Construction activities would result in temporary noise increases in the vicinity of the project.

  Mitigation Measure N-1 would ensure construction activities comply with Los Angeles County Code Section 12.08.430 that regulates construction noise levels. Mitigation Measure N-2 would require a project-level construction noise analysis for all projects within 500 feet of noise-sensitive receptors, and require implementation of noise-minimizing best management practices. These mitigation measures would reduce construction noise impacts associated with the proposed project to the extent feasible. However, feasible mitigation may not be effective at reducing construction-generated noise received at sensitive receptors to levels below the County Code thresholds throughout all periods of construction and at all receptors. Given the expected noise levels and the length of the construction activities, significant construction noise impacts would remain. Impact 5.8-1 would remain ***significant and unavoidable***.

Transportation and Traffic

- **Impact 5.12-1:** The proposed project is anticipated to create significant traffic impacts at 10 of the study intersections in the Existing Year (2017) With Project Scenario; and at 21 study intersections for the Future Year (2035) With Project scenario.

  Mitigation Measures T-1 through T-5 would require various improvements at study area intersections to mitigate project impacts. These include, but are not limited to, adding turn lanes, widening lanes, restriping lanes, expanding the Automated Traffic Surveillance and Control network, and improving traffic signal lights.

  Improvements to seven of the roadway intersections would require the acquisition of right-of-way—Century Boulevard at Van Ness Avenue, Imperial Highway at Crenshaw Boulevard, Imperial Highway at Western Avenue, Imperial Highway at Normandie Avenue, El Segundo at Crenshaw Boulevard, El Segundo Boulevard at Normandie Avenue, and Rosecrans Avenue at Crenshaw Boulevard. Right-of-way acquisition at these intersections is believed to be infeasible due to existing development of adjacent land. Therefore, project impacts to these seven roadway intersections are determined to be **significant and unavoidable**.

  Additionally, since the primary responsibility for approving and/or completing certain improvements outside of the Specific Plan area lies with agencies other than the County of Los Angeles (i.e., cities of Los Angeles, Inglewood, and Hawthorne), significant impacts may not be fully mitigated if the

improvements are not completed for reasons beyond the County's control. (The County cannot undertake or require improvements outside of the County's jurisdiction) Therefore, project impacts to intersections in the cities of Los Angeles, Inglewood, and Hawthorne are determined to be ***significant and unavoidable***.

- **Impact 5.12-3:** The proposed project is anticipated to create significant traffic impacts at five freeway main-line study locations in the Existing Year (2017) and Future Year (2035) With Project scenarios.

  State highway facilities in the study area are not in the jurisdiction of the County of Los Angeles. Rather, improvements to State highways are planned, funded, and constructed through a legislative and political process involving the state legislature; the California Transportation Commission; the California Business, Transportation, and Housing Agency; and Caltrans.

  Although potential impacts to the freeway main-line segments and ramps have been evaluated, implementation of improvements to Caltrans facilities is the primary responsibility of Caltrans. Caltrans recognizes that private development may fund fair-share improvements to impacts on the I-105 and I-110, but neither Caltrans nor the state has adopted a program that can ensure that locally contributed impact fees will be tied to improvements to freeway main lines, and only Caltrans has jurisdiction over main-line improvements. However, a number of programs are in place in Los Angeles County to improve and upgrade the regional transportation system—State Transportation Improvement Program, Caltrans Traffic Operations Strategies, State Highway Operation and Protection Program, and Metro's Measure M program. State and federal fuel taxes generate most of the funds used to pay for these programs. Funds expected to be available for transportation improvements are identified through a fund estimate prepared by Caltrans and adopted by the California Transportation Commission. These and other funds are deposited in the State Highway Account and allocated by the California Transportation Commission to specific project improvements in both the State Transportation Improvement Program and State Highway Operation and Protection Program. However, if these programs are not implemented by the agencies responsible for them, the project's freeway ramp and main-line impacts would remain ***significant and unavoidable***.

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this DEIR, consistent with Section 15150 of the CEQA Guidelines, and they are available for review at the County of Los Angeles, Department of Regional Planning, 320 West Temple Street, 13th Floor, Los Angeles, CA 90012.

- **Los Angeles County General Plan (2035):** The 2035 General Plan serves as the major blueprint for directing growth in Los Angeles County and regulates the existing land uses on the proposed project site. The General Plan divides the County into several planning areas—the communities of West Athens and Westmont are in the Metro Planning Area. The General Plan analyzes existing and future conditions in the Metro Planning Area, including physical, social, cultural, and environmental resources and opportunities. The General Plan also looks at trends, issues, and concerns that affect the region, includes County goals and objectives, and provides policies to guide development and change.

- **Los Angeles County Code of Ordinances:** The County Code is a set of laws governing the County and covers all aspects of County regulations, including zoning, permitted uses and standards, and various development requirements. Zoning district standards are also in the code. Where applicable, code sections are referenced throughout the DEIR.

2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the County address shown on the title page of this document. Upon completion of the 45-day review period, the County of Los Angeles will review all written comments received and prepare written responses for each. A Final EIR (FEIR) will incorporate the received comments, responses to the comments, and any changes to the DEIR that result from comments. The FEIR will be presented to the County of Los Angeles Board of Supervisors for potential certification as the environmental document for the project. All persons who comment on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the County.

The DEIR is available to the general public for review at various locations:

- County of Los Angeles Department of Regional Planning—320 West Temple Street, 13th Floor, Los Angeles, CA 90012
- Woodcrest Library—1340 W. 106th Street, Los Angeles, CA 90044
- A.C. Bilbrew Library—150 E. El Segundo Boulevard, Los Angeles, CA 90061
- County of Los Angeles Department of Regional Planning Website—http://planning.lacounty.gov/southwest

2.6 MITIGATION MONITORING

Public Resources Code, Section 21081.6, requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR.

The Mitigation Monitoring Program for Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont will be completed in conjunction with the Final EIR, prior to consideration of the project by the County of Los Angeles Board of Supervisors.

2. Introduction

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3. Project Description

3.1 PROJECT LOCATION

3.1.1 Regional Location

The proposed Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont project (proposed project; Connect Southwest LA project) is located in the unincorporated communities of West Athens and Westmont of Los Angeles County. Based on the County's 2035 General Plan, West Athens and Westmont are located in the southwestern portion of the Metro Planning Area, which is the geographic center of Los Angeles County. Surrounding cities include Los Angeles to the north and east, Gardena to the south, Hawthorne to the west and southwest, and Inglewood to the west and northwest (see Figure 3-1, *Regional Location*).

3.1.2 Project Site

The Specific Plan area is 658 acres and encompasses portions of the West Athens and Westmont communities. The project area is bounded generally by Lohengrin Street/West 110th Street to the north; West 120th Street/West 121st Street to the south; Vermont Avenue to the east; and Lohengrin Street/Imperial Highway/South Wilton Place/Western Avenue to the west (see Figures 3-2, *Local Vicinity*, and 3-3, *Aerial Photograph*). Regional access to the project site is from Interstate 105 (I-105, the "Century Freeway" or "Glen Anderson Freeway") via ramps at South Vermont Avenue. I-105 runs east-west through the Specific Plan area and divides it into northern and southern portions.

The majority of the Specific Plan area's existing uses to the north and south of I-105 are single-family residences; the majority of multifamily residences are in the northeastern and eastern portions of the Specific Plan area. Commercial uses are located primarily along Imperial Highway, Vermont Avenue, and Western Avenue. Institutional uses include the Los Angeles Southwest College (LASC), the Los Angeles County Sheriff's Station, St. Francis Xavier Cabrini Catholic School and Church, West Athens Elementary School, and Southside Christian Baptist Church. Additionally, the Metro Green Line runs along the median of I-105 for the majority of its route, which extends from the City of Norwalk to the City of Redondo Beach. The Metro Green Line Vermont station platform sits at freeway level and is under the Vermont Avenue overpass.

3.2 STATEMENT OF OBJECTIVES

The following project objectives for the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont project will aid decision makers in their review of the project and associated environmental impacts:

- Objective 1: Promote uses in proximity to the transit station, along major streets, and at significant intersections that benefit from the economic opportunities afforded by the presence of the Green Line and major educational and public facilities.
- Objective 2: Develop opportunities, particularly at the Vermont Green Line Station and Los Angeles Southwest College that offer housing, shopping, and healthy food options for residents and visitors.
- Objective 3: Improve the public right-of-way to increase mobility options for pedestrians and bicyclists. New sidewalks and bike facilities should create safe and secure connections to destinations that are integrated into the transit system.
- Objective 4: Enhance public safety and reduce criminal activity through design and programmatic improvements.
- Objective 5: Promote new development that respects and responds to the existing scale and density of adjacent neighborhoods by accommodating growth near the station area and commercial nodes.
- Objective 6: Improve the Vermont/Athens Green Line Station to make it more inviting, comfortable, and safe to transit users.
- Objective 7: Reduce vehicle miles traveled per capita within the project area to be consistent with the Assembly Bill 32 and Senate Bill 375 goals.

3.3 PROJECT CHARACTERISTICS

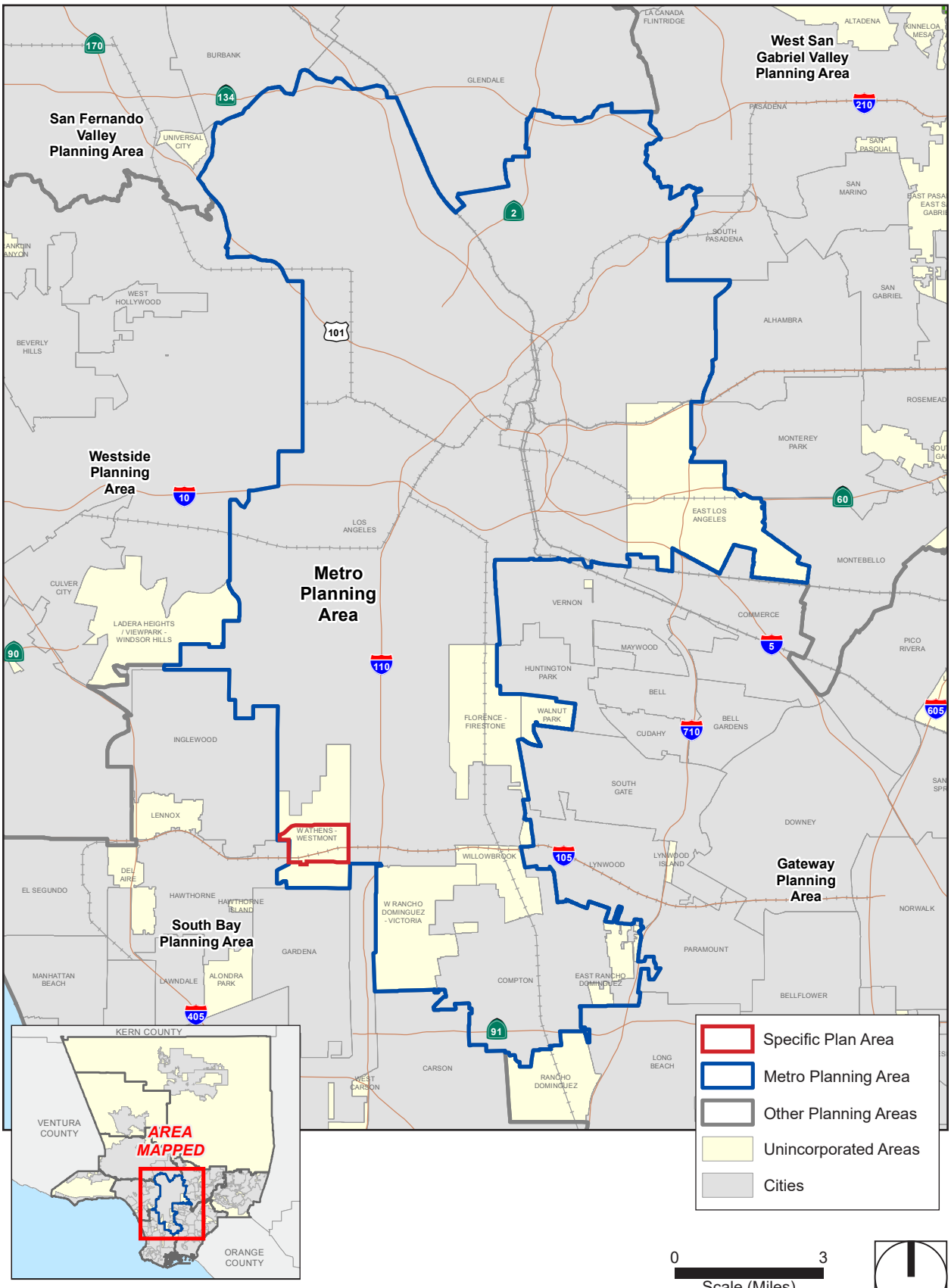
"Project," as defined by the CEQA Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700" (14 Cal. Code of Reg. 15378[a]).

3.3.1 Description of the Project

The Los Angeles County 2035 General Plan (General Plan) provides policy framework for the implementation of smart growth development to create healthy, livable, and equitable communities. The County identified 11 transit-oriented districts (TODs) for future specific plan development in order to address each community's needs and priorities with regard to land use, mobility, housing, infrastructure, open spaces, and market conditions. Each of the TOD specific plans offers the potential opportunity to leverage the community's assets, connect uses and activities, and attract future investment to create more engaging and vibrant places. The Connect Southwest LA project is one of the 11 TOD specific plans outlined in the General Plan.

Figure 3-1 - Regional Location

3. Project Description



Source: Los Angeles County DRP, 2017

3. Project Description

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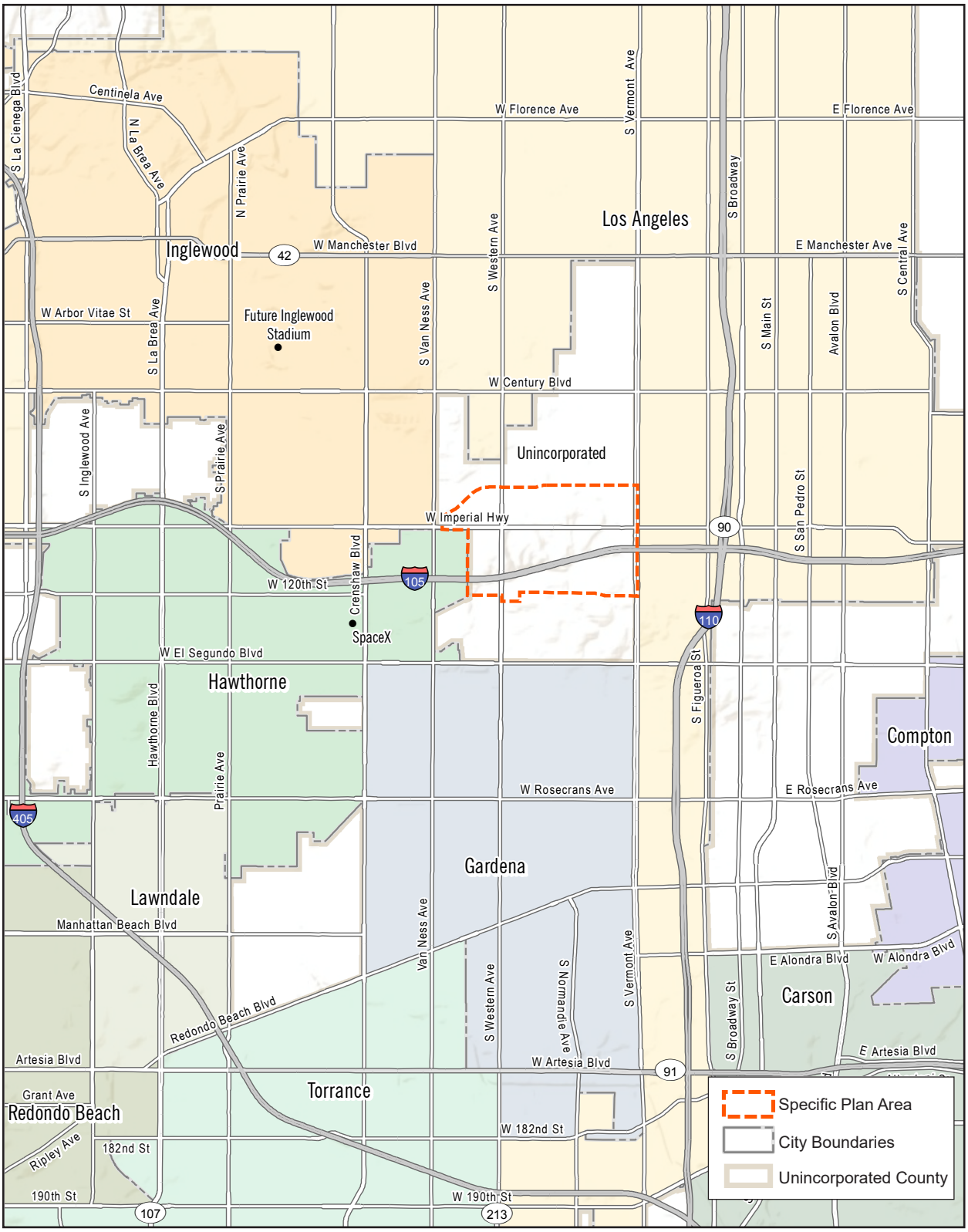
Figure 3-2 - Local Vicinity

3. Project Description



Source: Los Angeles County DRP, 2017

3. Project Description

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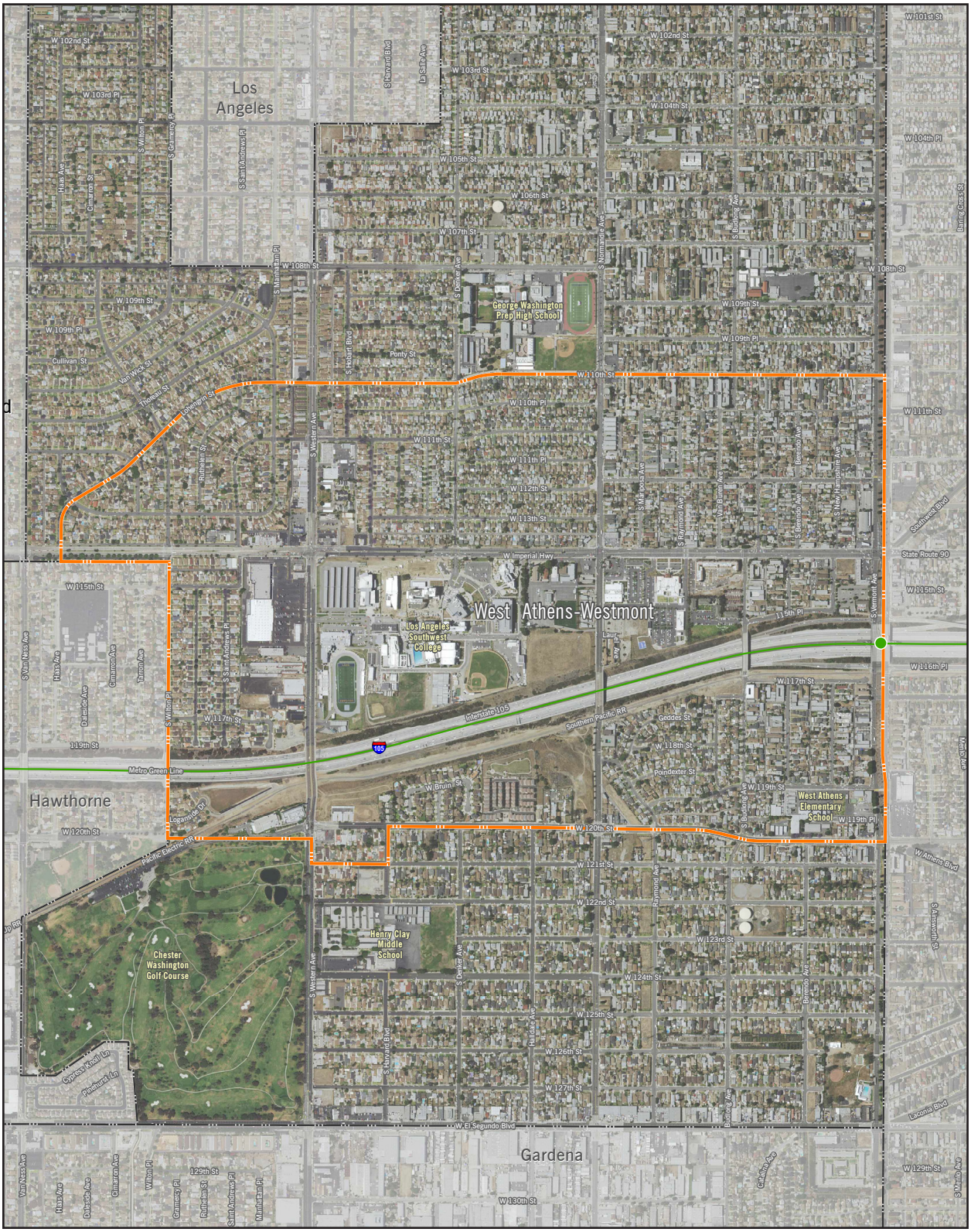
Figure 3-3 - Aerial Photograph

3. Project Description



Source: Los Angeles County DRP, 2017

3. Project Description

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The proposed project would require approval of the following entitlements by the Los Angeles County Board of Supervisors:

- General Plan Amendment – To amend the existing land use designations in the Specific Plan area to Residential 9 (H9), Residential 18 (H18), Residential 30 (H30), General Commercial (CG), Mixed Use (MU), and Public and Semi-Public (P).
- Zoning Ordinance – To rezone the existing zoning districts in the Specific Plan area to Single-Family Residence (R-1), Residential Planned Development (RPD), Two-Family Residence (R-2), Limited Multiple Residence (R-3), Mixed Use 1 (MXD-1), Mixed Use 2 (MXD-2), Neighborhood Commercial (C-2), Civic Center (CC), Public-Institutional (IT), and Buffer Strip (B-1).
- Specific Plan – To adopt the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont.

3.3.1.1 GENERAL PLAN AMENDMENT

The current land use designations onsite are based on the West Athens-Westmont Community Plan, adopted in 1990 and amended in 2003. Figure 3-4, *Proposed Land Use Policy Map*, illustrates the proposed land use designations within the Specific Plan area. The proposed land use designations are defined below and based on Table 6.2, *General Plan Land Use Legend*, from the Los Angeles County General Plan (2035).

- Residential 9 (H9): Single-family residences with permitted density of 0-9 dwelling units per net acre (du/net ac).
- Residential 18 (H18): Single family residences and two family residences with permitted density of 0-18 du/net ac.
- Residential 30 (H30): Single family residences, two family residences, and multifamily residences with permitted density of 0-30 du/net ac.
- General Commercial (CG): Local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses. Permitted density for Residential is 0-50 du/net ac; Maximum floor-area-ratio (FAR) for Non-Residential is 1.0; and permitted density and maximum FAR for Mixed-Use are 0-50 du/net ac and 1.0 FAR.
- Mixed Use (MU): Pedestrian-friendly and community-serving commercial uses that encourage walking, bicycling, and transit use; residential and commercial mixed uses; and multifamily residences. Permitted density for Residential is 0-150 du/net ac; Maximum floor-area-ratio (FAR) for Non-Residential is 3.0; and permitted density and maximum FAR for Mixed-Use are 0-150 du/net ac and 3.0 FAR.

- Public and Semi-Public (P): Public and semi-public facilities and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, and fairgrounds; airports and other major transportation facilities. Permitted density for Residential varies; maximum FAR for Non-Residential is 3.0 FAR.

3.3.1.2 ZONING ORDINANCE

Figure 3-5, *Proposed Zoning Districts*, illustrates the proposed zoning districts for the Specific Plan area based on the Los Angeles County Code of Ordinances, Section 22. Each zoning district is described under Section 3.3.1.3.

3.3.1.3 SPECIFIC PLAN

The Specific Plan sets out a vision to capture the West Athens-Westmont communities' key values and vision for transit oriented development in the area between Los Angeles Southwest College and Metro's Vermont/Athens Green Line Station (see Appendix B for the full Specific Plan). The Specific Plan consists of the following sections.

1. **Introduction.** Establishes the purpose and context for the Specific Plan, provides an overview of the planning process, and the Specific Plan's relationship to other relevant plans and programs.

2. **Vision, Goals and Policies.** Outlines the vision for the West Athens-Westmont community and the overarching goals and objectives for achieving the vision articulated in the Specific Plan.

3. **Land Use and Urban Design Framework.** Develops the recommendations for sub-area districts within the plan and includes conceptual plans for opportunity areas for infill development and revitalization.

4. **Regulating Code.** Permitted land uses, regulations, and development standards for each of the Specific Plan Zones are laid out. This section includes regulations for building height, density, parking, site configuration, building design, open space and landscaping requirements, and other design standards.

5. **Design Guidelines.** Design guidelines will promote aesthetically pleasing and viable, site-compatible development that supports the vision and guiding principles of the Specific Plan.

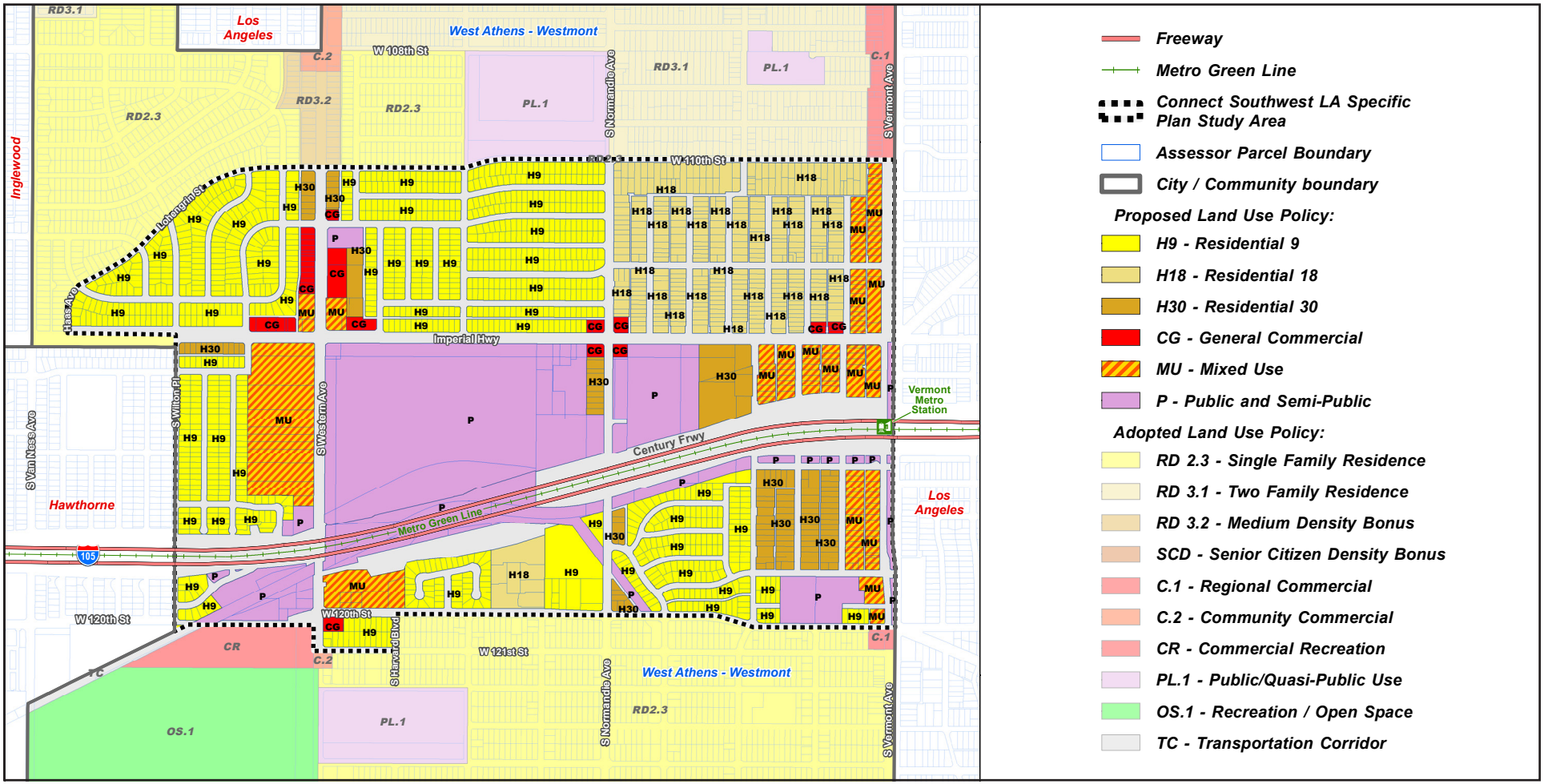
6. **Mobility.** Provides a summary of the proposed mobility and circulation plan for the Specific Plan area, including the vehicular, pedestrian, bicycle, transit and parking networks.

7. **Infrastructure.** Addresses the critical infrastructure requirements associated with the future development in the Specific Plan area, including water, sewer, stormwater, solid waste, and public services.

8. **Economic Development Strategy.** Highlights opportunities for economic development in the Specific Plan area and the associated community benefits.

9. **Implementation and Administration.** Provides specific implementation and funding strategies for realizing the goals of the Specific Plan as well as describing review and approvals.

Figure 3-4 - Proposed Land Use Policy Map



Source: Los Angeles County DRP, 2017

3. Project Description

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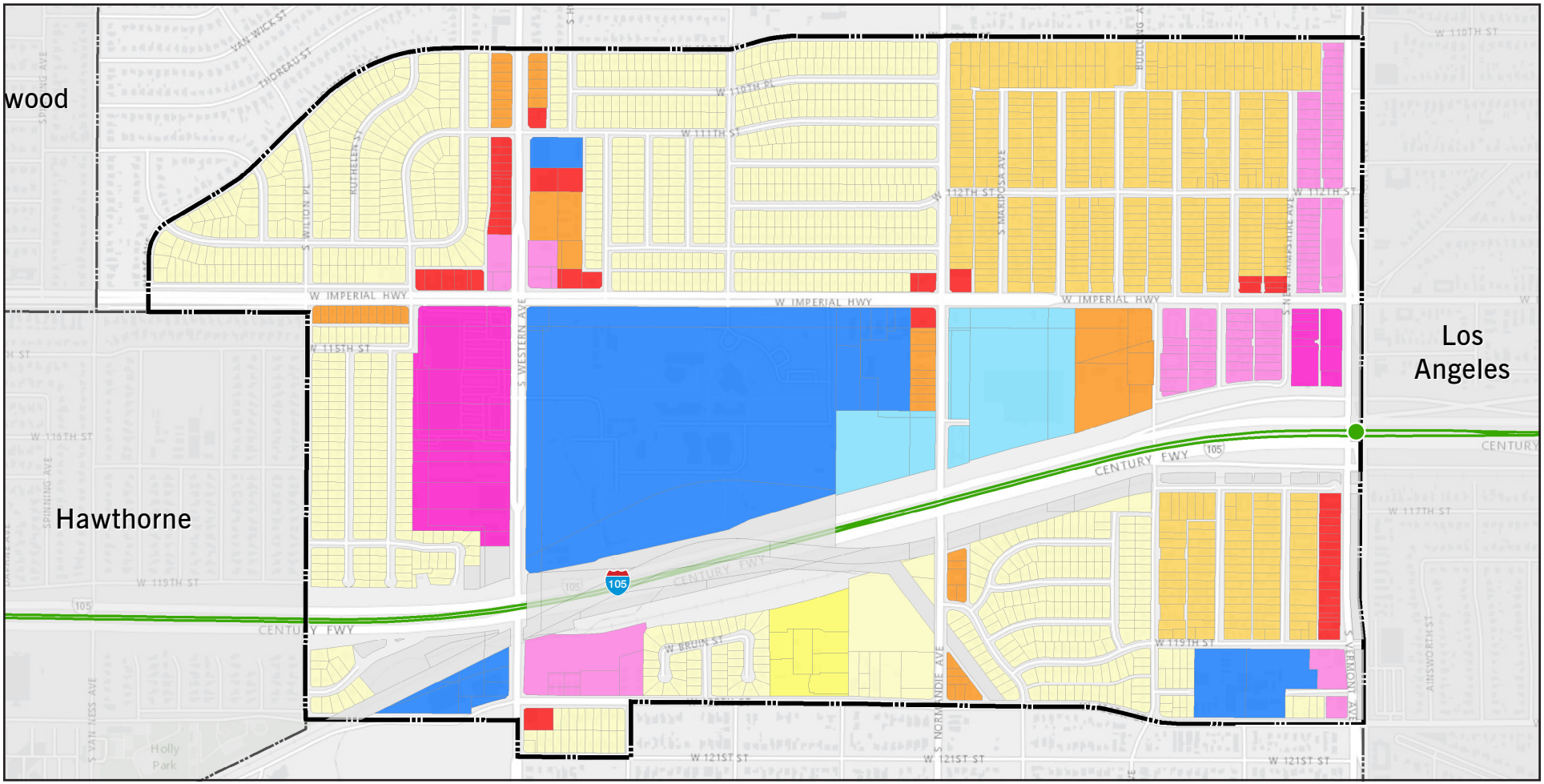
Figure 3-5 - Proposed Zoning Districts

3. Project Description



Proposed Zoning

- Specific Plan Area
- City Boundaries
- Vermont/Athens Station
- Metro Green Line
- R-1 - Single Family Residence
- RPD - 5000 - 10U - Residential Planned Development
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD-1 - Mixed Use 1
- MXD-2 - Mixed Use 2
- C-2 - Neighborhood Commercial
- CC - Civic Center
- IT - Public/Institutional
- B-1 - Buffer Strip

0 1,000
Scale (Feet)

Source: Los Angeles County DRP, 2017

3. Project Description

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Proposed Zoning Districts

The project site encompasses 658 acres; however, approximately 185 acres of the Specific Plan area is nonparceled right-of-way, including roadways, utility easements, and drainage. As shown on Figure 3-4, Proposed Zoning Districts, the Specific Plan would designate the following zoning districts for the remaining 473 acres of developable project area.

Single-Family Residence Zone

The Single-Family Residence (R-1) zone encompasses 167 acres and is intended to preserve the scale and form of the area's existing single-family residential neighborhoods. The R-1 zone provides primarily for single-family detached homes, up to 9 dwelling units per acre. This designation also permits living suites under specific conditions and in specific locations.

Residential Planned Development Zone

The Residential Planned Development (RPD) zone is 7 acres and is established to promote residential amenities beyond those expected under conventional single-family development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and imaginative planning as a unit, and to provide for appropriate use of land that is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development. The minimum required lot size is 5,000 square feet for a single-family house and 5 acres for a development project. The density would be determined by zoning requirements for the district and the CUP approved by the Regional Planning Commission.

Two-Family Residence Zone

The Two-Family Residence (R-2) zone covers 80 acres and provides opportunities for developments with multiple units, up to 18 dwelling units per acre. The development standards for this designation promote a variety of attached housing types, including duplexes, courtyard housing, and townhouses.

Limited Multiple Residence Zone

The Limited Multiple Residence (R-3) zone encompasses 18 acres and accommodates developments of higher-density multiple units, either apartments or condominiums, up to 30 dwelling units per acre. The intent is to promote desirable higher density residential close to transit and other services. The development standards for this designation promote a variety of product types. This designation is also intended to encourage the development of affordable and workforce housing to serve the needs of the West Athens-Westmont community, especially LASC.

Mixed Use 1 Zone

The Mixed Use 1 (MXD-1) zone consists of 27 acres and promotes development of a mix of commercial, office, and residential, with an emphasis on neighborhood-serving uses. The MXD-1 zone provides for a range of small- to medium-scale retail or mixed-use developments and multifamily residential uses up to 30

dwelling units per acre. Developments would have private/public open space components and strong bicycle and pedestrian connections to the Vermont/Athens Station, LASC campus, and the rest of the community.

Mixed Use 2 Zone

The Mixed Use 2 (MXD-2) zone covers 23 acres and is intended to be developed over time as a transit-supportive environment to provide a higher-intensity mix of retail, office, restaurant uses, and residential development in a compact, walkable setting. This designation encourages a range of multifamily housing products in a mixed-use configuration and up to 60 dwelling units per acre. Similar to the MXD-1 zone, the development standards and design requirements for the MXD-2 zone will address private/public open space components and bicycle and pedestrian connections to the Vermont/Athens Station and LASC campus.

Neighborhood Commercial Zone

The Neighborhood Commercial (C-2) zone encompasses 11 aces and is established to serve the local retail and service needs of the residents, employees, and students in West Athens-Westmont. This zone is for small-scale retail service developments and restaurants that serve the daily needs of adjacent neighborhoods.

Civic Center Zone

The Civic Center (CC) zone is 22 acres and is intended to allow opportunities for appropriate non-civic uses—including commercial, multifamily residential uses, and public open space—in civic use areas along Imperial Highway. The CC zone allows multifamily residential uses as an incentive for the development of affordable housing. Over time, the CC zone will integrate the existing civic uses and the multifamily residential areas to the east into a walkable district that is connected to the nearby Vermont/Athens Station and provides housing options in proximity to both employment uses and transit.

Public-Institutional Zone

The Public-Institutional (IT) zone covers 83 acres and provides for established public uses, including schools, parks, and other public uses. This designation is intended to promote the use of publicly owned land for the purposes of community open space, recreation, sense of identity, and safe connections to destinations.

Buffer Strip Zone

The Buffer Strip (B-1) zone covers 35 acres and provides a buffer from the I-105 freeway. Allowed uses in this zone include passive recreation, landscaping, and parking lots. Buildings or permanent structures are not permitted under this category.

Development Potential Summary

Based on the proposed zoning districts and development standards, the proposed project would permit development of up to 4,518 residential units and approximately 3.5 million square feet of nonresidential land uses in the unincorporated communities of West Athens and Westmont.

Table 3-1 Connect Southwest LA Development Potential

Proposed Zoning District	Acres	Percent of Total	Residential Units	Nonresidential Building Area, Square Feet
Proposed Project				
Residential				
Single-Family Residence Zone	167	35.3	1,278	—
Residential Planned Development Zone	80	16.8	1,432	—
Two-Family Residence Zone	18	3.9	478	—
Limited Multiple Residence Zone	7	1.4	67	—
Nonresidential				
Mixed Use 1 Zone	27	5.7	536	574,580
Mixed Use 2 Zone	23	4.9	559	1,217,935
Neighborhood Commercial Zone	11	2.3	—	164,363
Public-Institutional Zone	83	17.5	—	786,925
Civic Center Zone	22	4.7	168	731,244
Buffer Strip Zone	35	7.4	—	—
Total	473	100%	4,518 units	3,475,047 SF
Existing Conditions				
Existing Conditions	473	—	3,457	1,784,409
Net Increase/(Decrease)	0	—	1,061	1,690,638
Percent Net Increase	0%	—	30.7%	94.7%

The major areas of change within the Specific Plan area are illustrated on Figure 3-6, *Proposed Zoning Areas of Change*. The areas anticipated to experience the largest change in terms of development potential are the proposed mixed use zones near the transit station and near the Imperial Highway/Western Avenue intersection. LASC would be rezoned more appropriately from Light Agricultural to Public/Institutional and the County facilities to the east of LASC would also be rezoned more appropriately from Commercial to Civic Center. Upzoning (increasing permitted density) is also anticipated throughout the Specific Plan area.

Los Angeles Southwest College

It should be noted that the LASC is within the proposed project boundary but is not part of the project. Development of the LASC is guided by the Los Angeles Southwest College Master Plan, prepared in 2003 and updated in 2008 and 2010. The plan provides for the development of new and updated academic, student support, and athletic facilities as well as landscape and pedestrian improvements. The plan also provides for the demolition of several academic buildings due to the presence of hazardous earthquake fault lines traversing the campus. The college has completed all proposed construction projects to date, and LASC is currently in the process of updating the Master Plan, which will undergo a separate environmental review process. Buildout of the LASC is analyzed as part of background cumulative growth in this DEIR.

3. Project Description

Mobility

A key component of the Specific Plan is the transformation of the current circulation network, which largely supports vehicular travel, to a network that places a higher priority on the principles of complete streets and multimodal design to better accommodate walking, biking and transit.

Street Network

Much of the street network within the Specific Plan area would remain the same in order to support new development and growth; however, some streetscape improvements are proposed along key arterials, including improved landscaping, wider sidewalks, reduced vehicle travel lane widths, pedestrian and bicyclist amenities (e.g., street lights, benches, signage), and buffered bike lanes. These improvements are intended to transform the existing auto-oriented streetscape into a more sustainable multimodal design.

Pedestrian Circulation

Although sidewalks exist along major corridors within the Specific Plan area, most sidewalks are narrow and do not support high levels of pedestrian activity. The Specific Plan proposes a sidewalk hierarchy to establish a physical framework for sidewalk design and support various levels of pedestrian activity (see Figure 3-7, *Pedestrian Network Path*). Pedestrian-crossing design strategies include curb extensions, curb ramps, crossing signage, safety islands, and marked crosswalks. Pedestrian amenities are also proposed, such as street trees, seating, street lights, and public art.

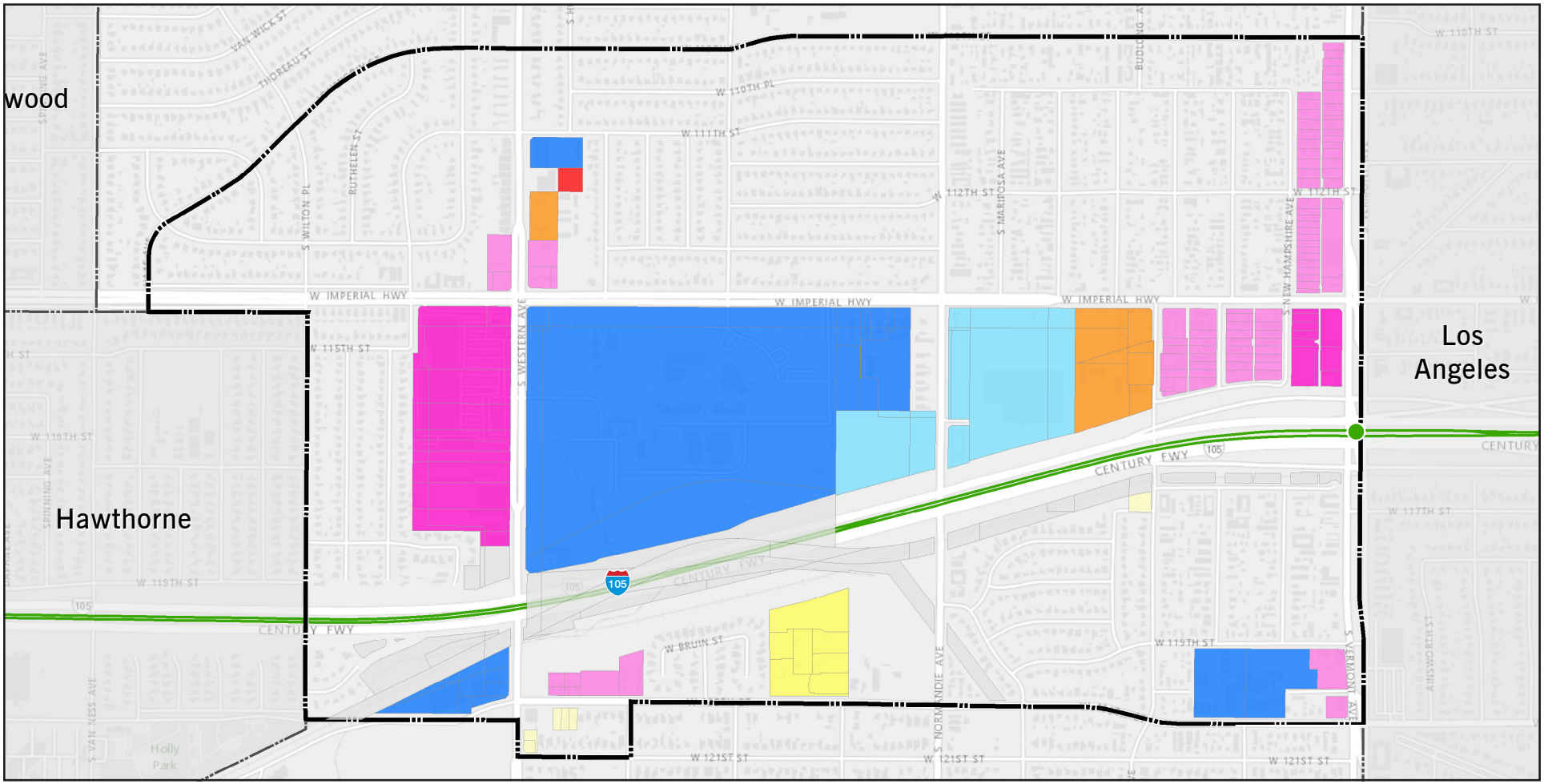
Bicycle Circulation

The existing bicycle network within the Specific Plan area provides limited accessibility and connectivity, particularly to the Vermont/Athens Green Line Station. The Specific Plan proposes to add approximately 11 miles of bikeways to the existing network and a multiuse path from LASC to Vermont Avenue (see Figure 3-8, *Bicycle Network Map*) that would be designed as a Class I bike path (completely separated right-of way designated exclusively for bicyclist and pedestrians, with cross-traffic minimized). Bicycle infrastructure amenities are also recommended, including bicycle parking, crossing signals, and wayfinding signage. Additionally, safe routes to school—as suggested by the County of Los Angeles Public Works Department—are identified in the Specific Plan for West Athens Elementary School.

Transit Circulation

The Specific Plan area has access to an extensive network of public transportation, including several local bus routes operated by Metro and the City of Gardena. Additionally, the Metro Green Line provides light rail services connecting the South Bay, Harbor Gateway, and Norwalk communities. The Specific Plan proposes widening the sidewalk along the Vermont/Athens Green Line Station corridor along Vermont Avenue, reducing the width of the travel lanes, adding buffered bike lanes, and introducing additional wayfinding to the station to improve visibility and encourage walking, biking, and transit use. Additional transit amenities can include shelters, benches, lighting, transit information, bicycle racks, and public art.

Figure 3-6 - Proposed Zoning Areas of Change



Proposed Zoning

- Specific Plan Area
- City Boundaries
- Vermont/Athens Station
- Metro Green Line
- R-1 - Single Family Residence
- RPD - 5000 - 10U - Residential Planned Development
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD-1 - Mixed Use 1
- MXD-2 - Mixed Use 2
- C-2 - Neighborhood Commercial
- CC - Civic Center
- IT - Public/Institutional
- B-1 - Buffer Strip

0 1,000
Scale (Feet)

Source: Los Angeles County DRP, 2017

3. Project Description

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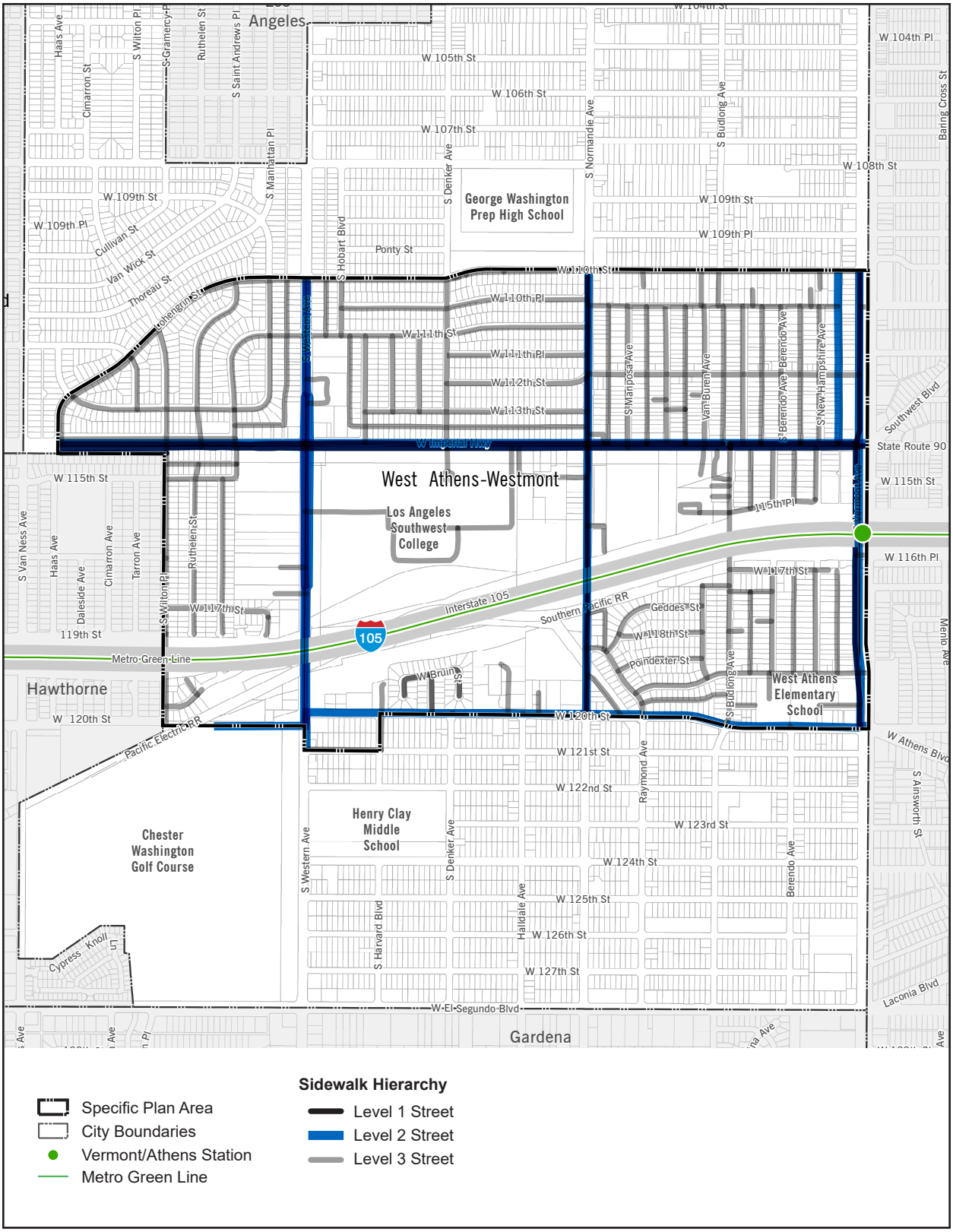
Figure 3-7 - Pedestrian Network Path

3. Project Description



Source: Los Angeles County DRP, 2017

3. Project Description

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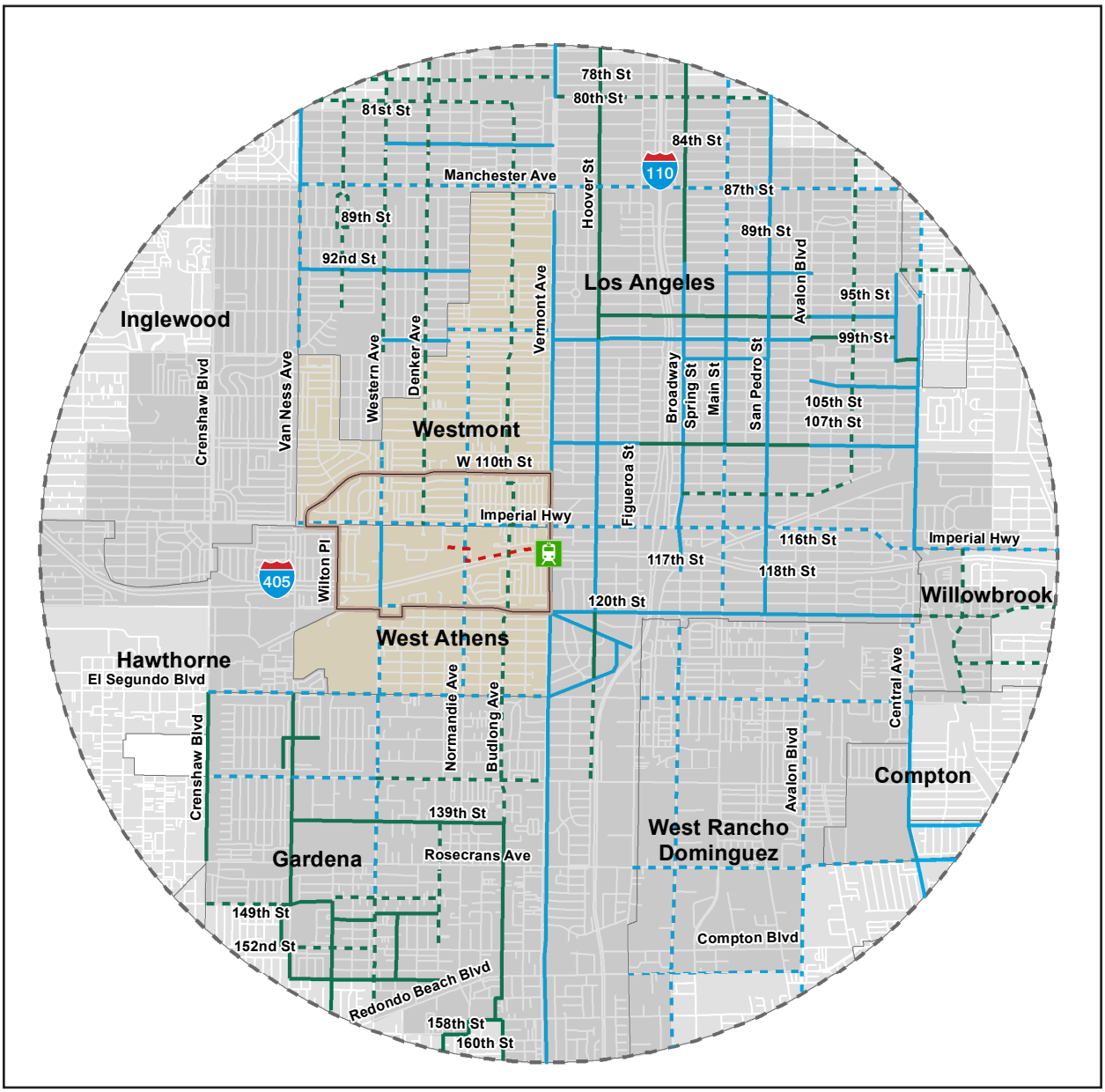
Figure 3-8 - Bicycle Network Path

3. Project Description



Note: There are no Class I Bikeways within a 3-mile radius of the study area.

Green Line Station
Specific Plan Boundary
3-Mile Buffer
3-Mile Bike Shed

Existing Bikeways
Class I
Class II
Class III

Proposed Bikeways
Class I
Class II
Class III

0 1
Scale (Mile)

Source: Los Angeles County DRP, 2017

3. Project Description

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Project Design Features

Table 3-2 lists the project design features (PDFs) that would reduce environmental impacts associated with the proposed project. These PDFs are analyzed as part of the project throughout this DEIR.

Table 3-2 Proposed Project Design Features

Chapter 2: Vision, Goals, and Policies
Goal 1 – A Mix of Land Uses
Policy 1.1: Encourage the adaptive reuse of buildings and appropriately scaled infill, mixed-use development in the planning area.
Policy 1.2: Accommodate a variety of housing types to meet the needs of current and future residents. Provide for the development of a neighborhood commercial center that serves as a destination for LASC students, while accommodating residents and other stakeholders that live, work, and gather in the community.
Policy 1.3: Focus new development and mixed use projects in areas adjacent to the Vermont/Athens Green Line Station and at the intersection of Imperial Highway and Western Avenue, as those areas have been identified as strategic opportunity areas.
Policy 1.5: Support land uses and infrastructure improvements that can reduce the need for parking and promote alternative modes of transportation, such as transit, walking, or biking.
Goal 2 – Affordable Housing Options
Policy 2.4: Streamline the process for residents to occupy second units or Accessory Dwelling Units as a means of creating new, safe housing units while respecting the look and scale of the single family neighborhoods.
Goal 3 – A Diverse Economy
Policy 3.1: Encourage employment-generating uses where possible by continuing to allow commercial uses along the major corridors.
Policy 3.3: Require that the street frontages of commercial uses are located and designed to foster active pedestrian activity supporting their economic activity.
Policy 3.4: Work with LASC to offer job-training, continuing education courses, recreational opportunities and programs for local residents.
Goal 4 – A Variety of Mobility Options
Policy 4.1: Develop a balanced, integrated, multi-modal transportation system that is efficient and safe with frequent service connecting to destinations, employment centers, and residential areas.
Policy 4.2: Provide a variety of transportation choices that promote accessible alternatives to the automobile including walking, bicycling, and taking transit.
Policy 4.3: Design streetscapes that are attractive and inviting by incorporating sufficient lighting, street trees/shade, landscaping, benches, and other amenities that are pleasant, offer visual stimulation, and promote activity for all users.
Policy 4.4: Design sustainable and energy-efficient streetscapes with low-impact development strategies including sustainable stormwater practices, permeable paved surfaces, drought-tolerant plant species, and solar lighting fixtures.
Policy 4.5: Support walking and biking as First and Last Mile solutions to transit by providing amenities such as bicycle parking, bike racks, street lights, seating, and wayfinding maps and signage.
Policy 4.6: Provide a safe and comfortable pedestrian network linking the transit station with LASC, commercial centers, county facilities, and residential neighborhoods.
Policy 4.7: Implement parking policies that encourage travel by public transit and other sustainable modes of transportation, such as priced parking, parking time limits, or prohibited on-street parking.
Goal 5 – A Safe and Healthy Community
Policy 5.1: Incorporate more lighting and visibility along streets and pedestrian ways.
Policy 5.2: Implement traffic calming features along main corridors to improve pedestrian safety.
Policy 5.3: Support safer routes to schools and parks through increased signage, lighting, landscaping, and pedestrian connections around schools.
Policy 5.4: Locate transit stops in areas that are active and visible to maximize personal security and safety of waiting transit riders.
Goal 6 – Quality Parks, Open Space, and Public Space Infrastructure
Policy 6.1: Improve visibility and access to the Vermont Green Line Station through increased lighting, signage, public art, and street furniture.
Policy 6.2: Redesign the west-side entrance of the Vermont/Athens Green Line Station with ample amenities and improve the comfort and safety of transit users.

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Policy 6.3: Reallocate excess portions of right-of-way, such as wider than necessary vehicular travel lanes, to design sidewalks and bicycle facilities for the comfort and safety of all users.
Policy 6.4: Increase recreational opportunities for the community by creating neighborhood pocket parks and finding other creative uses for underutilized open space.
Chapter 3: Land Use and Urban Design Framework
Vermont Station District
▪ Upgrade the elevators, escalator and stairs to the Metro Blue and Green Line platforms
▪ Improve the west station entry to create a safer and more comfortable area for patrons
▪ Widen the sidewalk to allow a more prominent entrance into the station and to allow more streetscape amenities, benches, etc.
▪ Add new bus canopies along the bridge overpass for buses for a more comfortable passenger waiting area
▪ Improve lighting, landscaping and signage throughout area.
Civic Center District
▪ Facilitate the transition of the existing uses to higher intensity development in this area.
▪ Through lot consolidation and new development of a unified project, create a district with public institutional and non-civic uses, including commercial, residential, and public open space along Imperial Highway and Normandie.
▪ Encourage potential joint use housing development with a civic use, such as a recreation center or library
Western Avenue Commercial Corridor District
▪ Ensure infill commercial and mixed use development respect the existing neighborhood retail character of the district.
▪ Promote more pedestrian activity along Western Avenue and Imperial Highway as part of new development and adaptive reuse of existing buildings
▪ Through lot consolidation and development of a unified project at higher densities in the Food For Less shopping center create a mixed use district with new retail, residential, and employment opportunities for local residents and college students
Single-Family Residential District
▪ Preserve and enhance established single-family home and duplex communities
Multifamily Residential District
▪ Promote desirable transit-supportive densities close to transit and other services
▪ Promote a variety of housing types given the range of lot sizes and configurations.
▪ Encourage the development of affordable and workforce housing to serve the needs of the West Athens-Westmont communities, as well as Los Angeles Southwest College.
Chapter 4: Regulating Code
Existing Structures
▪ Adaptive reuse and renovations of existing buildings, open space areas, and other site improvements shall be aesthetically upgraded through architectural and landscape improvements. Such improvements may include, but are not limited to: o Upgraded treatments to building façades, including the use of plaster, brick, stone, and/or other approved materials. o Updated building facade painting. o Upgraded window types and window treatments o Upgraded roofing materials and roof overhangs o Decorative treatment of all exposed site walls with new materials. o Enhancement of the design and placement of private patios and balconies. o Upgraded appearance of entrances, including doorways, walkways, driveways, and decorative paving. o Extensive planting of trees and shrubs throughout the site, including parking areas and common open space areas. o Improved landscape design of front yards and common areas and/or along building perimeters and entries. o Improvements to common recreational areas including provision of shelters, lighting, and refurbishing of facilities. o Addition of pedestrian amenities including paths, benches, shade trees, trash receptacles, drinking fountains, lighting, and decorative paving. o Addition of bicycle facilities including bike racks/and storage areas. o Creation of project entryways through signage and landscape design, as applicable. o Creation of signage program for building identification and directional signs. o Upgraded and consistent signage, including tenant project identification, addressing, and directional signs. o Enhanced lighting scheme for building entrances, common areas, paths, and parking areas.

- o Application of defensible space techniques in landscaping and lighting to deter criminal activity.

Site Development Regulations

- Sections 4.3.4 through 4.3.13 in the Specific Plan detailing development standards for each zoning district

Bike Parking and Related Facilities

- The minimum number of bicycle parking spaces for a particular use shall be provided in accordance with Table 4.21 of the Specific Plan.

Showers and changing facilities of a size and at a location deemed appropriate by the Director, shall be provided in all new commercial buildings with 75,000 or more square feet of gross floor area and shall, at a minimum, be accessible to employees.

- All bicycle parking spaces shall be:
  - o Directly adjacent to a bicycle rack or within a secure, single bicycle locker and shall allow for convenient, unobstructed access to such bicycle rack or locker
  - o Located so as to not block pedestrian entrances, walkways, or circulation patterns in or around nearby facilities or structures

- All bicycle racks shall be:
  - o Located and installed to support an entire bicycle, including its frame and wheels, so that the frame and wheels can be locked without damage when using a customary, heavy-duty cable or u-shaped bicycle lock
  - o Securely anchored to a permanent surface
  - o Installed to allow bicycles to remain upright when locked, without the use of a kickstand

- All bicycle lockers shall be:
  - o Of sufficient size to hold an entire bicycle
  - o Securely anchored to a permanent surface

- Short-term bicycle parking spaces shall be:
  - o Located to be visible from public areas such as public streets, store fronts, sidewalks and plazas, and to be convenient to the target users of the bicycle parking to the maximum extent feasible;
  - o Installed as close to a structure's main entrance as feasible;
  - o Separated with a barrier from areas where vehicles park, such as with a curb or wheel stop; and
  - o Located in a well-luminated area.

- Long-term bicycle parking. Long-term bicycle parking shall be:
  - o Located in a well-luminated, secure, and covered area;
  - o Accessible to and from nearby public streets and sidewalks for the target users of the bicycle parking, who may or may not include the general public;
  - o Located at surface levels near main pedestrian entrance(s) to nearby facilities or structures, or in the parking garages of such facilities or structures;
  - o Accessible only to residents and owners, operators, and managers of a residential facility when the involved use is residential; and
  - o Accessible only to employees, tenants, and owners of a commercial structure or facility when the involved use is commercial.

Sustainability and Resource Conservation

- Irrigation systems shall incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.

- Irrigation systems shall be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low-volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.

- Buildings and development projects within the Specific Plan area shall be designed and constructed using sustainable, energy efficient materials and incorporate strategies for the conservation of water, energy, and other natural resources.

- White or green roofs shall be used as much as possible, while the use of pavement, asphalt, and other heat producing surfaces should be minimized to reduce the heat island effect.

- Drainage should be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of storm water runoff and to facilitate groundwater recharge.

- Buildings and development projects shall be more energy efficient than required by local and state codes.

- Energy-efficient and natural lighting shall be used in buildings and new developments. Maximize daylighting and views through window placement and design.

Chapter 5: Design Guidelines

- Sections 5.2 through 5.4 in the Specific Plan detailing design guidelines for site design, building design, and public realm

Chapter 6: Mobility & Public Realm

Mobility Strategies
▪ Strategy 1: Improve accessibility to transit through the provision of streetscape improvements, high quality bicycle and pedestrian infrastructure, wayfinding signage, and other enhancements consistent with Metro's First and Last Mile Strategic Plan. o Improve visibility and access to the Metro Green Line Station through increased lighting, signage, and improved pedestrian and bicycle infrastructure. o Design streetscapes that provide a comfortable buffer or sense of separation from vehicular traffic. o Reallocate excess portions of right-of-way, such as overly wide vehicular travel lanes, to design sidewalks and bicycle facilities that are comfortable and safe for people to enjoy. o Utilize wayfinding, signage, and other amenities that allow pedestrian, bicycle, and transit routes to be easily identifiable. o Design streetscapes that are attractive and inviting by incorporating sufficient lighting, street trees, landscaping, benches, and other amenities that are pleasant, offer visual stimulation, and promote activity. o Support walking and biking as first – last mile solutions to transit through the provision of amenities such as bicycle parking, bike racks, street lights, seating, and wayfinding maps and signage.
▪ Strategy 2: Design streets to facilitate safe, accessible, connections between major destinations for multiple modes of transportation. o Implement complete streets designs that promote a multi-modal network of streets and prioritize safety. o Provide safe and comfortable pedestrian and bicycle connections between the Metro Green Line and the Los Angeles Southwest College (LASC). o Create safe, comfortable, and accessible transit waiting areas through the provision of transit amenities such as shelters, benches, shade structures, lighting, system maps, and transit timetables. o Incorporate streetscape improvements as well as bicycle and pedestrian facilities that support transit operations, such as bus pads, wider sidewalks, buffered bike lanes, bike racks, and traffic control devices that prioritize transit vehicles and facilitate pedestrian circulation. o Locate transit stops in areas that are active and visible to maximize personal security and safety of waiting transit riders. o Prioritize roadway improvement projects that improve access to transit and the Metro Green Line Station.
▪ Strategy 3: Develop and incorporate parking management strategies that encourage efficient use of parking resources and support programs that can reduce parking supply needed. o Implement parking policies that encourage travel by public transit and other sustainable modes of transportation, such as priced parking, parking time limits, or prohibited on-street parking. o Implement more accurate and flexible parking standards that reflect the parking demand for the area. o Support land uses and infrastructure improvements that can reduce the need for parking and promote alternative modes of transportation, such as transit, walking, or biking.
Pedestrian Circulation
▪ Implement the following design features to facilitate safe pedestrian crossing: marked crosswalks, pedestrian safety islands, curb extensions, and curb ramps
▪ Install the following pedestrian amenities: street trees, seating, street lights, and public art
Bicycle Circulation
▪ Add approximately 11 miles of bikeways to the existing bicycle network as shown on Figure 3-8, *Bicycle Network Path*
▪ Construct a multi-use path from LASC to Vermont Avenue
▪ Install the following bicycle amenities: bicycle parking, bike crossing signals, and bicycle wayfinding signage
Signage and Wayfinding
▪ Incorporating visually engaging elements (i.e., street trees, landscaping, or public art) at freeway crossings to make a friendlier street and pull active transportation users along the Vermont Avenue pathway
▪ Install special paving and bollards along curb edges to improve safety for pedestrians with visual impairments and provide a valuable cue separating the sidewalk from the roadway and vehicular traffic
Safe Routes to School
▪ Promote safer routes to school by implementing the following: o Appropriate levels of street lighting should be installed on both sides of wide streets. o Appropriate traffic controls, such as marked crosswalks, traffic signals, and warning signs or flashers should be utilized at pedestrian crossing locations. o Curb ramps with warning strips, such as truncated domes, should be provided at pedestrian street crossings to facilitate the safe crossings of pedestrians with mobility or vision impairments.
Transit Circulation
▪ Along the Vermont Green Line Station corridor, widen sidewalks, reduce width of the travel lanes, add buffered bike lanes, and introduce

additional wayfinding to the station to improve visibility and encourage walking, biking, and transit use.
▪ Install transit stop amenities, such as shelters, benches, lights, transit information, bicycle racks, and public art
Streetscape Improvements
▪ Along Imperial Highway, maintain existing sidewalk widths of 12 feet and add more street trees
▪ Along the overpass portion of Vermont Avenue, widen the existing sidewalk to 25 feet on the western side of the right of way and to 15 feet on the opposite side; construct 6-foot bike lanes on each side of the corridor along its entire length, with 2-foot striped buffers; reduce vehicular travel lanes on each side of the corridor to 10 feet while allowing 12 feet for shoulder bus lanes.
▪ South of the overpass portion of Vermont Avenue, widen the median and merge the existing parkway with the sidewalk on the eastern side of the corridor
▪ Along Normandie Avenue, improve landscaping along the length of the street by adding street trees between the sidewalks and parking areas on each side of the corridor to enhance the pedestrian environment
▪ Along Western Avenue, continue the buffered bike lanes that currently exist south of Imperial Highway onto the northern portion of Western Avenue, and reduce travel lane widths by two feet each while reducing the turn lane to 10 feet in width
▪ Along 120th Street, reduce travel lane width to one lane in each direction with a turn lane in the center. Five-foot bike lanes should be placed between the travel lanes and parking areas on each side of the corridor with striped buffers on each side for safety.
New Park Opportunities
▪ Construct an improved median on Vermont Avenue directly south of I-105
▪ Construct a small park north of Imperial Highway as shown on Figures 6.18 and 6.19 of the Specific Plan
Chapter 7: Infrastructure
▪ All new development projects that involve the construction of new roadways shall conform to the Green Infrastructure Guidelines as set forth by the Los Angeles County Department of Public Works
Permeable Surfaces
▪ Permeable surfaces should be incorporated whenever feasible to allow infiltration of rainfall and to reduce the total volume of runoff, replenish groundwater, and improve water quality
▪ Permeable sidewalks must adhere to existing Public Works standards for sidewalk design.
▪ Permeable access roads are not recommended for roadways with high volume of equipment trucks, as they can cause damage to permeable surfaces.
▪ Permeable pavement and underdrain systems for parking lots shall be directed toward LID-type best management practices if needed to achieve the required volume reduction.
▪ Permeable alleys are recommended for alleys that are less than 8 feet wide since they prevent access from heavy vehicles.
Vegetation and Landscaping
▪ Vegetated swales shall be designed in accordance with Chapter 3 of DPW's Best Management Practices Design and Maintenance Manual.
▪ Vegetated swales are recommended in areas where slope is between 1 and 6 percent.
▪ Plant species for vegetates swales shall be tolerant to both extreme wet and dry conditions. Refer to the vegetated swale plant list of DPW's Best Management Practices Design and Maintenance Manual.
▪ Vegetated swales should be greater than 100 linear feet in length and at least 12 inches in depth from the top of the sidewalk to the swale bottom.
▪ Bioretention facilities shall be designed in accordance with Chapter 5 of DPW's Best Management Practices Design and Maintenance Manual.
▪ Planting/tree box filter designs should typically incorporate a concrete vault filled with a bioretention soil mix and vegetation, and may contain an underdrain connected to an adjacent flood control conveyance.

3.4 INTENDED USES OF THE EIR

This Draft EIR (DEIR) examines the environmental impacts of the proposed project and addresses various actions by the County and others to adopt and implement the proposed project. It is the intent of this DEIR to evaluate the environmental impacts of the proposed project, thereby enabling the County of Los Angeles,

3. Project Description

other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are:

Lead Agency	Action
County of Los Angeles	• Approval of a General Plan Amendment • Approval of a Zoning Ordinance • Certification of the Environmental Impact Report • Adoption of Findings of Fact and Statement of Overriding Considerations (if required) • Adoption of the Mitigation Monitoring Program • Adoption of the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
Responsible Agencies	**Action**
South Coast Air Quality Management District	• Issuance of construction permits
Caltrans	• Issuance of encroachment permits for roadways improvements
Los Angeles Regional Water Quality Control Board	• Issuance of a National Pollution Discharge Elimination System Permit (NPDES) for future construction activities

4. Environmental Setting

4.1 INTRODUCTION

This section provides a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published,...from both a local and a regional perspective" (Guidelines § 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The proposed project is located in the unincorporated communities of West Athens and Westmont of Los Angeles County. Based on Figure 5.1, *Planning Framework*, of the County's 2035 General Plan, West Athens and Westmont are located in the southwestern portion of the Metro Planning Area, which is the geographic center of Los Angeles County. Surrounding cities include Los Angeles to the north and east, Gardena to the south, Hawthorne to the west and southwest, and Inglewood to the west and northwest. Regional access to the project site is from Interstate 105 (I-105, the "Century Freeway" or "Glen Anderson Freeway") via ramps at South Vermont Avenue.

4.2.2 Regional Planning Considerations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a federally recognized metropolitan planning organization (MPO) that represents the counties of Los Angeles, Orange, Ventura, Imperial, San Bernardino, and Riverside and their 190 cities, encompassing over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents.

Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG adopted the 2016-2040 RTP/SCS: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, which places a greater emphasis than ever on sustainability and integrated

planning. The 2016-2040 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375), improve public health, and meet the National Ambient Air Quality Standards set by the federal Clean Air Act. The 2016-2040 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2016). The project's consistency with the applicable 2016-2040 RTP/SCS policies is analyzed in detail in Sections 5.5, *Greenhouse Gas Emissions* (Table 5.5-8), and 5.7, *Land Use and Planning* (Table 5.7-3), of this DEIR.

High Quality Transit Areas

An HQTA is generally a walkable transit village or corridor that is within a half mile of a well-serviced transit stop or a transit corridor with a service frequency of 15 minutes or less during peak commute hours. The overall land use pattern of the 2016-2040 RTP/SCS focuses jobs and housing in the region's designated HQTAs. Given the project site's proximity to the Vermont/Athens Green Line station and corridor, the Specific Plan area is in an HQTA.

South Coast Air Quality Management District

The SCAQMD is responsible for monitoring air quality in the South Coast Air Basin and for planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. SCAQMD has jurisdiction over 10,743 square miles, including all of Los Angeles County except for Antelope Valley, which is in a different air basin. SCAQMD implements a wide range of programs and regulations that address point source pollution and mobile source emissions, and enforces air quality through inspections, fines, and educational training.

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These regulated air pollutants are known as criteria air pollutants and are: carbon monoxide, volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide, coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead. VOC and NO_X are criteria pollutant precursors that form secondary criteria pollutants, such as ozone (O_3), through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants, depending on whether they meet ambient air quality standards (AAQS) for that pollutant. The levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state ambient air quality standards.

South Coast Air Basin Air Quality Management Plan

SCAQMD's most recent air quality management plan (AQMP) is the 2016 AQMP. The purpose of the 2016 AQMP is to set forth a comprehensive and integrated program that will lead the air basin into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the basin's commitments to meeting the federal 8-hour ozone standards. It will also satisfy recent US Environmental Protection Agency requirements for a new attainment demonstration of the revoked 1-hour ozone standard and the vehicle miles traveled emissions offset.

Greenhouse Gas Emissions Reduction Legislation

Current State of California guidance and goals for reductions in greenhouse gas (GHG) emissions are generally embodied in Executive Order S-03-05; Assembly Bill 32 (AB 32), the Global Warming Solutions Act (2008); and SB 375, the Sustainable Communities and Climate Protection Act.

Executive Order S-3-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05. Based on the GHG emissions inventory conducted for its 2008 Scoping Plan, the California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons of carbon dioxide-equivalent ($MMTCO_2e$) for the state (CARB 2008). CARB is required to update the Scoping Plan every five years and completed the last update in 2016. In 2015, the governor signed Executive Order B-30-15 into law, establishing a GHG reduction target of 40 percent below 1990 levels for year 2030, which was later codified under Senate Bill 32 (SB 32) in 2016.

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On January 20, 2017, CARB released the *Draft 2017 Climate Change Scoping Plan Update* with adoption hearings planned for June of 2017. The *Draft 2017 Climate Change Scoping Plan Update* includes the potential regulations and programs including strategies consistent with AB 197 requirements to achieve the 2030 target. The 2017 Scoping Plan establishes a new emissions limit for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017).

In 2008, SB 375 was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by an MPO. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). SB 375 requires CARB to periodically update the targets, no later than every 8 years.

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law. The legislature found that with the adoption of SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled and thereby contribute to the reduction of greenhouse gas emissions, as required by AB 32.

4. Environmental Setting

SB 743 started a process that will likely change transportation impact analysis as part of CEQA compliance. Changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts in many parts of California (if not statewide). The new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)). On January 20, 2016, the Governor's Office of Planning and Research (OPR) released revisions to its proposed Draft CEQA guidelines for the implementation of SB 743. Once the guidelines are prepared and certified, "automobile delay, as described solely by level of service of similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Public Resources Code Section 21099(b)(2)). Certification and implementation of the guidelines are expected in the second half of 2017. Since OPR has not yet amended the CEQA Guidelines to implement this change, automobile delay is still considered a significant impact, and this DEIR utilizes the established LOS criteria.

Regional Water Quality Control Board

Under the Porter-Cologne Water Quality Act, California's water quality control law, the State Water Resources Control Board (SWRCB) has ultimate control over water quality policy and allocation of state water resources. The SWRCB, through its nine Regional Water Quality Control Boards, carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan. The Specific Plan area is located in the Los Angeles Water Quality Control Board Region 4, for which the water quality control plan was adopted in 1994. The basin plan gives direction on the beneficial uses of the state waters in the region; describes the water quality that must be maintained to support such uses; and provide programs, projects, and other actions necessary to achieve the standards in the basin plan. Waste discharge requirements for discharges to municipal storm drain systems in the Los Angeles Water Board Region are in Order No. R4-2012-0175 (MS4 Permit) issued by the Los Angeles Regional Water Quality Control Board in 2012.

Los Angeles County Metropolitan Transportation Authority

The Los Angeles Metropolitan Transit Authority (Metro) is Los Angeles County's designated congestion management agency. Metro is responsible for conformance monitoring and updating the Los Angeles County Congestion Management Program (CMP), a multimodal program. The most recent CMP was issued by Metro in 2010. The goals of the CMP are to link local land use decisions with their impacts on regional transportation and air quality and to develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel. To meet these goals, the CMP provides:

- Tracking and analysis to determine how the regional highway and transit systems are performing.
- Local analysis of the impacts of local land use decisions on regional transportation.
- Local implementation of Transportation Demand Management (TDM) design guidelines that ensure new development includes improvements supportive of transit and TDM.

- Tracking of new building activity throughout Los Angeles County (Metro 2010).

The proposed project's consistency with the CMP is provided in Section 5.12, *Transportation and Traffic*.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

Location

The Specific Plan area encompasses 658 acres, of which 473 acres are designated for land use development and the remaining acres for rights-of-way (i.e., roadways, utility easements, and drainage). The project site encompasses portions of the West Athens and Westmont communities and is bounded generally by Lohengrin Street/West 110th Street to the north, West 120th Street/West 121st Street to the south, Vermont Avenue to the east, and Lohengrin Street/Imperial Highway/South Wilton Place/Western Avenue to the west. I-105 runs east-west through the Specific Plan area and divides it into northern and southern portions.

Existing Land Uses

Existing land uses on the project site include 198 acres of single-family residential uses, 85 acres of institutional uses, 53 acres of commercial use, 46 acres of multifamily residential use, 36 acres of duplex/triplex residential use, 19 acres of occupied right-of-way, 17 acres of vacant land, and 15 acres of miscellaneous use (see Figure 4-1, *Existing Land Uses*).

Within the Specific Plan area, single-family residences encompass the majority of existing uses to the north and south of I-105, and the majority of multifamily residences are in the northeastern and eastern portions of the Specific Plan area. Commercial uses are located primarily along Imperial Highway, Vermont Avenue, and Western Avenue. Institutional uses include the Los Angeles Southwest College (LASC), the Los Angeles County Sheriff's Station, St. Francis Xavier Cabrini Catholic School and Church, West Athens Elementary School, and Southside Christian Baptist Church.

The Metro Green Line runs along the median of I-105 for the majority of its route, which extends from the City of Norwalk to the City of Redondo Beach. The Vermont/Athens Green Line station platform sits at freeway level and is under the Vermont Avenue overpass.

4.3.2 Scenic Features

The Specific Plan area has very little topographic variation and an average elevation of 203 feet above mean sea level. Its relative flatness provides no physical boundaries that indicate the neighborhood's edge; rather, the neighborhood continues in all visible directions. The project area is almost entirely built out and is characterized by a commercial corridor along Western Avenue and Vermont Avenue, the LASC campus in the center of the site, and residential neighborhoods to the north and south of I-105.

The most significant element that impacts the urban form and design character of the project area is the I-105 freeway corridor, which includes the median-aligned Metro Green Line. The east-west corridor traverses

the West Athens-Westmont community, dividing the Specific Plan area into north and south. The freeway is in a below-grade trench and is isolated from the surrounding neighborhoods by graded slopes and large berms. The Southern Pacific Railroad is a single-track, heavy-gauge rail line on the south side of I-105 and has at-grade crossings at Vermont Avenue, Budlong Avenue, and Normandie Avenue.

Additionally, five key land use districts are identified in the Specific Plan—Vermont Station Corridor, Civic Center, Western Avenue Commercial, Single Family Residential, and Multi-Family Residential.

Refer to Section 5.1, *Aesthetics*, for additional information regarding visual character and quality and an analysis of the project's aesthetic impacts.

4.3.3 Climate and Air Quality

The Los Angeles area has a Mediterranean-type climate, with dry, warm summers and mild, somewhat wet winters. Breezes from the Pacific Ocean tend to keep the coastal communities of the Los Angeles area cooler in summer and warmer in winter than those further inland. The Los Angeles Basin climate contributes to increased levels of ambient air pollutant concentrations. The average wind speed for Los Angeles is the lowest of the nation's 10 largest urban areas. The summertime maximum mixing height also averages the lowest in the United States, resulting in poor dispersal of pollutants vertically in the atmosphere.

The South Coast Air Quality Management District is responsible for ensuring that its air basin meets the attainment criteria of each pollutant. The South Coast Air Basin is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS. An air quality analysis was performed for the project, and the results are discussed in Section 5.2, *Air Quality*. Project-related impacts from GHG emissions are discussed in Section 5.4, *Greenhouse Gas Emissions*.

4.3.4 Cultural and Tribal Cultural Resources

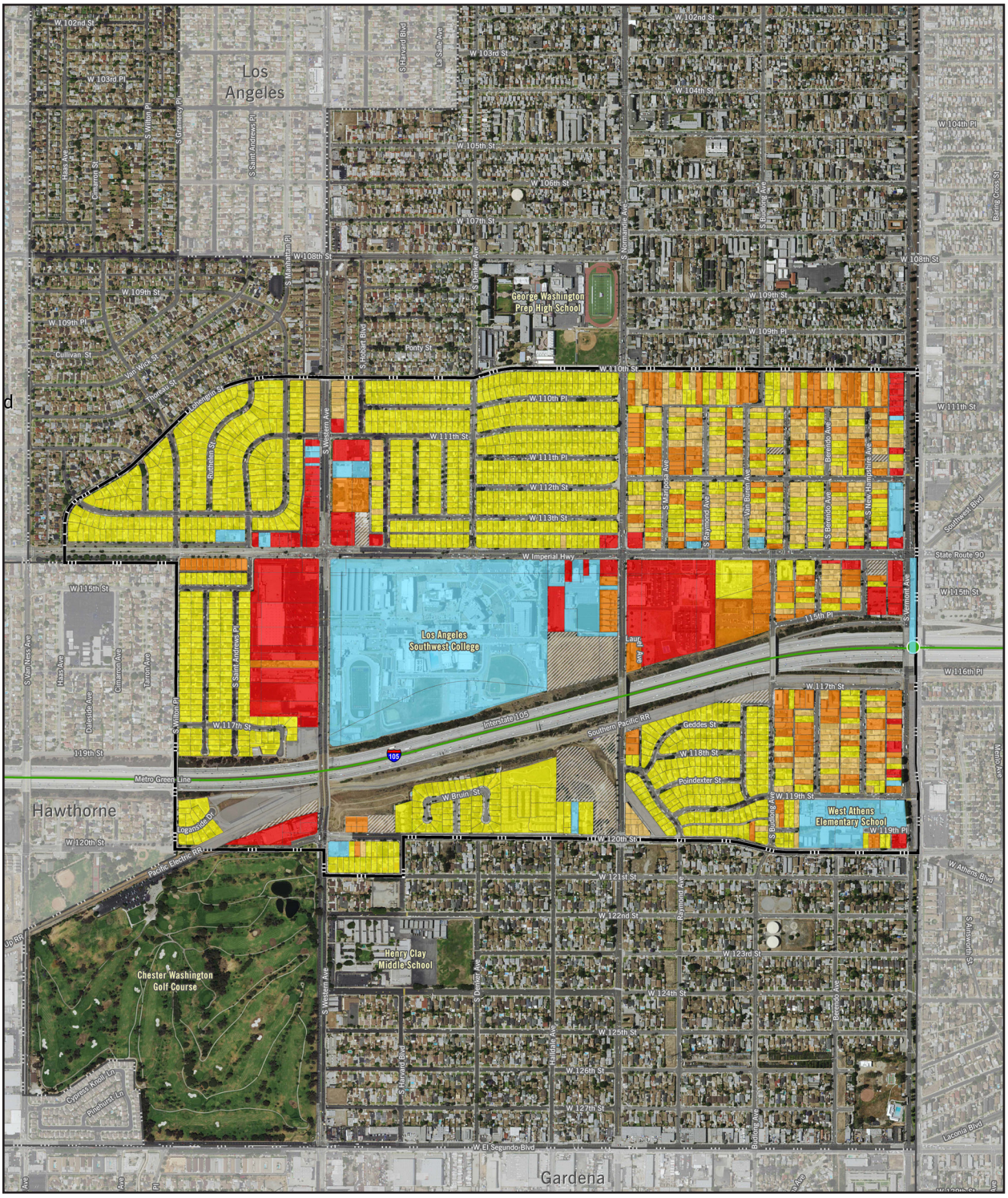
The project site is located within the western extent of the Los Angeles Basin (Basin), which is part of the Peninsular Range Geomorphic Province of California. The Basin is a coastal plain extending from the Pacific Ocean on the south to the Santa Monica Mountains and Puente Hills on the north. The Basin is also described as consisting of thousands of meters of post-Jurassic sediment overlying crystalline basement rocks.

The project area is within the Southwestern Block of the Basin, of which the basement is the distinguishing feature. The basement rocks belong to the Catalina schist facies of the Franciscan Formation and are chiefly green chlorite and blue glaucophane schists.

The project area is associated with the traditional territory of the prehistoric and protohistoric Native American populations generally referred to as the Gabrieliño/Tongva. The Gabrieliño/Tongva society is identified by Late Prehistoric/Protohistoric ethnographic records and archaeological data as occupying Southern California in the Late Prehistoric.

Figure 4-1 - Existing Land Uses

4. Environmental Setting



- Vermont/Athens Station
- Metro Green Line
- Specific Plan Area
- City Boundaries

Existing Land Use

- Single-Family Residential
- 2-3 Units Residential
- Multifamily Residential (4+ Units)
- Commercial
- Industrial
- Institutional
- Miscellaneous
- Vacant

0 1,500
Scale (Feet)

Source: Los Angeles County DRP, 2016

4. Environmental Setting

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Tribal consultation required under Senate Bill 18 and Assembly Bill 52 was conducted as part of the project's environmental review. Refer to Sections 5.3, *Cultural Resources*, and 5.13, *Tribal Cultural Resources*, for additional information regarding existing cultural and tribal cultural resources and an analysis of the proposed project's impacts.

4.3.5 Hazards and Hazardous Materials

The project site is predominantly built out with urban uses that may involve the routine use, transport and disposal of hazardous materials, such as gas stations, industrial uses, auto repair shops, etc. Residences and commercial uses also regularly utilize hazardous materials for maintenance and operations. An environmental database search for the project site and surroundings was conducted to identify any potential hazardous materials sites. Project-related impacts from the identified potential hazards are analyzed in Section 5.5, *Hazards and Hazardous Materials*.

4.3.6 Noise

Community noise levels are measured in terms of the "A-weighted decibel." A-weighting is a frequency correction that correlates overall sound pressure levels to the frequency response of the human ear. The noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level, a time-weighted, 24-hour average noise level based on the A-weighted decibel.

Noise levels in the project area are influenced primarily by motor vehicle traffic along highways (i.e., I-105) and major arterial roadways (i.e., Vermont Avenue, Western Avenue, Imperial Highway, and Normandie Avenue). Existing operations (HVAC systems, truck deliveries, landscaping, maintenance, etc.) of LASC and commercial uses along Western Avenue and Vermont Avenue also add to the noise levels in the project area.

Refer to Section 5.8, *Noise*, for additional information regarding existing noise conditions and an analysis of project noise impacts.

4.3.7 Public Services and Utilities

The Specific Plan area is in the jurisdictional boundaries of the following public service and utility providers:

- **Police Protection:** Los Angeles County Sheriff's Department
- **Fire Protection**: Los Angeles County Fire Department
- **Schools**: Los Angeles Unified School District
- **Libraries**: County of Los Angeles Public Library
- **Parks**: Los Angeles County Department of Parks and Recreation
- **Water**: Golden State Water Company Southwest System
- **Sewers**: Los Angeles County Department of Public Works (sewer lines)
- **Wastewater Treatment**: Sanitation Districts of Los Angeles County
- **Storm Drainage**: Los Angeles County Department of Public Works and Caltrans

- **Solid Waste Collection**: Consolidated Disposal Services-Gardena (under exclusive contract with Los Angeles County Department of Public Works)
- **Landfills**: Sanitation Districts of Los Angeles County
- **Electricity**: Southern California Edison
- **Natural Gas**: Southern California Gas Company

Refer to Sections 5.10, *Public Services*, and 5.14, *Utilities and Service Systems*, for additional information regarding public services and utilities service systems and an analysis of project impacts on public services and utilities.

4.3.8 Transportation and Traffic

As described under Section 4.3.1, the existing street network in the project area includes major highways and roadways, including I-105, Vermont Avenue, Imperial Highway, Western Avenue, Normandie Avenue, and 120th Street.

The Specific Plan area is serviced by eight local bus routes operated by Metro and the City of Gardena. The Metro Green Line also operates within the project area along I-105 and provides light rail service connecting the South Bay, Harbor Gateway, and Norwalk communities.

Pedestrian sidewalks exist along major corridors within the Specific Plan area although they are mostly narrow and are not designed to support high levels of pedestrian activity. Additionally, the existing bicycle network is limited to one Class II bicycle lane running north and south along Vermont Avenue between 100th and 200th Street, and is approximately one mile in length.

Refer to Section 5.12, *Transportation and Traffic*, for additional information regarding transportation and mobility conditions and an analysis of project impacts on transportation and traffic.

4.3.9 General Plan and Zoning

General Plan

Los Angeles County General Plan land use designations for the project site are based on the West Athens-Westmont Community Plan, adopted in 1990 and amended in 2003. The community plan designates the following land uses in the proposed Specific Plan area (see Figure 4-2, *Community Plan Land Uses*):

- Single-Family Residence (RD 2.3; 1 to 8 dwelling units per acre [du/ac]); 183 acres
- Two Family Residence (RD 3.1; 8 to 17 du/ac); 91 acres
- Medium Density Bonus (RD 3.2; 17 to 30 du/ac); 8 acres
- Senior Citizen-Density Bonus (SCD; 30 to 50 du/ac); 4 acres
- Regional Commercial (C.1); 21 acres
- Community Commercial (C.2); 36 acres
- Recreation/Open Space (OS.1); 1.6 acres
- Public/Quasi-Public Use (PL.1); 99 acres

- Transportation Corridor (TC); 25 acres

Zoning

The Los Angeles County Code of Ordinances, Section 22, classifies the Specific Plan area by the following zones (see Figure 4-3, *Existing Zoning*):

- Light Agriculture (A-1); 93.7 acres
- Buffer Strip (B-1); 3 acres
- Restricted Business (C-1); 0.4 acre
- Neighborhood Business (C-2); 60.5 acres
- General Commercial (C-3); 7.3 acres
- Open Space (O-S); 0.3 acre
- Single-Family Residence (R-1); 186.9 acres
- Two-Family Residence (R-2); 91.8 acres
- Limited Density Multiple Residence (R-3-U); 18 acres
- Residential Planned Development (RPD); 6.9 acres

In addition, the Community Standards District, Title 22 Section 44, adds the West Athens-Westmont Community Standards District as a zoning overlay to the Specific Plan area. This zoning overlay establishes a means of implementing special development standards necessary to ensure achievement of the goals and policies of the West Athens-Westmont Community Plan.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as is necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts as "…two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 (b)(1)) state that the information used in an analysis of cumulative impacts should come from one of two sources, either:

A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

4. Environmental Setting

For the most part, the cumulative impact analyses in this DEIR use Method B, using the projections in the County's recently updated General Plan or another long-range planning document, such as the Golden State Water Company Southwest District's 2015 Urban Water Management Plan for water supply and SCAG's 2016-2040 RTP/SCS for land use and planning impacts. Given the size of Los Angeles County, this cumulative impact analyses will use the growth projections for the West Athens-Westmont Community Plan in the Metro Planning Area as established in the County of Los Angeles 2035 General Plan. The data in Table 4-1 represents buildout projections for the West Athens-Westmont Community Plan area.

Table 4-1 West Athens-Westmont Community Plan Area Buildout Projections

	Acres	Dwelling Units	Population	Nonresidential SF	Employment
Commercial	155	0	0	6,047,000	8,456
Public & Open Space	278	0	0	4,773,000	1,813
Residential	1,057	11,185	40,539	0	625
TOTAL	1,489	11,185	40,539	10,820,000	10,894

Source: Los Angeles County 2035 General Plan.

Cumulative impact analyses are also based on the most appropriate geographic boundaries for the respective impact. For example, several potential cumulative impacts encompass regional boundaries (e.g., traffic, air quality, greenhouse gases) and are addressed in the context of various regional plans and defined significance thresholds. Following is a summary of the approach and extent of cumulative impacts, which are further detailed in each topical environmental section.

- **Aesthetics.** Cumulative impacts consider the potential for the project and related projects to impact scenic resources in the West Athens-Westmont Community Plan area.

- **Air Quality.** Air quality impacts are both regional impacts and localized impacts. For cumulative impacts, the analysis is based on the regional boundaries of the South Coast Air Basin.

- **Cultural Resources.** Cumulative impacts consider the potential for the proposed project in conjunction with related development projects to result in compounded impacts on cultural resources in the area within a one-half-mile radius for historical, archaeological, and paleontological resources.

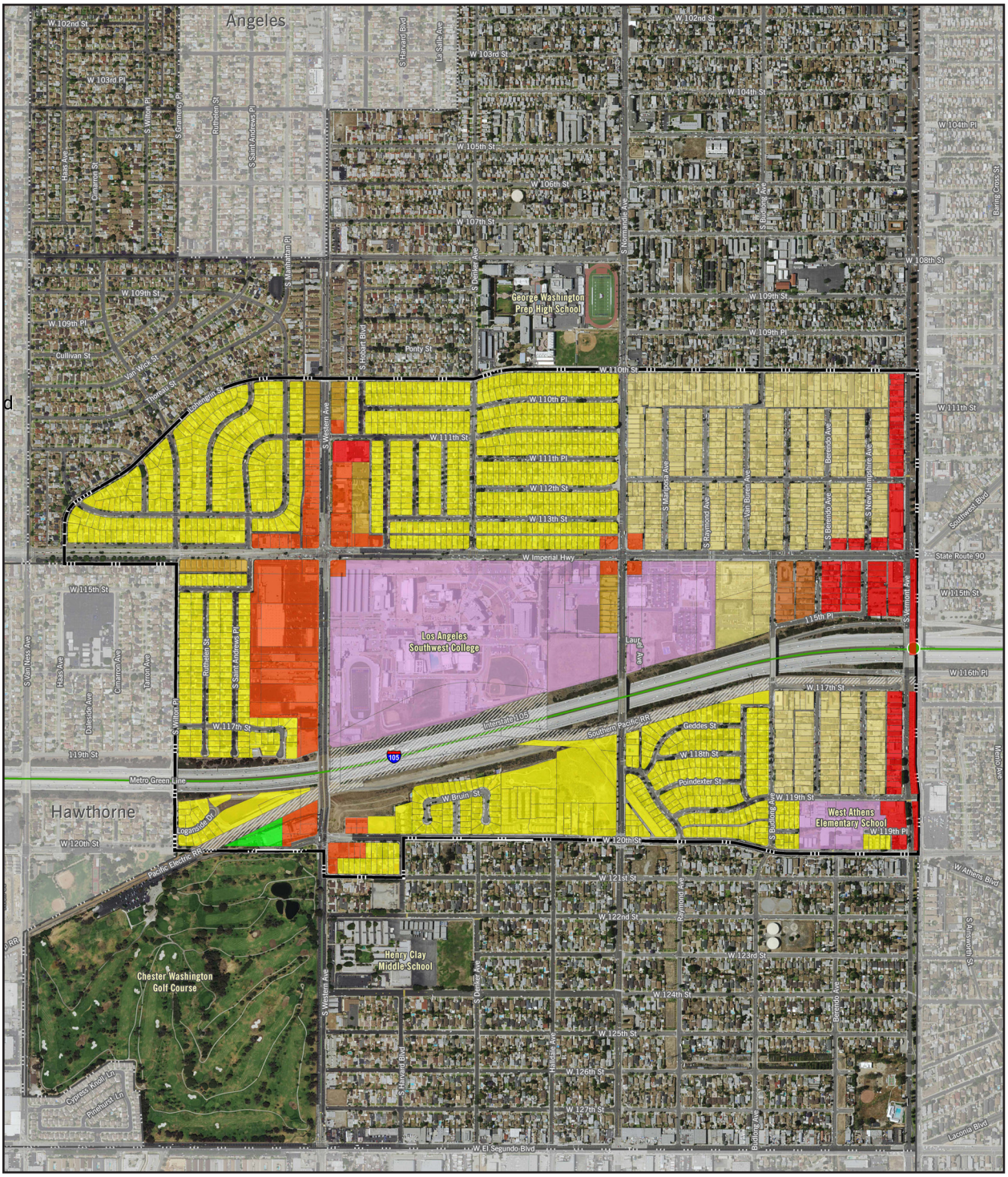
- **GHG Emissions.** GHG emissions impacts are not site-specific impacts but cumulative impacts. Therefore, the cumulative analysis in this DEIR analyzes the project's cumulative contribution to GHG emissions impact within the region.

- **Hazards and Hazardous Materials.** Hazards and hazards materials impacts are site specific and are limited to the Specific Plan area and immediate area.

- **Land Use and Planning.** Cumulative impacts are based on jurisdictional boundaries and related plans, including the County of Los Angeles General Plan and regional land use plans (e.g., SCAG's RTP/SCS).

Figure 4-2 - Community Plan Land Uses

4. Environmental Setting



Community Plan Land Use

- City Boundaries
- Specific Plan Area
- Vermont/Athens Station
- Metro Green Line
- RD 2.3 - Single Family Residence
- RD 3.1 - Two Family Residence
- RD 3.2 - Medium Density Bonus
- SCD - Senior Citizen Density Bonus
- C.1 - Regional Commercial
- C.2 - Community Commercial
- PL.1 - Public/Quasi-Public Use
- OS.1 - Recreation/Open Space
- TC - Transportation Corridor

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Scale (Feet)

Source: Los Angeles County DRP, 2016

4. Environmental Setting

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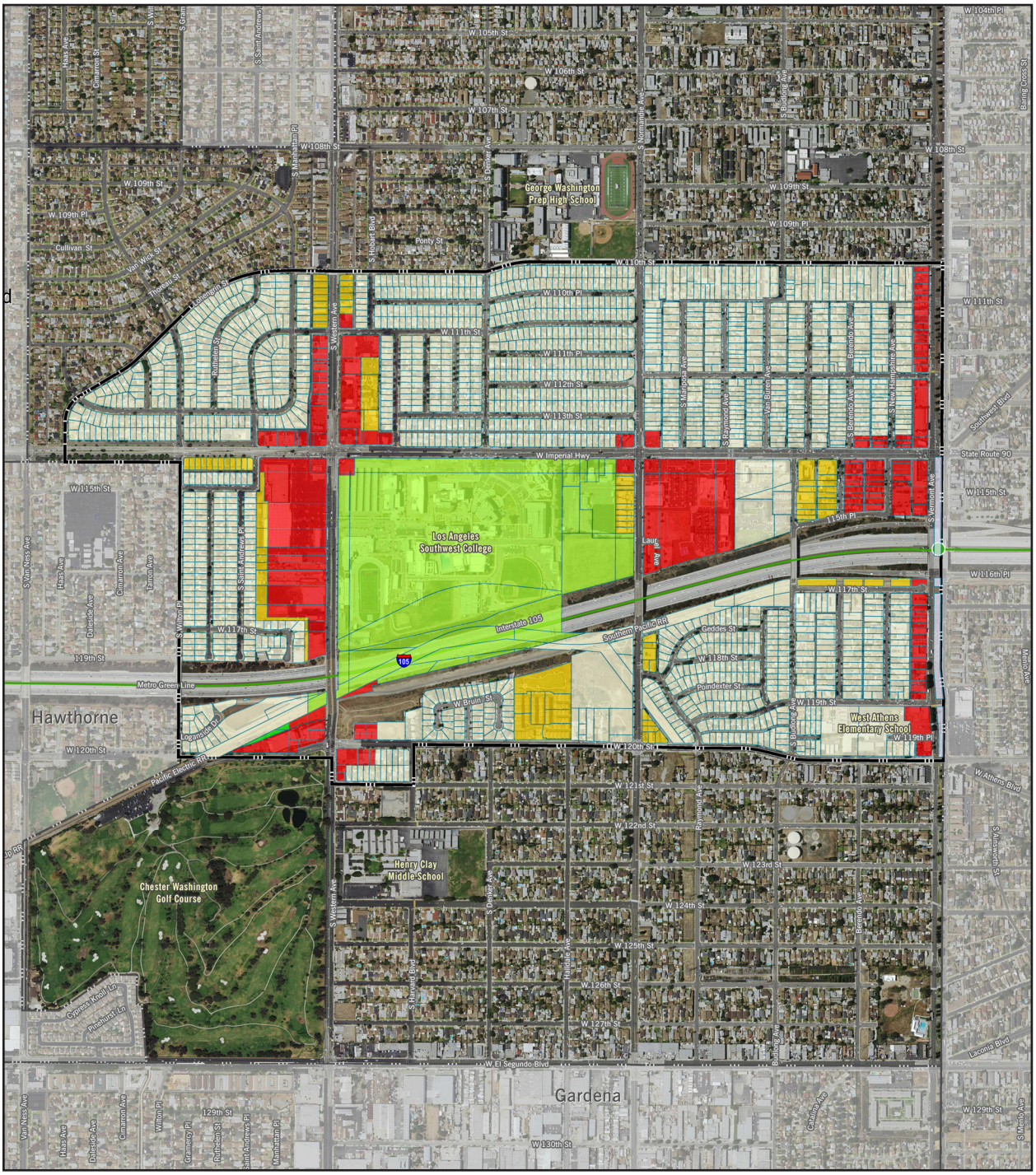
Figure 4-3 - Existing Zoning

4. Environmental Setting



City Boundaries
Specific Plan Area
Vermont/Athens Station
Metro Green Line

DRP Zone

- R-1 - Single Family Residence
- R-2 - Two Family Residence
- R-3 - ()U Limited Medium Density Residence
- RPD - Residential Planned Development
- A-1 - Light Agricultural
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - Community Commercial
- B-1 - Buffer Strip
- R-R - Resort and Recreation
- O-S - Open Space

0 1,500
Scale (Feet)

Source: Los Angeles County DRP, 2016

4. Environmental Setting

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- **Noise.** Cumulative noise impacts are based on the traffic study, which considers the regional growth based on local and regional projections.

- **Population and Housing.** Cumulative impacts are based on regional demographic patterns identified in regional plans (e.g., SCAG's RTP/SCS).

- **Public Services.** Cumulative impacts are based on potential related development within each service provider's boundaries—Los Angeles County Sheriff's Department, Los Angeles County Fire Department, Los Angeles Unified School District, and County of Los Angeles Public Library.

- **Recreation.** Cumulative impacts are assessed relative to Los Angeles County Parks and Recreation Department standards and are based on impacts within the Metro Planning Area and the West Athens-Westmont Community Plan area.

- **Transportation and Traffic.** The traffic study considers both project-specific and the project's cumulative contribution to traffic in the project study area. The analysis is based on a regional transportation demand model and incorporates regional growth projections identified by SCAG.

- **Tribal Resources.** Cumulative impacts related to tribal cultural resources are based on the local Native American tribes' tribal territories that they are traditionally and culturally affiliated with, which include, but are not limited to, cultural landscapes and regions, specific heritage sites, and other tribal cultural places.

- **Utilities and Service Systems.** Water supply and distribution systems would be contiguous with the Golden State Water Company Southwest System service area; wastewater collection would be contiguous with the Los Angeles County Department of Public Works/Caltrans service area; wastewater treatment would be contiguous with the Sanitation Districts of Los Angeles County service area; storm drainage systems would be contiguous with the Los Angeles County Department of Public Works service area; solid waste collection would be contiguous with the Consolidated Disposal Service-Gardena service area; landfill services would be contiguous with the Sanitation Districts of Los Angeles County service area; and natural gas and electricity services would be contiguous with the Southern California Gas Company and Southern California Edison service areas.

Please refer to Chapter 5, *Environmental Analysis*, of this DEIR for a discussion of the cumulative impacts associated with development and growth in West Athens-Westmont for each environmental resource area.

4.6 REFERENCES

California Air Resources Board (CARB). 2008, October. Climate Change Proposed Scoping Plan: A Framework for Change.

———. 2010, August. Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375. Staff Report.

4. Environmental Setting

———. 2017, January 20. The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

Southern California Association of Governments (SCAG). 2016 April 7. Regional Transportation Plan/Sustainable Communities Strategy. http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf.

5. Environmental Analysis

Chapter 5 examines the environmental setting of the proposed project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the EIR. This scope was determined in the notice of preparation (NOP), which was published May 17, 2017, and through public and agency comments received during the NOP comment period from May 31, 2017, to July 5, 2017 (see Appendix A). Environmental issues and their corresponding sections are:

- 5.1 Aesthetics
- 5.2 Air Quality
- 5.3 Cultural Resources
- 5.4 Greenhouse Gas Emissions
- 5.5 Hazards and Hazardous Materials
- 5.6 Hydrology and Water Quality
- 5.7 Land Use and Planning
- 5.8 Noise
- 5.9 Population and Housing
- 5.10 Public Services
- 5.11 Recreation
- 5.12 Transportation and Traffic
- 5.13 Tribal Cultural Resources
- 5.14 Utilities and Service Systems

Sections 5.1 through 5.14 provide detailed discussions of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

Chapter 8, *Impacts Found Not to Be Significant*, substantiates why some environmental topical sections and certain issues under an environmental topic would not be significantly affected by implementation of the project; these issues are not discussed further in this EIR.

Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section is organized under nine major headings:

5. Environmental Analysis

- Environmental Setting
- Thresholds of Significance
- Plans, Programs and Policies
- Environmental Impacts
- Cumulative Impacts
- Existing Regulations and Standard Conditions
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary,* includes a table of all impacts by environmental issue.

Terminology Used in This Draft EIR

The level of significance is identified for each impact in this DEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the environment.
- **Less than significant with mitigation incorporated.** The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and unavoidable.** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.1 AESTHETICS

This section of the Draft Environmental Impact Report (DEIR) describes the existing landform and aesthetic character of the project site and surrounding area and describes views of the project site from surrounding vantage points. It analyzes the potential aesthetic and visual impacts resulting from implementation of Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont.

5.1.1 Environmental Setting

5.1.1.1 RELEVANT PROGRAMS AND REGULATIONS

State

California Building Code

The California Building Code, Part 2 of Title 24 in the California Code of Regulations, is based on the International Building Code and combines three types of building standards from three different origins:

- Building standards that have been adopted by state agencies without change from building standards in the International Building Code.
- Building standards that have been adopted and adapted from the International Building Code to meet California conditions.
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the International Building Code that have been adopted to address particular California concerns.

The California Building Code includes standards for outdoor lighting that are intended to improve energy efficiency and reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls.

Local

Los Angeles County Code

The Los Angeles County Code identifies land use categories, development standards, and other general provisions that ensure consistency between the County's General Plan and proposed development projects. The following provisions from the County Code help minimize visual and light and glare impacts associated with new development projects and are relevant to the proposed project.

- **Title 22 (Zoning Ordinance).** This section describes the development standards that apply to each zone (e.g., height limits, setbacks, etc.).
  - Chapter 22.20 (Residential Zones) contains provisions that regulate the uses that are permitted in residential zones, as well as the development standards that apply in those zones.

- Chapter 22.48 (Yards, Highway Lines and Highways) contains provisions that pertain to the regulation of and development standards for highways and parkways.
- Chapter 22.44 (Supplemental Districts), Part 9 (Rural Outdoor Lighting District) allows for the establishment of rural outdoor lighting districts, which promote and maintain dark skies for the health and enjoyment of individuals and wildlife. The regulations in Chapter 22.44 are in addition to other provisions in the Zoning Ordinance that regulate light and glare.
- Chapter 22.44 (Supplemental Districts), Part 2 (Community Standards Districts), contains development regulations for a list of communities that form districts for this purpose. The development standards outlined in Part 2, which apply to these districts, supersede the countywide standards in the Zoning Ordinance.
- Chapter 22.52 (General Regulations) contains a number of general regulations, including Part 10 (Signs), which regulates the design, siting, and maintenance of all signs in the project area. These regulations are intended to provide standards for the protection of property values; visual aesthetics; and the public health, safety, and general welfare of citizens while still providing ample opportunities for businesses and the visual advertising industry to operate successfully and effectively.
- Section 22.56 (Conditional Use Permits, Variances, Nonconforming Uses, Temporary Uses and Director's Review), Part 1 (Conditional Use Permits), contains regulations that pertain to the County's review of conditional use permits (CUPs). This section establishes that the purpose of CUPs is to allow for special consideration where particular project characteristics exist relating to the project's size, technological process or type of equipment, or because of its location with reference to surroundings, street or highway width, traffic generation, or other demands on public services. Provisions in Section 22.56 ensure that development projects subject to review associated with a CUP are consistent with applicable development standards and therefore consistent with other developments held to those standards.

- **Healthy Design Ordinance (Ordinance 2013-0001).** The 2013 Healthy Design Ordinance amended portions of Titles 21 (Subdivisions) and 22 (Planning and Zoning) to establish certain uses, permit requirements, and development standards that encourage healthy lifestyles by promoting walking, biking, and other exercise, and by creating better access to healthy foods. The aspects of this ordinance that would most impact visual resources are the changes to the minimum width of sidewalks, requirements for bike parking, and altered permit requirements that require more detailed street-section designs on tentative plans in order to depict healthy design features such as landscaping, lighting, and street furniture.

5.1.1.2 EXISTING CONDITIONS

Visual Character

The community of West Athens-Westmont, including the Specific Plan area, is very urbanized and almost entirely built out. The Specific Plan area is characterized by commercial corridors along Western Avenue and

Vermont Avenue, the Los Angeles Southwest College campus in the center of the site, and residential neighborhoods to the north and south of Interstate 105 (I-105).

The most significant element that impacts the urban form and design character of the project area is the I-105 freeway corridor, including the median-aligned Metro Green Line. The east-west corridor traverses the West Athens-Westmont community in a below-grade trench, isolated from the surrounding neighborhoods by graded slopes and large berms. Additionally, the Southern Pacific Railroad, a single-track, heavy-gauge rail line, is on the south side of I-105 and has at-grade crossings at Vermont Avenue, Budlong Avenue, and Normandie Avenue.

The following five key land use districts are identified in the Specific Plan based on each district's block character (e.g., block size/dimensions, parcel size, intersections, through streets), streetscape character (e.g., street and sidewalk width, number of travel lanes, curb cuts, street trees, parking availability), and development character (e.g., setbacks, building heights, building orientation) (see Figure 5.1-1, *Land Use Districts Map*).

Vermont Station Corridor.

The Vermont Station Corridor District encompasses the properties fronting Vermont Avenue from 110th Street to 120th Street, including the Vermont Green Line Station and a center-running median. Vermont Avenue acts as a major north-south transportation corridor through the project area. The street is 150 feet wide with three travel lanes, a Class II Bike Lane, and street parking in both directions. The street features a 60-foot-wide median that features mature trees in the segment north of the freeway. Sidewalks are approximately 5 feet wide, separated from the street by an 8-foot planting strip right-of-way.

The Vermont Green Line Station is at the intersection of Vermont Avenue and I-105, accessed via the station entrance on the Vermont Avenue overpass. The station platform in the freeway median exposes transit users to excessive noise and air pollution.

The average block along the corridor is approximately four acres. Five blocks are oriented in a linear fashion along Vermont Avenue in this district. The traditional block structure is interrupted by I-105 and the access ramps to/from Vermont Avenue. Parcels range from 0.15 acre to 0.75 acre. The west side of the corridor, north of Imperial Highway, is occupied by buildings that have a zero-foot setback from the street and an average of 75 percent street frontage, forming an uninterrupted street wall along its length. The properties at the Vermont Avenue/Imperial Highway intersection have variable building setbacks that accommodate vehicular access and surface parking between the building frontages and the street. Store signage and billboards add to the visual clutter of the intersection.

South of the Vermont Green Line Station, development transitions to deep rectangular parcels featuring properties with several buildings with varying setbacks, with few properties that accommodate vehicles.

Civic Center

The Civic Center District encompasses the properties on the south side of Imperial Highway between Western Avenue and Budlong Avenue. This district is occupied by institutional land uses that share similar

urban design characteristics. Imperial Highway is a wide arterial street with two travel lanes in each direction and turning lanes. Narrow sidewalks, approximately four feet in width, are adjacent to the roadway. An intermittent center median with sparse planting is the only traffic-calming measure in the district. A transit stop is on Imperial Highway at Denker Avenue and features several pedestrian amenities: a covered bus stop, street furniture, trash receptacles, and a tree canopy.

Los Angeles Southwest College (LASC) is on a 64-acre site in this district. Signage is prominent at the entrances, bold and large for vehicular traffic to view easily. The buildings are set back significantly from the street in the center of campus. The campus stands apart from the scale and aesthetic of the surrounding community. It is an institutional superblock that anchors the West Athens-Westmont community. The design of the campus supports pedestrian activity, with significant sidewalk connectivity between buildings and plazas that serve as gathering places. One transit stop is on the edge of the campus block at Denker and features several pedestrian amenities: a covered bus stop, street furniture, trash receptacles, and a tree canopy.

The seven-acre St. Francis Xavier Cabrini School is adjacent to LASC and composed of buildings that vary in scale and orientation. The Los Angeles County Probation Department and Sheriff's Department occupy three separate structures on multiple contiguous parcels totaling approximately 15 acres on the southeast corner of Normandie Avenue and Imperial Highway. These buildings are set back an average of 160 feet from Imperial Highway, separated by a surface parking lot that features well-landscaped parking medians. The buildings are oriented toward the surface parking lot. The buildings are single story with institutional façade stylings.

Western Avenue Commercial

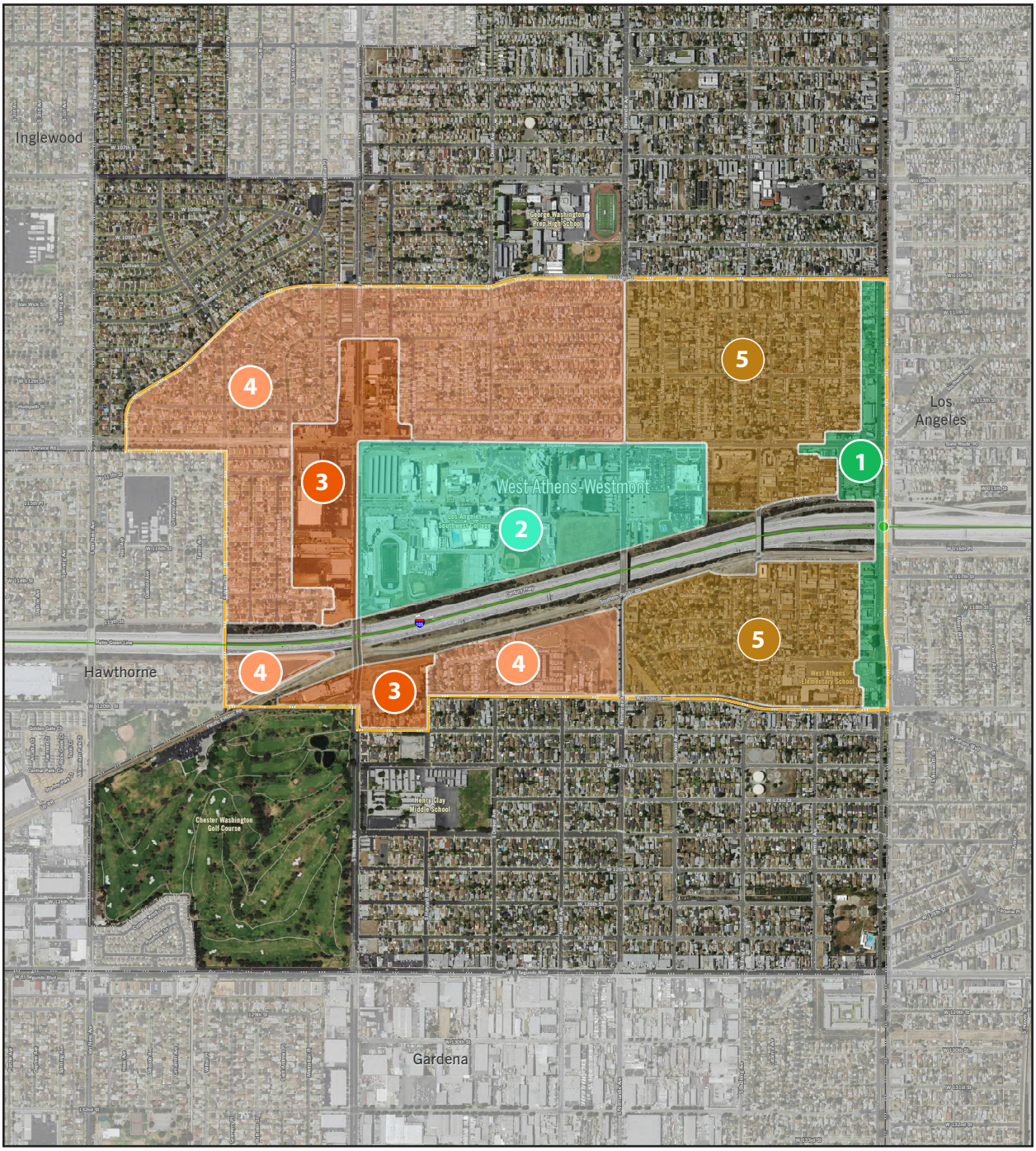
The Western Avenue Commercial District is on the north and south side of I-105 along Western Avenue. The northern portion extends northerly to 111th Street. This area was identified by the General Plan as an opportunity area for a neighborhood center. Western Avenue is a wide arterial/collector street that averages 90 feet in width with four travel lanes, turning lanes, and intermittent center medians. The four- to five-foot-wide sidewalk is adjacent to the street and travel lanes. Signs and overhead utilities provide significant visual clutter. Limited sidewalk amenities include street lamps and street furniture near three bus stops.

Properties north of Imperial Highway on the west side of Western Avenue are typical of neighborhood commercial, with minimal setback from the sidewalk, creating an uninterrupted street wall between Imperial Highway and 111th Street. Properties south of Imperial Highway on the west side of Western Avenue are generally automobile oriented, with buildings set back an average of 60 feet from the roadway. Surface parking lots are between the building frontages and Western Avenue, and all the buildings face the parking lots. The buildings occupy a relatively low percentage of the street frontage and provide poor spatial definition to the public realm.

The southern portion of the Western Avenue Commercial District is south of I-105 and extends to the project area's southern extent at 121st Street. This small area includes the Department of Public Social Services building, vacant land along I-105, several apartment complexes, and single-family homes.

Figure 5.1-1 - Land Use Districts Map

5. Environmental Analysis



1 Vermont Station Corridor

2 Civic Center

3 Western Avenue Commercial

4 Single Family Residential

5 Multi-Family Residential

0 1/4
Scale (Miles)

Source: Los Angeles County DRP, 2017

5. Environmental Analysis
AESTHETICS

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Single-Family Residential

This district encompasses the residential neighborhoods north of I-105/west of Normandie Avenue and south of I-105/west of Budlong Avenue. These neighborhoods were largely developed between 1947 and 1955, apart from two gated subdivision developments to the north of 120th Street between Western and Normandie that were constructed in 1987 and 2012. Residential streets are approximately 30 feet wide, with one travel lane in each direction. Streets feel constrained where curbside parking is permitted on both sides of the street. Slight curves in residential streets give the sense that they are much longer because intersections are removed from view. Sidewalks are approximately 5 feet wide, separated from the curb by an 8-foot planting strip right-of-way, which is scattered with mature shade-producing trees and palm trees. Street lights and overhead power lines are also grounded in the street right-of-way, spaced 50 feet apart on average.

The older single-family homes are typical of postwar housing in Southern California—single-story, stucco-covered minimalist, traditional, or ranch-style homes with gable-styled pitched roofs. These homes were constructed as tract-housing developments, likely by various land-owning real estate developers. The predominant housing type is single-family homes, mostly single-story structures set back 15 feet from the right-of-way, oriented to the street, and accessed by a driveway. Many of these single-family homes have accessory units to the rear of the property, used for storage space or additional living space.

The two gated subdivisions differ significantly from the surrounding postwar neighborhood. College Park Estates, built in 1987, and Olive Glen, built in 2012, are both small, private housing developments with one- or two-story homes with ground-floor access that uniformly feature two-car garages fronting the street.

Multi-Family Residential

The Multi-Family Residential District encompasses residential neighborhoods north of I-105/east of Normandie Avenue and south of I-105/east of Budlong Avenue. These neighborhoods mainly consist of multifamily duplexes, triplexes, and apartment buildings built between 1920 and 1960. The primary residential streets are approximately 30 feet wide, with one travel lane in each direction and curbside parking along the majority of the streets. An alley network allows access to the rear of the properties, where the parking is located for many of the housing units. Sidewalks are approximately 5 feet wide, separated from the curb by an 8-foot planting strip right-of-way where street lights and overhead power lines are mounted. The street canopy is inconsistent throughout the neighborhood, with sporadic shade-producing trees and palm trees planted in the street right-of-way.

The multi-family homes and apartments vary significantly in size, orientation, setback, lot coverage, materials, and design. Most residences are separated from the public realm by a security fence, which vary in size and design material. The average front-yard setback is 12 feet, and side-yard setback averages 5 feet. Street-facing structures and side-yard-facing structures feature pedestrian walkways that link to the sidewalk, because the majority of on-site tenant parking is accessed via the alley network.

Visual Resources

Visual resources within the project area include I-105 and the LASC. Visual resources in the surrounding areas include I-110, the Chester Washington Golf Course, and Hawthorne Municipal Airport.

Landform

The project area is in the southwest portion of the Los Angeles Basin, which is part of the Peninsular Range Geomorphic Province of California. The basin is a coastal plain extending from the Pacific Ocean on the south to the Santa Monica Mountains and Puente Hills on the north. The project site has very little topographic variation and an average elevation of 203 feet above mean sea level. Overall, there is little change in elevation throughout the project site.

Scenic Vistas and Corridors

There are no scenic vistas or corridors in the project area. There are also no eligible or officially designated state scenic highways within the urban Metro Planning Area of Los Angeles County (Caltrans 2011).

Light and Glare

The project area is highly urbanized and has high levels of lighting. Existing sources of light and glare throughout the project site include building lights (interior and exterior), street lights, commercial signage, security lights, and parking-area lights. Commercial uses along Imperial Highway, Western Avenue, and Vermont Avenue have larger concentrations of light sources. In addition, the LASC campus has large sports fields that are sometimes lit during the evenings.

Nighttime light and glare also include the Metro Green Line Vermont station and vehicular traffic along the major roadways in the project site, including I-105, Imperial Highway, Vermont Avenue, and Western Avenue. Given the project site's location in a very urbanized, built-out environment, a significant amount of ambient lighting comes from surrounding communities and roadways as well.

5.1.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Be visible from or obstruct views from a regional riding or hiking trail.

AE-3 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-4 Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features.

AE-5 Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area.

5.1.3 Plans, Programs, and Policies

5.1.3.1 PROJECT DESIGN FEATURES

- Sections 4.3.4 through 4.3.13 in the Specific Plan detail development standards for each zoning district (e.g., setbacks, landscaping, building heights, and lot sizes).
- Sections 5.2 through 5.4 in the Specific Plan detail design guidelines for site design, building design, and public realm.

5.1.4 Environmental Impacts

Methodology

Aesthetic/Visual Character Analysis

The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refer to the identification of visual resources and the quality of what can be seen as well as an overall visual impression of the environment. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts. Potential aesthetic impacts can be evaluated by considering proposed building setbacks, scale, massing, typical construction materials, and landscaping features of the proposed project. However, there are no locally designated or defined standards or methodologies for the assessment of aesthetic impacts.

Light and Glare Analysis

Nighttime illumination and glare analysis addresses the effects of a project's exterior lighting on adjoining uses and areas. Light and glare impacts are determined by comparing the existing light sources with the proposed lighting plan or policies. If the project has the potential to generate spill light on adjacent sensitive receptors or generate glare for receptors in the vicinity of the site, mitigation measures can be provided to reduce potential impacts.

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: The proposed project would not adversely impact scenic vistas in the project area or damage scenic resources within a state scenic highway. [Thresholds AE-1 and AE-3]

Impact Analysis: The project site is in an urbanized area of Los Angeles and is surrounded by other urban communities and cities. The project area is almost entirely flat, and there are no scenic landforms or designated scenic resources. Therefore, development of the proposed project would not adversely impact any

scenic vistas in the project area. Additionally, there are no state scenic highways in the project area, and thus no scenic resources within state scenic highways would be impacted by the proposed development (Caltrans 2011).

Level of Significance before Mitigation: Based on the analysis above, Impact 5.1-1 would be less than significant.

Impact 5.1-2: The proposed project would not be visible from or obstruct views from a regional riding or hiking trail. [Threshold AE-2]

Impact Analysis: There are no regional riding or hiking trails in the project area or the community of West Athens-Westmont. The project site is in a very urbanized and built-out area. The closest regional riding or hiking trails are in the Kenneth Hahn State Recreation Area in the Baldwin Hills, approximately 6.5 miles northwest, or the Los Angeles River Trail, approximately 7.5 miles east along Interstate 710, that passes through South Gate, Paramount, and Long Beach (Los Angeles DPR 2017). Given these distances, the proposed project would not be visible from these regional riding and hiking trails. Thus, development in accordance with the proposed project would have no impact on the County's regional trails.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.1-2 would be less than significant.

Impact 5.1-3: The proposed project would not substantially degrade the existing character or quality of the Specific Plan area. [Threshold AE-4]

Impact Analysis: One of the guiding principles of the Specific Plan is to ensure compatible development, which entails that new development respect and respond to the existing scale, character, and density of the neighborhood by accommodating growth near the Metro Green Line Vermont station and the commercial nodes. By concentrating growth in the transit and commercial corridors, the Specific Plan would expand opportunities for compact development while being sensitive to the existing development character of the West Athens-Westmont community.

Section 5 of the Specific Plan includes design guidelines to create a distinct character for the project area, with a pedestrian emphasis that can cultivate a vital and active street life along major streets while creating an overall positive community aesthetic. As shown in Figure 5.1-1, *Land Use Districts Map*, the Specific Plan area is naturally distinguishable by five districts—the Vermont Station Corridor, Civic Center, Western Avenue Commercial, Single Family Residential, and Multi-Family Residential. For each land use district, the Specific Plan identifies opportunities for land use changes, urban design enhancements, and connectivity improvements that are appropriate to the scale, location, and character of each district.

Vermont Station Corridor District

Potential improvements of the Metro Green Line Vermont/Athens Station should provide better access and visibility from Vermont Avenue. Recommended improvements include upgrading the elevators, escalator, and stairs to the Metro Blue and Green Line platforms; widening the sidewalks to create a more prominent

entrance into the station; installing more streetscape amenities, benches, bus canopies, etc.; and improving lighting, landscaping, and transit signage.

Open spaces, such as pocket parks and urban plazas, could also be provided in this district. For example, a pocket park could be provided as a larger improved median along Vermont Avenue. The open space would increase pedestrian connectivity and provide a traffic-calming feature in the station area.

Development standards for the Vermont Station Corridor District are regulated by Neighborhood Commercial (C-2), Mixed Use 1 (MXD-1), and Mixed Use 2 (MXD-2) Zones.

- **C-2 Zone** development standards are generally consistent with Los Angeles County Code Chapter 22.20.030, C-2 Neighborhood Business Zone. Buildings would have a maximum floor area ratio (FAR) of 0.35, a maximum building height of 45 feet, and 10-foot building setbacks from roadways. A minimum of 20 percent of the lot must be landscaped with trees, ground cover, shrubbery, and flowers and can include pedestrian walkways, plazas, and outdoor dining areas. Sites with multiple buildings must be clustered to the extent possible to create shared outdoor spaces with direct pedestrian access between uses.

- **MXD-1 Zone** development standards encourage development of medium-density housing and daily retail and service commercial uses. Residences have minimum and maximum density requirement of 18 and 30 dwelling units per acre, respectively, and all nonresidential buildings have a minimum and maximum FAR of 1.0 and 1.5, respectively. Maximum building height is 45 feet (three stories). All new development adjacent to a major street (e.g., Vermont Avenue, Western Avenue, and Imperial Highway) has frontage-type requirements (e.g., shopfront, forecourt, terrace, stoop frontage). Facades and design features must be architecturally enhanced with arcades, window details, recessed entrances, balconies/porches, terraces, etc., to create distinction between units and provide "eyes" on the street. For residential development, 100 square feet of open space is required per dwelling unit in the form of common or private recreational-leisure areas. For nonresidential development, 500 square feet of open space is required for projects less than two acres, and 2,500 square feet of open space is required for projects greater than two acres.

- **MXD-2 Zone** development standards promote a transit-supportive environment through a higher intensity mix of retail, office, restaurant uses, and residential development in a compact walkable setting. Residences have minimum and maximum density requirements of 31 and 60 dwelling units per acre, respectively, and all nonresidential buildings have minimum and maximum FARs of 0.5 and 2.0, respectively. Maximum building height is 65 feet (four to five stories). Similar to the MXD-1 Zone, development along major roadways has required building frontage types and street-wall facades, and projecting design features are encouraged to help visually create distinction between units and create pedestrian-oriented detailing on wall, window, and entrance areas. The MXD-2 Zone has the same open space requirements as the MXD-1 Zone.

The proposed improvements along the Vermont Station Corridor District would enhance the urban design and connectivity of the corridor and, upon compliance with the development standards for the C-2, MXD-1 and MXD-2 Zones, would have less than significant aesthetic impacts.

Civic Center District

This district encompasses the LASC and underutilized land owned by the County. The district would be redeveloped into a more unified area with both public institutional and community-serving uses (i.e., commercial, office, and public open space) at the corner of Imperial Highway and Normandie Avenue (see Figure 3.4, *Conceptual Site Plan for the Civic Center*, of the Specific Plan). Redevelopment of the district would help integrate the existing civic uses and the multifamily residential areas to the east into a more walkable and cohesive pedestrian-oriented district that is well connected to the Vermont/Athens station to the east via a multiuse pathway. This would provide housing options, including workforce or senior housing, in proximity to both employment uses and transit.

The Civic Center District is zoned Public Institutional (IT) Zone and encompasses the LASC campus. The IT Zone is regulated by development standards tailored to its future uses, including community open space, recreation, and other public uses. All buildings have a maximum FAR of 3.0 and maximum building height of 80 feet (six stories).

Redevelopment of the Civic Center District into a more cohesive and pedestrian-oriented environment would enhance the public realm of the LASC and civic uses, thereby improving the visual quality and character of the district in comparison to existing conditions. Impacts would be less than significant.

Western Avenue Commercial District

The Western Avenue commercial corridor exhibits a development character similar to a neighborhood retail district. Infill commercial and mixed-use development would respect the existing character of the district. New development and adaptive reuse of existing buildings developed under the proposed development standards would promote more pedestrian activity along Western Avenue and Imperial Highway in this area (see Figure 3.5, *Conceptual Site Plan for the Western Avenue Commercial Corridor Focus Area*, of the Specific Plan). Through lot consolidation and development of a unified project at higher densities, this district has the potential to create a mixed-use area with new small-scale retail service developments and restaurants that serve the daily needs of local residents and college students.

Development standards for the Western Avenue Commercial District are regulated by C-2, MXD-1, and MXD-2 Zones, which are detailed above. The Los Angeles County Department of Social Services (south of I-105 near the Chester Washington Golf Course) and Ánimo South Los Angeles Charter High School (at 11100 South Western Avenue) are also in this district but are zoned Public/Institutional. No major changes would occur to these areas under the Specific Plan. Overall, development of the Western Avenue Commercial District in accordance with the development standards for the C-2, MXD-1, and MXD-2 Zones would maintain the existing character as a neighborhood retail district, enhanced with vibrant mixed-use areas tailored to serve local needs in a compact walkable neighborhood. Therefore, proposed improvements in the Western Avenue Commercial District would have less than significant impacts related to aesthetics.

Single Family Residential District

The existing single-family neighborhoods are established communities and would continue to consist of single-family homes and duplexes. The Specific Plan aims to preserve and enhance these uses. Adding additional living quarters as living suites or reducing the requirements for constructing second units would help increase the density of these areas around the Vermont/Athens station. New single-family attached houses (i.e., townhomes) would also be appropriate infill development in this district.

Development standards for single-family development would be generally consistent with County Code Chapter 22.20, R-1 Single Family Residence Zone, and would maintain the existing aesthetic character of the single-family residential neighborhoods. Lot sizes would be a minimum of 5,000 square feet with a maximum building height of 35 feet (two stories). Front yards would be landscaped and consistent with drought-tolerant landscaping requirements of the County Code, Title 31, Green Building Standards, Section 4.106.5. Utility and mechanical equipment would not be exposed to views from the street or would be screened from view.

A few parcels along Western Avenue and Imperial Highway in the western Specific Plan area are zoned Residential 3 (R-3) and would accommodate higher density residential units, such as apartments and condominiums (see Figure 3-5, *Proposed Zoning Districts*). These R-3 Zone areas encourage the development of affordable and workforce housing, especially associated with LASC. Development standards would be consistent with Chapter 22.20, R-3 Limited Density Multiple Residence Zone, in the County Code, with a minimum lot size of 5,000 square feet and maximum building height of 40 feet (three stories). In addition to the required drought-tolerant landscaping and front-yard landscaping, the R-3 Zone requires 200 square feet per dwelling unit of open space for common recreational-leisure areas, private areas, or a combination of both. Further, bicycle and pedestrian circulation facilities would provide connections to surrounding uses. Parking would not be allowed to occupy more than 30 percent of any linear street frontage, and parking structures would be architecturally integrated with the project design to be screened from street view.

A seven-acre area is zoned Residential Planned Development (RPD) in this district and is currently developed with the Olive Glen gated residential community, with two and three-story detached residences. Future redevelopment of the area, if it were to occur, would be developed consistent with Los Angeles County Code Chapter 22.20, Residential Planned Development Zone.

Overall, development in the Single Family Residential District in accordance with the Specific Plan would preserve the existing visual character of the established residential neighborhoods. Impacts would be less than significant.

Multi-Family Residential District

This district provides opportunities for development of housing with multiple units, either apartments or condominiums. The intent is to promote desirable transit-supportive densities close to transit and other services. The development standards promote a variety of housing types because of the range of lot sizes and configurations. This district is intended to encourage affordable and workforce housing for the communities and LASC.

Development standards for the Multi-Family Residential District remain generally consistent with County Code Chapter 22.20, R-2 Two-Family Residence Zone. Housing types in this district have a minimum lot size of 5,000 square feet and a maximum building height of 35 feet (two stories). Similar to the Single Family Residential District, front-yard landscaping is required in all areas except paved driveways and walkways and must be consistent with the County's drought-tolerant landscaping requirements. Screening elements must be integrated into building design to screen utility and mechanical equipment.

A small area along Imperial Highway near Vermont Avenue in the District is zoned MXD-1 and would be developed based on those standards. West Athens Elementary School is also in this district but is zoned Public/Institutional. No major changes would occur to the elementary school under the Specific Plan.

Thus, improvements to the Multi-Family Residential District to encourage a true transit-oriented environment near the Vermont Station Corridor would have a less than significant impact.

Conclusion

Overall, new development in accordance with the Specific Plan would contribute to creating a complete streets and multimodal community while respecting the scale and character of existing neighborhoods by providing appropriate height, mass, and setbacks and by limiting the general scale of development near existing residences. By adhering to the development standards and design guidelines in the proposed Specific Plan, development in accordance with the proposed project would not adversely impact the visual character and quality of the West Athens-Westmont community.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.1-3 would be less than significant.

Impact 5.1-4: The proposed project would generate additional light and glare in the project area. [Threshold AE-5]

Impact Analysis: Buildout of the proposed project would alter and intensify land uses and their related lighting sources throughout the Specific Plan area by introducing new building (interior and exterior), security, sign, street, and parking lights associated with the additional 1,061 residences and 1,690,638 square feet of nonresidential development. In addition, the Specific Plan encourages improving lighting, landscaping, and signage along the Vermont Avenue corridor near the Metro Green Line Vermont station; improving lighting and facilities in common recreational areas for pedestrians, bicyclists, and transit users; enhancing the lighting scheme for building entrances, common areas, paths, and parking areas; and applying defensible space techniques in landscaping and lighting to deter criminal activity. Buildout of residential and nonresidential development and implementation of the common area improvements would introduce new sources of light and glare in the project area.

However, the proposed Specific Plan includes development standards related to lighting and building materials that would reduce light and glare impacts generated by future development in accordance with the plan. For example, all glass in windows or entrances on the first two stories would be either clear or lightly tinted to maximize pedestrian visibility of building interiors from the sidewalk. Mirrored, highly reflective, or

densely tinted glass is prohibited in windows and entrances. More generally, when designing a project site and considering building placement and orientation, the Specific Plan states that the impact of shade and shadow and lighting should be considered and minimized, particularly when projects are adjacent to existing single-family residential uses.

Sections 5.2.6 (Outdoor Lighting) and 5.3.7 (Architectural Lighting) in the Specific Plan detail design guidelines related to minimizing light and glare impacts from new development:

- Light fixtures installed in the public right-of-way, in parking areas, along pedestrian or bicycle paths, and elsewhere in the interior of a building or development project should be pedestrian scaled and directed toward the ground to avoid light pollution and spillover to surrounding residential areas.
- Lighting in public open spaces should be motion activated when possible to limit unnecessary energy use.
- Lighting should not aim directly at the open sky or project off-site or onto adjacent uses.
- Internal and external storefront lighting should be designed for ground-floor retail and restaurant spaces to augment the pedestrian space.
- Blinking, flashing, and oscillating lights are prohibited. Use warm white light where possible, and colored lights should only be used if they are part of the architectural theme of commercial areas or establishments.
- Lighting fixtures should be compatible with the architectural style of surrounding buildings to reflect the character of the area.
- Lighting must be provided at intervals adequate for safety, while minimizing light spillage and glare onto adjacent uses and the night sky.
- Light fixtures should provide a warm light and use energy-efficient technology, such as solar-powered lighting.
- Natural light should be utilized as much as possible, to limit the use of and reliance on artificial light sources.
- Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk/dawn.
- Parking structures should screen night lighting to avoid uplighting, spillover, and glare on nearby properties.

The County Code regulates the design, siting, and maintenance of signs. Section 22.52.8820(A) requires that no lighted sign or lighting device be placed or directed so as to permit the beams and illumination to be

directed or beamed upon a public street, highway, sidewalk, or adjacent premises so as to cause glare or reflection that may constitute a traffic hazard or nuisance.

Furthermore, future development projects under the Specific Plan would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires. This would ensure new lighting sources are not only energy efficient, but regulated based on light power and brightness, shielding, and sensor-control standards. Compliance with these state provisions would be ensured through the County's development review process and building plan check process.

Overall, development in accordance with the Specific Plan would introduce new sources of light and glare. However, the community of West Athens-Westmont is highly urbanized and built out; new light and glare associated with the Specific Plan would be typical of the surrounding area and would not increase beyond what is expected for an urban, transit-oriented community. Adherence to the Specific Plan guidelines, County Code, and state building and energy codes would reduce project-generated lighting and glare impacts to less than significant levels.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.1-4 would be less than significant.

5.1.5 Cumulative Impacts

Aesthetic impacts are localized to the Specific Plan area and its immediate surroundings. Given that the project area is highly urbanized and almost entirely built out, implementation of the proposed project and any other future cumulative development that would be accommodated under the County's General Plan would likely not negatively impact the visual character of the project area or its surroundings. As with Specific Plan development, all future cumulative development projects under the County's General Plan would be required to adhere to development standards related to aesthetics, as outlined in the County Code. Therefore, the proposed project's contribution to cumulative visual character and quality impacts is considered less than significant.

In addition, due to the light and glare from existing residential, commercial, office, and institutional uses in the project area, the proposed project is not anticipated to add significant new sources of nighttime light and glare. Any new residential or nonresidential development near the project site would add new lighting sources, but would be primarily surrounded by other, existing uses with similar lighting sources. Further, the County Code details several lighting requirements related to parking areas, light and glare intrusion, and prohibited signs, and these would be applicable to future cumulative development projects. Therefore, light and glare impacts of future cumulative development projects would not combine with those of the proposed project to adversely impact existing or planned sensitive receptors. The proposed project's contribution to cumulative light and glare impacts is considered less than significant.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impacts 5.1-1, 5.1-2, 5.1-3, and 5.1-4 would be less than significant.

5.1.7 Mitigation Measures

No mitigation measures are required.

5.1.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.1.9 References

California Department of Transportation (Caltrans). 2011, September 9. California Scenic Highway Mapping System: Los Angeles County. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.

Los Angeles County Department of Parks and Recreation (Los Angeles DPR). 2017. Trails Locator: List of Trails. https://trails.lacounty.gov/Trail/List.

5. Environmental Analysis
AESTHETICS

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5.2 AIR QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (proposed project; Connect Southwest LA project) to impact air quality. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). The analysis in this section is based on buildout of the proposed project, as modeled using the California Emissions Estimator Model (CalEEMod) and trip generation and vehicle miles traveled (VMT) provided by IBI Group (see Appendix H to this DEIR). The criteria air pollutant emissions modeling for construction and operational phases are included in Appendix C of this DEIR.

5.2.1 Relevant Programs and Regulations

Ambient air quality standards (AAQS) have been adopted and are periodically updated at state and federal levels for criteria air pollutants. In addition, both the state and federal governments regulate the release of toxic air contaminants (TACs). The Specific Plan area is within the South Coast Air Basin (SoCAB). Land use is subject to the rules and regulations imposed by SCAQMD, the California AAQS adopted by the California Air Resources Board (CARB), and National AAQS adopted by the United States Environmental Protection Agency (EPA). Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

Federal and State Laws

Ambient Air Quality Standards

The Clean Air Act was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Clean Air Act allows states to adopt more stringent standards or to include other pollutants. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, 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.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.2-1, *Ambient Air Quality Standards for Criteria Pollutants*. These pollutants are ozone

(O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Table 5.2-1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm[2]	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[4]	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)[5]	24 hours	25 µg/m^3	*	Industrial processes.

Table 5.2-1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	*	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	*	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hour	0.01 ppm	*	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016a.
Notes: ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
1 California standards for O_3, CO (except 8-hour Lake Tahoe), SO2 (1 and 24 hour), NO_2, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles) are values that are not to be exceeded. All others are not to be equaled or exceeded. California AAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2 National standards (other than O_3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 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 PM_{10}, 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 $PM_{2.5}$, 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.
3 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
4 On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were maintained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM_{10} standards (primary and secondary) of 150 $\mu g/m^3$ also were maintained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.
5 On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. 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.

California has also adopted a host of other regulations that reduce criteria pollutant emissions, including:

- AB 1493: Pavley Fuel Efficiency Standards
- Title 20 California Code of Regulations (CCR): Appliance Energy Efficiency Standards
- Title 24, Part 6, CCR: Building Energy Efficiency Standards
- Title 24, Part 11, CCR: Green Building Standards Code

Tanner Air Toxics Act and Air Toxics "Hot Spot" Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and to reduce exposure to them. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (17 CCR § 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 U.S. Code § 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate "toxics best available control technology" to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10 § 2485.** Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **13 CCR Chapter 10 § 2480.** Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **13 CCR § 2477 and Article 8.** Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable

particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that AAQS have been established for them. VOC and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

Each of the primary and secondary criteria air pollutants and its known health effects is described here.

- **Carbon Monoxide** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005; USEPA 2017). The SoCAB is designated in attainment of CO criteria levels under the California and National AAQS (CARB 2016b).

- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (SCAQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O_3, SCAQMD has established a significance threshold (see Section 5.2.3.1, *South Coast Air Quality Management District Thresholds*).

- **Nitrogen Oxides** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_X produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (SCAQMD 2005; USEPA 2017). The SoCAB is designated an attainment area for NO_2 under the National and California AAQS (CARB 2016b).

- **Sulfur Dioxide** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical

processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing.) At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (SCAQMD 2005; USEPA 2017). The SoCAB is designated attainment for SO_2 under the California and National AAQS (CARB 2016b).

- **Suspended Particulate Matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤10 millionths of a meter or 0.0004 inch). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The EPA's scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (SCAQMD 2005). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.1 millionths of a meter or <0.000004 inch), have human health implications, because ultrafine particulates' toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (SCAQMD 2013). However, the EPA or CARB has yet to adopt AAQS to regulate these particulates. Diesel particulate matter (DPM) is classified by CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects such as visibility impairment,[1] environmental damage,[2] and aesthetic damage[3] (SCAQMD 2005; USEPA 2017). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2016b).[4]

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1 $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

2 Particulate matter can be carried over long distances by wind and settle on ground or water, making lakes and streams acidic, changing the nutrient balance in coastal waters and large river basins, depleting the nutrients in soil, damaging sensitive forests and farm crops, and affecting the diversity of ecosystems.

3 Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

4 CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to

- **Ozone** is commonly referred to as "smog" and is a gas that is formed when VOCs and NO_X, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the growing season (SCAQMD 2005; USEPA 2017). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2016b).

- **Lead** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (SCAQMD 2005; USEPA 2017). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted stricter lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[5] As a result of these violations, the Los Angeles County portion of the SoCAB is designated nonattainment under the National AAQS for lead (SCAQMD 2012; CARB 2016b). Because emissions of lead are found only in projects that are permitted by SCAQMD, lead is not a pollutant of concern for the project.

Toxic Air Contaminants

By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high

2007. The EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

[5] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2012).

risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified DPM as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs.

Community Risk

To reduce exposure to TACs, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to provide guidance regarding the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when siting sensitive receptors near existing pollution sources. CARB's recommendations were based on a compilation of recent studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that proximity substantially increases exposure and the potential for adverse health effects. Three carcinogenic TACs constitute the majority of the known health risks from motor vehicle traffic—DPM from trucks and benzene and 1,3 butadiene from passenger vehicles. CARB recommendations are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

Air Quality Management Planning

SCAQMD is the agency responsible for improving air quality in the SoCAB and assuring that the National and California AAQS are attained and maintained. SCAQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2016 AQMP

On March 3, 2017, SCAQMD adopted the 2016 AQMP as an update to the 2012 AQMP. The 2016 AQMP addresses strategies and measures to attain the following National AAQS:

- 2008 National 8-hour ozone standard by 2031,
- 2012 National annual $PM_{2.5}$ standard by 2025[6],
- 2006 National 24-hour $PM_{2.5}$ standard by 2019,
- 1997 National 8-hour ozone standard by 2023, and the
- 1979 National 1-hour ozone standard by year 2022.

[6] The 2016 AQMP requests a reclassification from moderate to serious non-attainment for the 2012 National $PM_{2.5}$ standard.

It is projected that total NO_X emissions in the SoCAB would need to be reduced to 150 tons per day (tpd) by year 2023 and to 100 tpd in year 2031 to meet the 1997 and 2008 federal 8-hour ozone standards. The strategy to meet the 1997 federal 8-hour ozone standard would also lead to attaining the 1979 federal 1-hour ozone standard by year 2022 (SCAQMD 2016a), which requires reducing NO_X emissions in the SoCAB to 250 tpd. This is approximately 45 percent additional reductions above existing regulations for the 2023 ozone standard and 55 percent additional reductions above existing regulations to meet the 2031 ozone standard.

Reducing NO_X emissions would also reduce $PM_{2.5}$ concentrations within the SoCAB. However, as the goal is to meet the 2012 federal annual $PM_{2.5}$ standard no later than year 2025, SCAQMD is seeking to reclassify the SoCAB from "moderate" to "serious" nonattainment under this federal standard. A "moderate" non-attainment would require meeting the 2012 federal standard by no later than 2021.

Overall, the 2016 AQMP is composed of stationary and mobile-source emission reductions from regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources such as aircrafts, locomotives, and ocean-going vessels. Strategies outlined in the 2016 AQMP would be implemented in collaboration between CARB and the EPA (SCAQMD 2017a).

Lead State Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007-to-2009 period. The remainder of the SoCAB, outside the Los Angeles County nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.

- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the

comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust, and requires best available control measures to be applied to earth moving and grading activities.

- **Rule 1113, Architectural Coatings.** This rule limits the VOC content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.

5.2.2 Environmental Setting

South Coast Air Basin

The Specific Plan area is in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills; it is bounded by the Pacific Ocean in the southwest quadrant, and high mountains form the remainder of the perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the Specific Plan area is the Los Angeles International Airport Monitoring Station (ID No. 045114). The average low is reported at 47.5°F in January, and the average high is 76.3°F in August (WRCC 2017).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall averages 12.02 inches per year in the project area (WRCC 2017).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 2005).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting their eastward transport. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These are the marine/subsidence inversion and the radiation inversion. The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

SoCAB Nonattainment Designations

The AQMP provides the framework for air quality basins to achieve attainment of the California and National AAQS through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for nonattainment are marginal, moderate, serious, severe, and extreme.

- **Unclassified.** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.

- **Attainment.** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- **Nonattainment.** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- **Nonattainment/Transitional.** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 5.2-2, *Attainment Status of Criteria Pollutants in the South Coast Air Basin*. The SoCAB is designated in attainment of the California AAQS for sulfates and designated a nonattainment area for lead (Los Angeles County only) under the National AAQS.

Table 5.2-2 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Nonattainment[1]
CO	Attainment	Attainment
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[2]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2016b.
1 SCAQMD is seeking to reclassify the SoCAB from "moderate" to "serious" nonattainment under federal $PM_{2.5}$ standard.
2 In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new federal and existing state AAQS as a result of large industrial emitters. Remaining areas within the SoCAB are unclassified.

SoCAB Multiple Air Toxics Exposure Study IV

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In 2008, SCAQMD conducted its third update, MATES III, based on the Office of Environmental Health Hazards Assessment's (OEHHA) 2003 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (2003 HRA Guidance Manual). The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, which accounted for 84 percent of the cancer risk (SCAQMD 2008b).

SCAQMD recently released the fourth update, MATES IV, which was also based on OEHHA's 2003 HRA Guidance Manual. The results showed that the overall monitored risk for excess cancer from a lifetime exposure to ambient levels of air toxics decreased to approximately 418 in one million. Compared to the 2008 MATES III, monitored excess cancer risks decreased by approximately 65 percent. Approximately 90 percent of the risk is attributed to mobile sources, and 10 percent is attributed to TACs from stationary sources, such

as refineries, metal processing facilities, gas stations, and chrome plating facilities. The largest contributor to this risk was diesel exhaust, which accounted for approximately 68 percent of the air toxics risk. Compared to MATES III, MATES IV found substantial improvement in air quality and associated decrease in air toxics exposure. As a result, the estimated basinwide population-weighted risk decreased by approximately 57 percent since MATES III (SCAQMD 2015a).

OEHHA updated the guidelines for estimating cancer risks on March 6, 2015 (OEHHA 2015). The new method uses higher estimates of cancer potency during early life exposures, which result in a higher calculation of risk. There are also differences in the assumptions on breathing rates and length of residential exposures. When combined, SCAQMD estimates that risks for a given inhalation exposure level will be about 2.7 times higher than the risk identified in MATES IV using the 2015 OEHHA guidance methodology (e.g., 2.7 times higher than 418 in one million overall excess cancer risk) (SCAQMD 2015a).

Existing Ambient Air Quality

Existing ambient air quality, historical trends, and projections in the vicinity of the Specific Plan area are best documented by measurements made by SCAQMD. The Specific Plan is in Source Receptor Area (SRA) 3 – Southwest Los Angeles County Coastal. The air quality monitoring station closest to the Specific Plan area is the Los Angeles International Airport Monitoring Station. As this station does not have information for $PM_{2.5}$, information for this criteria air pollutant was obtained from the Compton – 700 North Bullis Road Monitoring Station. Data from these stations are summarized in Table 5.2-3, *Ambient Air Quality Monitoring Summary*. The data show that the concentration levels of O_3 and $PM_{2.5}$ in the area regularly exceed the state and federal one-hour and eight-hour O_3 standards as well as the federal $PM_{2.5}$ standards. The CO, SO_2, PM_{10}, and NO_2 standards have not been exceeded in the last five years in the project vicinity.

Table 5.2-3 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Thresholds Were Exceeded and Maximum Levels				
	2011	2012	2013	2014	2015
Ozone (O_3)					
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	0	1	1	1	1
State 8-hour ≥ 0.07 ppm (days exceed threshold)	0	1	1	6	3
Federal 8-Hour > 0.075 ppm (days exceed threshold)	0	0	1	3	1
Max. 1-Hour Conc. (ppm)	0.078	0.106	0.105	0.114	0.096
Max. 8-Hour Conc. (ppm)	0.067	0.075	0.081	0.080	0.077
Carbon Monoxide (CO)					
State 8-Hour > 9.0 ppm (days exceed threshold)	0	0	*	*	*
Federal 8-Hour ≥ 9.0 ppm (days exceed threshold)	0	0	*	*	*
Max. 8-Hour Conc. (ppm)	1.79	1.51	*	*	*
Nitrogen Dioxide (NO_2)					
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	0	0	0	0
Max. 1-Hour Conc. (ppb)	0.0976	0.0772	0.0778	0.0873	0.0870
Sulfur Dioxide (SO_2)					
State 24-Hour ≥ 0.04 ppm (days exceed threshold)	0	0	0	*	*
Federal 24-Hour ≥ 0.14 ppm (days exceed threshold)	0	0	0	*	*

Table 5.2-3 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Thresholds Were Exceeded and Maximum Levels				
	2011	2012	2013	2014	2015
Max 24-Hour Conc. (ppm)	0.002	0.002	0.002	*	*
Coarse Particulates (PM_{10})					
State 24-Hour > 50 µg/m³ (days exceed threshold)	0	0	0	0	0
Federal 24-Hour > 150 µg/m³ (days exceed threshold)	0	0	0	0	0
Max. 24-Hour Conc. (µg/m³)	41.0	31.0	38.0	46.0	42.0
Fine Particulates ($PM_{2.5}$)					
Federal 24-Hour > 35 µg/m³ (days exceed threshold)	0	1	1	1	3
Max. 24-Hour Conc. (µg/m³)	35.3	51.2	52.1	35.8	41.3

Sources: CARB 2017. Data for O_3, CO, NO_2, SO_2, and PM_{10} are from the Los Angeles International Airport Monitoring Station; $PM_{2.5}$ is based on data from the Compton – 700 North Bullis Road Monitoring Station.
Notes: ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter
* Data not available.

Existing Emissions

The Specific Plan area currently generates criteria air pollutant emissions from transportation, energy (natural gas use), and area sources (e.g., natural gas fireplaces, aerosols, landscaping equipment). Criteria air pollutants generated within the Specific Plan are shown in Table 5.2-4, *Existing Specific Plan Maximum Daily Operational Phase Criteria Air Pollutant Emissions*.

Table 5.2-4 Existing Specific Plan Maximum Daily Operational Phase Criteria Air Pollutant Emissions

Phase	Operation-Related Regional Emissions (pounds/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	961	61	1,199	2	127	127
Energy	2	21	11	<1	2	2
Transportation	130	579	1,785	5	337	94
Total	1,094	661	2,995	6	466	223

Source: CalEEMod Version 2016.3.1.
Notes: Based on highest winter or summer emissions using 2017 emission rates. Totals may not equal 100 percent due to rounding.
Industrial sources of emissions that require a permit from SCAQMD (permitted sources) are not included in the Specific Plan community inventory since they have separate emission reduction requirements.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise

places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, because the majority of the workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

The nearest off-site sensitive receptors to the Specific Plan area include the surrounding residences and the adjacent Washington Primary School (K-1) in addition to the following nearby receptors:

- Woodcrest Nazarene Christian School
- Woodcrest Elementary School
- George Washington Preparatory High School
- Duke Ellington Continuation High School
- Cimarron Avenue Elementary School
- Henry Clay Middle School

In addition to the off-site sensitive receptors, existing sensitive receptors in the planning area consist of single- and multifamily residences, West Athens Elementary School, St. Francis X. Cabrini Catholic School, Middle College High School, Animo South Los Angeles Charter High School, and the Busy Bees Wonderland School.

5.2.3 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD).

AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

AQ-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

AQ-4 Expose sensitive receptors to substantial pollutant concentrations.

AQ-5 Create objectionable odors affecting a substantial number of people.

5.2.3.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

The analysis of the project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's website.[7] CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. SCAQMD has established regional thresholds of significance. In addition to the regional thresholds, projects are subject to the AAQS.

Regional Significance Thresholds

SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB. Table 5.2-5, *SCAQMD Significance Thresholds*, lists thresholds that are applicable for all projects uniformly regardless of size or scope. There is growing evidence that although ultrafine particulates contribute a very small portion of the overall atmospheric mass concentration, they represent a greater proportion of the health risk from PM. However, the EPA and CARB have not yet adopted AAQS to regulate ultrafine particulates; therefore, SCAQMD has not developed thresholds for them.

Table 5.2-5 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day

Source: SCAQMD 2015b.

Projects that exceed the regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health. Exposure to fine particulate pollution and ozone causes a myriad of health impacts, particularly to the respiratory and cardiovascular systems.

- Linked to increased cancer risk ($PM_{2.5}$, TACs)
- Aggravates respiratory disease (O_3, $PM_{2.5}$)
- Increases bronchitis (O_3, $PM_{2.5}$)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O_3)
- Reduces resistance to infections and increases fatigue (O_3)
- Reduces lung growth in children ($PM_{2.5}$)
- Contributes to heart disease and heart attacks ($PM_{2.5}$)
- Contributes to premature death (O_3, $PM_{2.5}$)

[7] SCAQMD's air quality significance thresholds are current as of March 2015 and can be found at: http://www.aqmd.gov/ceqa/hdbk.html.

- Linked to lower birth weight in newborns ($PM_{2.5}$) (SCAQMD 2015c)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists' landmark children's health study found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (SCAQMD 2015d).

Mass emissions in Table 5.2-5 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. Therefore, regional emissions from a single project do not trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed above. SCAQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals to elevated concentrations of air quality in the SoCAB. To achieve the health-based standards established by the EPA, SCAQMD prepares an AQMP that details regional programs to attain the AAQS.

Localized Significance Thresholds

SCAQMD identifies localized significance thresholds (LSTs), shown in Table 5.2-6, *SCAQMD Localized Significance Thresholds*. Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site (offsite mobile-source emissions are not included in the LST analysis) could expose sensitive receptors to substantial concentrations of criteria air pollutants. A project that generates emissions that trigger a violation of the AAQS when added to the local background concentrations would generate a significant impact.

Table 5.2-6 SCAQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)[1]	20 ppm
8-Hour CO Standard (CAAQS/NAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual Average NO_2 Standard (CAAQS)[1]	0.03 ppm
24-Hour PM_{10} Standard – Construction (SCAQMD)[2]	10.4 μg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (SCAQMD)[2]	10.4 μg/m^3
24-Hour PM_{10} Standard – Operation (SCAQMD)[2]	2.5 μg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (SCAQMD)[2]	2.5 μg/m^3
Annual Average PM_{10} Standard (SCAQMD)[2]	1.0 μg/m^3

Source: SCAQMD 2015b.
ppm = parts per million; μg/m^3 = micrograms per cubic meter
[1] Based on the more restrictive California AAQS for CO and NO_2.
[2] Threshold is based on SCAQMD Rule 403. Since the SoCAB is in nonattainment for PM_{10} and $PM_{2.5}$, the threshold is established as an allowable change in concentration. Therefore, background concentration is not relevant.

5.2.3.2 CO HOTSPOTS

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels, as well as implementation of control technology on industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

5.2.3.3 HEALTH RISK ANALYSIS

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1401; placed on CARB's air toxics list pursuant to AB 1807, the Air Contaminant Identification and Control Act (1983); or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by SCAQMD. Table 5.2-7, *SCAQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists SCAQMD's TAC incremental risk thresholds for operation of a project. CEQA does not require CEQA-level environmental document to analyze the environmental effects of attracting development and people to an area (*California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369 (Case No. S213478)*). The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment and analyze the impacts of environmental hazards on future users when a proposed project exacerbates an existing environmental hazard or condition. Residential, commercial, school, and office uses do not use substantial quantities of TACs and typically do not exacerbate existing hazards; and therefore, these thresholds are typically applied to new industrial projects.

Table 5.2-7 SCAQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Individual Cancer Risk	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: SCAQMD 2015b.

5.2.4 Plans, Programs, and Policies

5.2.4.1 REGULATORY REQUIREMENTS

RR AIR-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2016 Building and Energy Efficiency Standards are effective starting on January 1, 2017. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve net zero energy (NZE) for residential buildings by

2020 and non-residential buildings by 2030. The County's green building standards which implement and exceed CALGreen are identified County Code, Title 31. The County has adopted the Voluntary Tier 1 standards for non-residential construction greater than or equal to 25,000 square feet (Section 301.3.1, Buildings greater than or equal to 25,000 square feet).[8] Newly constructed high-rise residential buildings of seven stories or greater are also required to comply with Section 301.3, which requires implementation of the Voluntary Tier 1 standards. Newly constructed low-rise and high-rise residential buildings (six stories or less) are only required to comply with the mandatory measures of CALGreen.

RR AIR-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2). Non-residential construction would be required to provide anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of new visitor motorized vehicle parking spaces being added. For employee, long-term secured bicycle parking is required to be provided for five percent of the tenant-occupied (i.e., staff) motorized vehicle parking spaces being added. The proposed project is also required to designate parking for low-emitting, fuel-efficient, and carpool/vanpool spaces identified in CALGreen. Non-residential buildings of 25,000 square feet or more also requires compliance with the Tier 1 voluntary measures in section A5.601.2.4, which require low-emitting, fuel-efficient, and carpool/vanpool spaces for 10 percent of the total parking capacity.

RR AIR-3 Construction activities will be conducted in compliance with 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

RR AIR-4 Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including but not limited to the following:

- Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
- Rule 402, Nuisance, which states that a project 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."
- Rule 1113, which limits the volatile organic compound content of architectural coatings.

[8] With the exception that high-rise non-residential construction would be subject to the mandatory (Table A4.106.5.1(3)), rather than the Tier 1 voluntary, measures for solar reflectance in Table A5.106.11.2.2.

- Rules 201, 203 and 219, which regulate permits for installation and use of equipment that may generate air contaminants, such of commercial kitchen equipment and emergency generators.

5.2.5 Environmental Impacts

5.2.5.1 METHODOLOGY

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with implementation of the proposed project. SCAQMD has published guidelines that are intended to provide local governments with guidance for analyzing and mitigating air quality impacts and that were used in this analysis (SCAQMD 1993, 2008a, 2015b, 2017b). Industrial sources of emissions that require a permit from SCAQMD (permitted sources) are not included in the Specific Plan community inventory since they have separate emission reduction requirements. Modeling of criteria air pollutants used the California Emissions Estimator Model (CalEEMod), version 2016.3.1, based on the following:

- **Transportation.** Based on the annual average trip generation and vehicle miles traveled data provided by IBI Group (see Appendix H of this DEIR). Average trip distances of 9.18 and 9.40 miles per trip are used for the existing and project buildout scenarios, respectively. Based on the estimated 46,511 average daily trips generated under existing conditions and the 56,850 average daily trips generated under full buildout conditions, approximately 427,123 vehicle miles per day are generated currently, and 534,386 vehicle miles per day would be generated under full buildout conditions.

- **Area Sources.** Area and stationary sources are based on the CalEEMod defaults for emissions generated from use of consumer products and cleaning supplies.

- **Energy.** Criteria air pollutant emissions from energy use (natural gas used for cooking, heating, etc.) are based on the CalEEMod defaults for natural gas usage by nonresidential land uses. New buildings are assumed to comply with the 2016 Building Energy Efficiency Standards, which are 28 percent more energy efficient for residential buildings and 5 percent more energy efficient for nonresidential buildings and residential buildings of 4 stories or more than the 2013 Building Energy Efficiency Standards. Existing buildings are assumed to comply with the 2005 Building Energy Efficiency Standards.

- **Construction.** It is assumed that development of the proposed Specific Plan would generally commence at the beginning of 2018. In addition, although the specific timeline for developing land uses under the proposed Specific Plan is unknown, this analysis assumes that the various construction activities (e.g., site preparation, demolition, building construction) would overlap. Furthermore, for purposes of this analysis, it is assumed that approximately 40 percent of the existing land uses in the proposed Specific Plan area would be demolished. Of the 40 percent of the existing dwelling units assumed for removal (i.e., 1,383 units), it is assumed that 105 of dwelling units would be single-family homes and the remaining 1,280 would be multifamily units. Construction assumptions were based on CalEEMod defaults such as construction equipment mix and worker, vendor, and haul trips. Table 5.2-8, *Construction*

Activities, Phasing, and Equipment, shows the assumed construction activities and the start and end dates (based on 18-year buildout) and equipment mix for each of the activities.

Table 5.2-8 Construction Activities, Phasing and Equipment

Activities[1]	Start/End Dates[1]	Equipment[2]
Demolition	1/1/2018-10/5/2018	1 concrete/industrial saw; 3 excavators; 2 rubber tired dozers; 1 water truck
Site Preparation	1/1/2018-6/15/2018	3 rubber tired dozers; 4 tractors/loaders/backhoes; 1 water truck
Grading	1/1/2018-3/8/2019	2 excavators; 1 grader; 1 rubber tired dozer; 2 scrapers; 2 tractors/loaders/backhoes; 1 water truck
Building Construction	1/1/2018-12/25/2037	1 crane; 3 forklifts; 1 generator set; 3 tractors/loaders/backhoes; 1 welder
Asphalt Paving	1/1/2018-11/2/2018	2 pavers; 2 paving equipment; 2 rollers
Architectural Coating	1/1/2018-12/18/2020	1 air compressor

Notes: n/a = not applicable
[1] Based on CalEEMod defaults and an assumed 20-year buildout duration for purposes of this analysis.

5.2.5.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.2-1: The proposed project would be inconsistent with the SCAQMD Air Quality Management Plan because criteria air pollutant emissions associated with the Specific Plan would exceed the SCAQMD regional significance threshold. [Threshold AQ-1]

Impact Analysis: CEQA requires that projects be evaluated for consistency with the AQMP. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental effects of a project under consideration at a stage early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals of the AQMP. The regional emissions inventory for the SoCAB is compiled by SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on the local jurisdictions' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, compiled by SCAG to determine priority transportation projects and vehicle miles traveled within the SCAG region. Projects that are consistent with the local general plan are considered consistent with the air quality–related regional plan. Typically, only new or amended general plan elements, specific plans, and major projects that have the potential to affect the regional population and employment forecasts need to undergo a consistency review.

Connect Southwest LA Project

Per CEQA Guideline Section 15206, the Connect Southwest LA project is considered regionally significant by SCAG. Changes in the population, housing, or employment growth projections associated with this project have the potential to substantially affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP. The proposed project would increase the land use intensity within the Specific Plan area, resulting in an increase in population and employment in the community of West Athens-Westmont. Because regional transportation modeling is based on the underlying general plan land use designation, the Specific Plan could potentially change the assumptions of the AQMP. However, as discussed in Impact 5.9-1 of Section 5.9, *Population and Housing*, the projected population and employment growth associated with the proposed Specific Plan would not exceed the population and employment projections for the area as assumed in the County of Los Angeles General Plan. Thus, the proposed project would be consistent with the AQMP in this regard.

In addition, the Specific Plan would be consistent with SCAG's regional goals of providing infill housing, improving the jobs-housing balance, and integrating land uses near major transportation corridors. Building upon the recommendations of the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, the Specific Plan incorporates a Mobility and Public Realm Strategy that describes the circulation improvements needed to support transit-oriented development within the Specific Plan. A key component of the Specific Plan is the transformation of the current circulation network, which largely supports vehicular travel, into a network that places a higher priority on the principles of complete streets and multimodal design. To achieve the proposed vision, the Specific Plan proposes the following mobility strategies:

- **Strategy 1:** Improve accessibility to transit through the provision of streetscape improvements, high-quality bicycle and pedestrian infrastructure, wayfinding signage, and other enhancements consistent with Metro's First Last Mile Strategic Plan.
    - Improve visibility and access to the Metro Green Line Station through increased lighting, signage, and improved pedestrian and bicycle infrastructure.
    - Design streetscapes that provide a comfortable buffer or sense of separation from vehicular traffic.
    - Reallocate excess portions of right-of-way, such as overly wide vehicular travel lanes, to design sidewalks and bicycle facilities that are comfortable and safe for people to enjoy.
    - Utilize wayfinding, signage, and other amenities that allow pedestrian, bicycle, and transit routes to be easily identifiable.
    - Design streetscapes that are attractive and inviting by incorporating sufficient lighting, street trees, landscaping, benches, and other amenities that are pleasant, offer visual stimulation, and promote activity.

- Support walking and biking first/last mile solutions to transit through the provision of amenities such as bicycle parking, bike racks, street lights, seating, and wayfinding maps and signage.

- **Strategy 2:** Design streets to facilitate safe, accessible connections between major destinations for multiple nodes of transportation.
    - Implement complete streets designs that promote a multimodal network of streets and prioritize safety.
    - Provide safe and comfortable pedestrian and bicycle connections between the Metro Green Line and Los Angeles Southwest College (LASC).
    - Create safe, comfortable, and accessible transit waiting areas through the provision of transit amenities such as shelters, benches, shade structures, lighting, system maps, and transit timetables.
    - Incorporate streetscape improvements as well as bicycle and pedestrian facilities that support transit operations, such as bus pads, wider sidewalks, buffered biked lanes, bike racks, and traffic control devices that prioritize transit vehicles and facilitate pedestrian circulation.
    - Locate transit stops in areas that are active and visible to maximize personal security and safety of waiting transit riders.
    - Prioritize roadway improvement projects that improve access to transit and the Metro Green Line Station.

- **Strategy 3:** Develop and incorporate parking management strategies that encourage efficient use of parking resources and support programs that can reduce parking supply needed.
    - Implement parking policies that encourage travel by public transit and other sustainable modes of transportation, such as priced parking, parking time limits, or prohibited on-street parking.
    - Implement more accurate and flexible parking standards that reflect the parking demand for the area.
    - Support land uses and infrastructure improvements that can reduce the need for parking and promote alternative modes of transportation, such as transit, walking, or biking.

In addition to the mobility strategies above, the proposed Specific Plan includes the following mobility-related policies.

- Policy 4.1: Develop a balanced, integrated, multi-modal transportation system that is efficient and safe, with frequent service connecting to destinations, employment centers, and residential areas.
- Policy 4.2: Provide a variety of transportation choices that promote accessible alternatives to the automobile, including walking, bicycling, and taking transit.
- Policy 4.3: Design streetscapes that are attractive and inviting by incorporating sufficient lighting, street trees/shade, landscaping, benches, and other amenities that are pleasant, offer visual stimulation, and promote activity for all users.
- Policy 4.4: Design sustainable and energy-efficient streetscapes with low-impact development strategies, including sustainable stormwater practices, permeable paved surfaces, drought-tolerant plant species, and solar lighting fixtures.
- Policy 4.5: Support walking and biking as first/last mile solutions to transit by providing amenities such as bicycle parking, bike racks, street lights, seating, and wayfinding maps and signage.
- Policy 4.6: Provide a safe and comfortable pedestrian network linking the transit station with LASC, commercial centers, county facilities, and residential neighborhoods.
- Policy 4.7: Implement parking policies that encourage travel by public transit and other sustainable modes of transportation, such as priced parking, parking time limits, or prohibited on-street parking.
- Policy 4.8: Implement more accurate and flexible parking standards that reflect the parking demand for the area.

As part of the overall multimodal improvements, the Connect Southwest LA project proposes the addition of 11 miles of bikeways to the existing network. To supplement the additional bikeways, the plan also includes installation of more bicycle infrastructure amenities, such as bicycle parking, crossing signals, and wayfinding signage. In addition, a similar goal of the Specific Plan is to improve accessibility to the existing transit system and the overall transit experience. The Specific Plan area is currently serviced by Metro and Gardena Municipal. Improvements to achieve this goal are generally encompassed in the first/last mile strategies and focus on pathway improvements, specifically pathway arterials and collectors. Under the Specific Plan, a multiuse path is proposed that would generally follow Interstate 105 from Los Angeles Southwest College to Vermont Avenue. This proposed path would provide a safe pathway for students and staff to access transit in the area, such as the existing Vermont/Athens Green Line Station.

The AQMP ensures that the region is on track to attain the California and federal AAQS. When a project has the potential to exceed the assumptions of the AQMP because it is more intensive than the underlying land use designation, criteria air pollutants generated during operation of development that would be accommodated by that project are compared to SCAQMD's regional significance thresholds (see Impact 5.2-2 and Impact 5.2-3), which were established to determine whether a project has the potential to cumulatively contribute to the SoCAB's nonattainment designations. While the projected population and employment

growth under the proposed project would be within the projected growth for the area, operation-phase criteria air pollutant emissions associated with development that would be accommodated by the Specific Plan would exceed SCAQMD's regional operational threshold for NO_X. As a result, the proposed project could potentially exceed the assumptions in the AQMP and would not be considered consistent with the AQMP.

Overall, implementation of the Connect Southwest LA project would result in a decrease in VMT per service population (SP) from 33.98 VMT/SP to 27.30 VMT/SP, which is consistent with regional goals to reduce passenger VMT. However, despite furthering the regional transportation and planning objectives, the Specific Plan would result in an increase in emissions compared to existing conditions that would exceed SCAQMD's regional operational significance threshold for NO_X (see Impact 5.2-3). As a result, the proposed project could potentially exceed the assumptions in the AQMP and would not be considered consistent with the AQMP.

Level of Significance before Mitigation: Based on the analysis above, upon implementation of regulatory requirements, Impact 5.2-1 would be potentially significant.

Impact 5.2-2: Construction activities associated with buildout of the proposed project could exceed SCAQMD's regional significance thresholds. [Thresholds AQ-2 and AQ-3]

Impact Analysis: A project would normally have a significant effect on the environment if it violates any air quality standard or contributes substantially to an existing or projected air quality violation. Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM_{10} and $PM_{2.5}$) from grading, excavation, and demolition. Exhaust emissions from construction onsite would vary daily.

Construction activities would temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_x, SO_x, and CO regional emissions within the SoCAB. Construction activities associated with buildout of the Specific Plan are anticipated to occur sporadically up to year 2035 or beyond. Buildout would comprise multiple smaller projects undertaken by individual developers/project applicants, each having its own construction timeline and activities. Development of multiple properties could also occur at the same time. However, there is no defined development schedule for these future projects at this time. For this analysis, the maximum daily emissions are based on a very conservative scenario, where several construction projects throughout the Specific Plan area would occur at the same time and all construction phases would overlap. An estimate of maximum daily construction emissions is provided in Table 5.2-9, *Estimate of Regional Construction Emissions in the Specific Plan*.

Table 5.2-9 Estimate of Regional Construction Emissions in the Specific Plan

Source	Criteria Air Pollutants (pounds per day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition[3]	4	55	27	<1	8	3
Site Preparation	6	83	31	<1	12	7
Grading[4]	5	60	36	<1	7	4
Building Construction	5	49	35	<1	5	2
Paving	2	18	16	<1	1	1
Architectural Coatings	49	2	4	<1	1	<1
Maximum Daily Emissions	71	267	149	<1	33	18
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: CalEEMod 2016.3.1.
Note: Totals may not add up to 100 percent due to rounding.
1 Construction equipment mix is based on CalEEMod default construction mix. See Appendix C for a list of assumptions on emissions generated on a worst-case day.
2 Grading includes compliance with SCAQMD Rule 403 fugitive dust control measures. Measures include requiring an application of water at least twice per day to at least 80 percent of the unstabilized disturbed onsite surface areas, replacing disturbed ground cover quickly, and restricting speeds on unpaved roads to less than 15 miles per hour. Modeling also assumes a VOC of 50 g/L for interior and 100 g/L for exterior paints pursuant to SCAQMD Rule 1113.
3 For purposes of this analysis, it is assumed that approximately 2,178,964 building square feet of the existing structures would be demolished.
4 Assumes up to 100,000 cubic yards of soil haul could be required.
5 Based on overlap of the all phases.

As shown in the table, construction activities associated with the proposed project could potentially exceed the SCAQMD regional thresholds for NO_X. The primary source of NO_X emissions is exhaust from vehicles and construction equipment. NO_X is a precursor to the formation of both O_3 and particulate matter (PM_{10} and $PM_{2.5}$). Project-related emissions of NO_X would contribute to the O_3, NO_2, PM_{10}, and $PM_{2.5}$ nonattainment designations of the SoCAB. Therefore, project-related construction activities would result in significant regional air quality impacts. Because cumulative development within the Specific Plan area would exceed the regional significance thresholds, construction of the proposed project could contribute to an increase in health effects in the basin until such time as the attainment standard are met.

Level of Significance before Mitigation: Based on the analysis above, upon implementation of regulatory requirements, Impact 5.2-2 would be potentially significant.

Impact 5.2-3: Implementation of the Specific Plan would generate operational-related with overlapping construction emissions that would exceed SCAQMD's regional significance thresholds. [Thresholds AQ-2 and AQ-3]

Impact Analysis: Buildout of Specific Plan would result in direct and indirect criteria air pollutant emissions from transportation, energy (natural gas use), and area sources (e.g., natural gas fireplaces, aerosols, landscaping equipment). Transportation sources of criteria air pollutant emission are based on the traffic impact analysis conducted by IBI Group (see Appendix H of this DEIR). Development that would be accommodated by the Specific Plan would generate a net increase of 10,339 weekday average daily trips ends, resulting in 107,262 additional daily VMT at project buildout (see Tables 5.12-13 and 5.12-23 in Section 5.12,

Transportation and Traffic). The results of the CalEEMod modeling are in Table 5.2-10, *Maximum Daily Specific Plan Operational Phase Regional Emissions*.

Table 5.2-10 Maximum Daily Specific Plan Operational Phase Regional Emissions

Source	Criteria Air Pollutants (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
No Project (Existing) 2035[1]						
Area	960	61	1,195	2	127	127
Energy	2	21	11	<1	2	2
Mobile Sources	46	259	610	3	332	90
Total Emissions	1,008	341	1,816	5	461	219
Proposed Project						
Area	701	80	935	1	81	81
Energy	3	28	15	<1	2	2
Mobile Sources	57	320	761	4	416	112
Total Emissions	762	427	1,712	5	499	196
Net Change						
Area	(259)	18	(260)	(<1)	(46)	(46)
Energy	1	7	4	<1	1	1
Mobile Sources	11	61	151	1	83	23
Total Emissions	(247)	86	(104)	<1	37	(23)
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	Yes	No	No	No	No
Combined Construction + Operation (Worst-Case)						
Combined Construction + Operation	(176)	353	44	1	70	(6)
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: CalEEMod Version 2016.3.1.
Note: Highest winter or summer emissions are reported. Totals may not add up to 100 percent due to rounding.
[1] The No Project (Existing) 2035 operation emissions do not match those detailed in Table 5.2-4 due to the assumed improvements in vehicle emissions control technology resulting from implementation of federal and state regulations (e.g., Advanced Clean Car/Pavley).

Construction of the new residential and nonresidential uses would be based on market demand and would be constructed over the assumed approximately 20-year project buildout; therefore, emissions from construction activities could add to the total emissions during early phases (see Table 5.2-9). Table 5.2-10 shows maximum daily emissions at buildout once construction is complete and during a worst-case year from overlap of the project with construction. As shown in the table, the net change in operation-phase emissions would generate emissions that exceed the SCAQMD regional significance threshold for NO_X. Similarly, the overlap of construction activities with operation of land uses accommodated under the proposed Specific Plan would result in the exceedance the SCAQMD regional significance threshold for NO_X. As NO_X is a precursor to the formation of ozone and particulate matter, emissions of NO_X that exceed the SCAQMD regional threshold would cumulatively contribute to the O_3, PM_{10}, and $PM_{2.5}$ nonattainment designations of the SoCAB. Therefore, implementation of the Specific Plan would result in a potentially significant impact. Because

cumulative development within the Specific Plan area would exceed the regional significance thresholds, operation of the proposed project could contribute to an increase in health effects in the SoCAB.

Level of Significance before Mitigation: Based on the analysis above, upon implementation of regulatory requirements, Impact 5.2-3 would be potentially significant.

Impact 5.2-4: Construction of the proposed project could expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-4]

Impact Analysis: Development that would be accommodated by the Connect Southwest LA project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevating those levels. Unlike the mass of construction emissions shown in Table 5.2-9, described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or μg/m3) and can be correlated to potential health effects. LSTs are the amount of project-related emissions at which localized concentrations (ppm or $\mu g/m^3$) would exceed the AAQS for criteria air pollutants for which the SoCAB is designated a nonattainment area.

Criteria Air Pollutants and Health Risk

SCAQMD currently does not require health risk assessments to be conducted for construction activities. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). The Office of Environmental Health Hazards Assessment (OEHHA) has adopted new guidance for the preparation of health risk assessments issued in March 2015. OEHHA has developed a cancer risk factor and non-cancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM.

Table 5.2-9 provides an estimate of the magnitude of criteria air pollutant emissions generated by the development that would be accommodated by the Specific Plan for each construction subphase. Buildout of the proposed project would occur over a long period and would comprise several smaller projects with their own construction time frames and construction equipment. Concentrations of criteria air pollutants and DPM generated by a development project depend on the emissions generated onsite and the distance to the nearest sensitive receptor. Therefore, an LST and health risk analysis can only be conducted at a project level, and quantification of LSTs and health risk is not applicable for this program-level environmental analysis. Because potential redevelopment could occur close to existing sensitive receptors, the development that would be accommodated by the Specific Plan has the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions or DPM and result in a potentially significant impact.

Valley Fever

Valley Fever is an infectious disease caused by the fungus *Coccidioides immitis* and *Coccidioides psadasii*. According to the County Department of Public Health, this fungus is a major cause of community-acquired pneumonia in the southwestern United States. Valley Fever fungus is most prevalent in the San Joaquin Valley and the

Central Valley, where land is arid to semi-arid and receives moderate rainfall (5 to 20 inches per year). Several factors indicate a project's potential to expose sensitive receptors to Valley Fever: disturbance of the topsoil of undeveloped land, dust storms, strong winds, earthquakes, archaeological digs, agricultural activities, and construction activities. There is the potential that construction activities could result in exposure of sensitive receptors to Valley Fever in the arid, desert portions of the unincorporated areas, including the Project Area. Individual projects developed under the Proposed Project would be required to reduce potential risk of exposing sensitive receptors to Valley Fever through implementation of SCAQMD fugitive dust control measures. SCAQMD dust control rules would reduce fugitive dust emissions as well as exposure to on-site workers. Implementation of SCAQMD measures would limit exposure of sensitive receptors to Valley Fever.

Level of Significance before Mitigation: Based on the analysis above, upon implementation of regulatory requirements, Impact 5.2-4 would be potentially significant.

Impact 5.2-5: Operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-4]

Impact Analysis: Operation of new land uses consistent with the land use plan of the proposed project would generate new sources of criteria air pollutants and TACs. The following describes potential localized operational air quality impacts from the implementation of the Specific Plan.

Onsite Stationary and Area Sources Emissions

Operation of residential and nonresidential structures in the Specific Plan would include occasional use of landscaping equipment, natural gas consumption for heating, and nominal truck idling for vendor deliveries. The proposed project would permit residential, commercial, and office land uses and would not involve warehousing or similar uses where substantial truck idling could occur onsite. Onsite emissions from the residential and nonresidential uses from onsite energy use (natural gas used for cooking and water heating) and other onsite sources (e.g., landscaping fuel, aerosols) would not generate substantial concentrations of emissions or exacerbate existing health risk in the area.

Industrial and Other Land Uses Requiring a SCAQMD Permit

Certain types of land uses have the potential to generate substantial stationary and area sources of emissions. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing facilities, dry cleaners, and gasoline-dispensing facilities. Operators of certain types of facilities must submit emissions inventories. The Air Toxics Program categorizes each facility as being high, intermediate, or low priority based on the potency, toxicity, quantity, and volume of its emissions. If the risks are above established levels, facilities are required to notify surrounding populations and to develop and implement a risk reduction plan. In addition to stationary/area sources of TACs, warehousing and trucking facilities could generate a substantial amount of diesel particulate matter emissions from off-road equipment use and truck idling. Under the proposed Specific Plan, industrial-type land uses such as the aforementioned land uses are not permitted within the proposed project area. Therefore, the Specific Plan would generally not result in an increase in industrial land uses that would generate substantial stationary or area sources of emissions.

Mobile Source Emissions: CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm. At the time of the 1993 SCAQMD Handbook, the SoCAB was designated nonattainment under the California and National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SCAQMD was designated in attainment for CO under both the California and National AAQS.[9] Furthermore, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2017).

Buildout of the Specific Plan would result in approximately 56,850 average daily trips, which would be an increase of approximately 10,339 total daily vehicle trips over existing conditions. The net change in total daily vehicle trips would be lower than the peak hour volumes needed to potentially generate a CO hotspot. Furthermore, distributing the total daily vehicle trips throughout the Specific Plan area and only during peak hours would result in even smaller traffic volumes at the various intersections. Thus, implementation of the Specific Plan would not produce the volume of traffic required to generate a CO hotspot. Therefore, implementation of the proposed project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the planning area, and impacts would be less than significant.

Level of Significance before Mitigation: Based on the analysis above, upon implementation of regulatory requirements, Impact 5.2-5 would be less than significant.

Impact 5.2-6: The proposed project would not create objectionable odors. [Threshold AQ-5]

Impact Analysis: The proposed project would not emit objectionable odors that would affect a substantial number of people. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which 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.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating

[9] As identified in SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SoCAB were the result of unusual meteorological and topographical conditions and not of congestion at a particular intersection.

operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

Odors generated by new nonresidential land uses are not expected to be significant or highly objectionable. New industrial uses would be required to be in compliance with SCAQMD Rule 402. Likewise, existing facilities are required to be in compliance with SCAQMD Rule 402 to prevent nuisances on sensitive land uses. Furthermore, as stated, under the proposed Specific Plan, industrial-type land uses such as the aforementioned land uses are not permitted within the Plan area. Therefore, impacts related to objectionable odors would be less than significant.

Level of Significance before Mitigation: Based on the analysis above, upon implementation of regulatory requirements, Impact 5.2-6 would be less than significant.

5.2.6 Cumulative Impacts

In accordance with the SCAQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects in the local area include new development and general growth within the SoCAB. The greatest source of emissions in the SoCAB is mobile sources. Due to the extent of the area potentially impacted from cumulative project emissions, SCAQMD considers a project cumulatively significant when project-related emissions exceed the SCAQMD regional emissions thresholds shown in Table 5.2-5, *SCAQMD Significance Thresholds*.

Construction

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for PM_{10} under the California AAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts. However, project-related construction emissions could still potentially exceed the SCAQMD significance thresholds on a project and cumulative basis. Consequently, the proposed project's contribution to cumulative air quality impacts would be cumulatively considerable and therefore would be significant.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the proposed project would result in emissions in excess of the SCAQMD regional emissions threshold for NO_X for long-term operation and would cumulatively contribute to the nonattainment designations of the SoCAB. Therefore, the proposed project's air pollutant emissions would be cumulatively considerable and significant.

5.2.7 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.2-5 and 5.2-6.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.2-1** The Specific Plan would be inconsistent with the SCAQMD Air Quality Management Plan as criteria air pollutant emissions associated with the Specific Plan would exceed the SCAQMD regional significance threshold.
- **Impact 5.2-2** Construction activities associated with buildout of the Specific Plan could exceed SCAQMD's regional significance thresholds.
- **Impact 5.2-3** Implementation of the Specific Plan would generate long-term and overlapping construction emissions that would exceed SCAQMD's regional significance thresholds.
- **Impact 5.2-4** Construction of the proposed project could expose sensitive receptors to substantial pollutant concentrations.

5.2.8 Mitigation Measures

Impact 5.2-1

RRs AIR-1 through AIR-4 and Mitigation Measure AQ-1 (for Impact 5.2-2 and Impact 5.2-3) would reduce the proposed project's regional construction-related and operational-phase criteria air pollutant emissions to the extent feasible to minimize potential conflicts with the SCAQMD AQMP. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plans due to the amount of emissions that would be generated by the buildout of the Connect Southwest LA project.

Impact 5.2-2

AQ-1 Applicants for new development projects within the Connect Southwest LA project shall require the construction contractor to use equipment that meets the US Environmental Protection Agency (EPA) Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the County of Los Angeles that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.

Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall

maintain a list of all operating equipment in use on the construction site for verification by the County of Los Angeles. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Impact 5.2-3

Stationary Source

AQ-2 Prior to issuance of a building permit for new development projects within the Connect Southwest LA project, the property owner/developer shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star–certified appliances or appliances of equivalent energy efficiency. Installation of Energy Star or equivalent appliances shall be verified by the County of Los Angeles prior to issuance of a certificate of occupancy.

Transportation and Motor Vehicles

AQ-3 Prior to issuance of building permits for residential development projects within the Connect Southwest LA project, the property owner/developer shall indicate on the building plans that the feature below has been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Los Angeles prior to issuance of a certificate of occupancy.

- For multifamily dwellings, electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.

AQ-4 Prior to issuance of building permits for nonresidential development projects within the Connect Southwest LA project, the property owner/developer shall indicate on the building plans that the features below have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Los Angeles prior to issuance of a certificate of occupancy.

- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

Impact 5.2-4

Mitigation Measure AQ-1 applied for Impact 5.2-2 would also reduce the proposed project's localized construction-related criteria air pollutant emissions to the extent feasible.

AQ-5 Prior to discretionary approval by the County of Los Angeles for development projects within the Specific Plan Area that are subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects) and are within 25 meters (82 feet) of a sensitive land use, the project applicant shall submit a construction-related air quality study that evaluates potential localized project construction-related air quality impacts to the County of Los Angele Department of Regional Planning for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing localized significance thresholds (LST) air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the County of Los Angeles shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the County and shall be verified by the County's Department of Regional Planning.

5.2.9 Level of Significance After Mitigation

Impact 5.2-1

The Specific Plan policies and RR AIR-1 through RR-AIR-4 would minimize criteria air pollutant emissions from construction and operation of the proposed project. Mitigation measures applied for Impact 5.2-2 and Impact 5.2-3 would reduce the proposed project's regional construction-related and operational-phase criteria air pollutant emissions to the extent feasible. However, due to the increase in criteria air pollutant emissions, the proposed project would continue to be potentially inconsistent with the assumptions in the AQMP. Therefore, Impact 5.2-1 would remain **significant and unavoidable**.

Impact 5.2-2

Construction activities associated with the buildout of the project would generate criteria air pollutant emissions that would exceed SCAQMD's regional significance thresholds, contribute to the nonattainment designations of the SoCAB, and contribute to known health effects from poor air quality—including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; decreased lung function; and increased respiratory symptoms. RR AIR-3 through RR AIR-4 would minimize criteria air pollutant emissions from construction equipment exhaust and fugitive dust through compliance with CARB and SCAQMD rules. Mitigation Measure AQ-1 would reduce criteria air pollutants generated from project-related construction activities. Buildout of the proposed project would occur over a long period, and construction time frames and equipment for individual site-specific projects are not available at this time. There is a potential for multiple

developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to Mitigation Measure AQ-1, project-level and cumulative impacts under Impact 5.2-2 would remain **significant and unavoidable**.

Impact 5.2-3

Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and known health effects from poor air quality—including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; decreased lung function; and increased respiratory symptoms. RR AIR-1 through RR AIR-2 would minimize criteria air pollutant emissions from transportation and energy use by requiring mandatory measures of CALGreen as well as additional voluntary green building standards of CALGreen for nonresidential buildings 25,000 square feet and larger. Incorporation of Mitigation Measures AQ-2 through AQ-4 would reduce operation-related criteria air pollutants generated by stationary and mobile sources. Mitigation Measures AQ-3 and AQ-4 would encourage and accommodate use of alternative-fueled vehicles. However, despite adherence to Mitigation Measures AQ-2 through AQ-4, project-level and cumulative impacts identified under Impact 5.2-3 would remain **significant and unavoidable** due to the magnitude of land use development associated with the proposed project.

Impact 5.2-4

RR AIR-3 through RR AIR-4 would minimize criteria air pollutant emissions from construction equipment exhaust and fugitive dust through compliance with CARB and SCAQMD rules. Mitigation Measure AQ-1 (applied for Impact 5.2-2) would reduce the proposed project's regional construction emissions and therefore also reduce the project's localized construction-related criteria air pollutant and DPM emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed SCAQMD's LSTs (criteria air pollutants and health risk). Mitigation Measure AQ-5 requires preparation of a construction air quality analysis for discretionary projects subject to CEQA if they are within 25 meters of a sensitive use. However, because of the scale of development activity associated with buildout of the Specific Plan, it is not possible to determine whether the scale and phasing of individual development projects would result in the exceedance of the localized emissions and health risk thresholds and contribute to known health effects. Therefore, project-level and cumulative impacts under Impact 5.2-4 would remain **significant and unavoidable**.

5.2.10 References

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5.3 CULTURAL RESOURCES

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the proposed Connect Southwest LA project to impact cultural resources in the County of Los Angeles. Cultural resources comprise paleontological, archaeological, and historical resources. Paleontological resources are the fossilized remains of plants and animals. Archaeology is the branch of paleontology that studies human artifacts, such as places, objects, and settlements that reflect group or individual religious, cultural, or everyday activities. Historical resources include sites, structures, objects, or places that are at least 50 years old and are significant for their engineering, architecture, cultural use or association, etc. In California, historic resources cover human activities over the past 12,000 years. Cultural resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. The analysis in this section is based in part on the following information:

- *Cultural Resources Overview and Assessment: The City of Los Angeles, West Athens-Westmont TOD Specific Plan Project Area, Los Angeles County, California,* McKenna et al., July 20, 2016.

A complete copy of this study is included in the Technical Appendices of this Draft EIR (Volume II, Appendix D1)

5.3.1 Environmental Setting

5.3.1.1 RELEVANT PROGRAMS AND REGULATIONS

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

Native American Graves Protection and Repatriation Act

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

State

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and California Environmental Quality Act (CEQA).

- **California Public Resources Code Sections 5020–5029.5** continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.

- **California Public Resources Code Sections 5079–5079.65** define the functions and duties of the Office of Historic Preservation, which is responsible for the administration of federal- and state-mandated historic preservation programs in California and the California Heritage Fund.

- **California Public Resources Code Sections 5097.9–5097.991** provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the Native American Heritage Commission. They also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated per California Health and Safety Code Section 7050.5, which states that:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation…until the coroner…has determined…that the remains are not subject to…provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible…. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her

> authority and…has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Local

Los Angeles County Historic Preservation Ordinance

County of Los Angeles Historic Preservation Ordinance (Part 28, Chapter 22.52, Title 22 Los Angeles County Code) became effective in October 2015. The County has adopted a historic preservation ordinance that generally applies to all private property in the unincorporated County area and to County-owned landmarks. The ordinance provides a process to nominate a landmark or historic district at the County level. The Board of Supervisors may designate any County-owned property as a landmark if the board determines that the property satisfies applicable criteria, which are similar to the criteria for eligibility for the state's register of historic resources.

5.3.1.2 EXISTING CONDITIONS

Natural Setting

The project site is located within the western extent of the Los Angeles Basin (Basin), which is part of the Peninsular Range Geomorphic Province of California. The Los Angeles Basin is a coastal plain extending from the Pacific Ocean on the south to the Santa Monica Mountains and Puente Hills on the north. The Basin is also described as consisting of thousands of meters of post-Jurassic sediment overlying crystalline basement rocks.

The project area is within the Southwestern Block of the Basin, of which the basement is the distinguishing feature. Although the basement of the block is exposed only in the Palos Verdes Hills, it has been encountered in numerous oil wells at depths of 5,000 to 14,000 feet below sea level. The basement rocks belong to the Catalina schist facies of the Franciscan Formation and are chiefly green chlorite and blue glaucophane schists.

Important streams include the San Gabriel River, which drains the central San Gabriel Mountains. The San Gabriel River forks downstream near Duarte into the San Gabriel River proper and the Rio Hondo River, which joins the Los Angeles River near Downey, so that the two drainages intermingle. The Los Angeles River reaches the Pacific Ocean near Long Beach, and the San Gabriel River discharges near Seal Beach.

The project area is west of the Los Angeles River channel and associated with the Newport-Inglewood Fault. The nature of the loose, sandy deposits of the older and younger Quaternary Alluvium are subject to liquefaction and ground failures (sinking/rising/expanding, etc.), but less likely to result in landslides, given the current flat terrain. Although the project area is considered to be within an urban setting, there are still some areas of open space.

Cultural Setting

Historical Resources

Prehistoric Period

The project area is associated with the traditional territory of the prehistoric and protohistoric Native American populations generally referred to as the Gabrieliño/Tongva. The Gabrieliño/Tongva society is identified by Late Prehistoric/Protohistoric ethnographic records and archaeological data as occupying Southern California in the Late Prehistoric period.

The term Gabrieliño is a reference to Native American populations under the jurisdiction of the historic Mission San Gabriel de Archangel (located in the City of San Gabriel). The Mission San Gabriel serviced the entire Los Angeles Basin and into the San Bernardino area. Present-day City of Los Angeles is somewhat centrally located in the Gabrieliño's ethnographic boundaries.

The core of the Los Angeles Basin was the site of the historic City of Los Angeles and the ethnographic village of Yangna. Following the founding of the Pueblo de Los Angeles, a large Catholic church (Church of Our Lady the Queen of the Angels) was constructed to service the small but sedentary population of the pueblo, including Native Americans and early European settlers (primarily Spanish/Mexican, but also many others). Evidence of the prehistoric occupation of the area, including the village of Yangna, has been sporadically identified, and the native populations became known as Gabrieliños.

Historic Period

In the 1770s, the Spanish padres, under the direction of Junipero Serra, began the process of establishing a series of missions throughout Alta California, as California was then known. The project area is within the boundaries of lands historically held by the Mission San Gabriel de Archangel. The Mission continued to hold these large tracts until the Mexican government declared its independence from Spain and issued orders for the secularization of the missions around 1824. By 1833-34, the majority of mission lands were taken from the Catholic Church and granted to individuals who had served as Spanish or Mexican soldiers, settlers, financiers, etc.

Historic Subdivisions

The project area is outside the boundaries of any identified rancho, and therefore, following the acquisition of Alta California by the United States, this area was available for purchase, settlement, and/or trade. Historic map research showed this area was mapped as early as 1858. Subdivisions within the project area date as early as the 1880s. The project area is currently covered by numerous County Assessor books, including books 4057, 6076, 6077, 6078, 6079, and 6090.

A total of 28 subdivision maps were identified as involving portions of the current project area. These maps date between 1887 and 1997. In assessing these maps and their respective areas, it has been demonstrated that almost the entire study area was subdivided, to some extent, very early (1887), but most of these areas were subsequently addressed with overlapping maps dating after 1917.

Much of the area was built out subsequent to WWII, and the housing/commercial structures are reflective of the 1940s to 1960s improvements. There are some earlier improvements, and these appear to cluster around the West Athens Elementary School and the area northwest of 120th Street and Vermont Avenue. This area should be considered sensitive for pre-1920 improvements.

The remaining portions of the project area are dominated by modern improvements (e.g., the Los Angeles Southwest College campus, Los Angeles County government facilities, and the Los Angeles County Sheriff's Station). There is also a considerable amount of modern commercial development along Vermont Avenue and Imperial Highway. Residential communities within the study area are dominated by late 1940s through 1960s developments, but also include some modern complexes. The campus of St. Frances Cabrini covers a relatively large property on Imperial Highway; just outside the study area, St. Andrew Catholic Church services the western side of Western Avenue. The early West Athens Elementary School (and associated community center) also covers a large area. Overall, the area is consistent with post WWII improvements with little evidence of intact early improvements.

Archaeological Resources

An archaeological records search was conducted through the California State University, Fullerton, South Central Coastal Information Center (SCCIC) to understand the extent of previous studies and the potential for the area to yield additional evidence of cultural resources. The study area encompassed the Specific Plan area and a one-half mile around the peripheries of the project area.

This research resulted in the identification of a minimum of 38 cultural resource investigations. Of these 38 studies, 26 were identified as cell tower sites involving relatively small study areas. Larger study areas involved research for the I-105 freeway alignment, the West Basin water projects, and the Metro railroad studies. The remaining studies involved properties of less than five acres associated with residential or commercial improvements. Research identified one potential cultural resource within the project area and five in the immediately surrounding area: 19-175276; 19-186739; 19-190272; 19-190274; 19-190621; 19-190623.

- **19-175276.** Site 19-175276 was recorded in 1995 and described as the site of Gompers Middle School on 112th Street. Built between 1937 and 1939, the school was designed by Myron Hunt and H. C. Chambers. There were six structures within the campus, including the Administration Building, Physical Education Building, Home Economic Building, Shop Building, Classroom Building No. 1, and the Auditorium. The campus had a rating of 2S2, meaning the site would qualify for listing in the National Register of Historic Resources. The record is incomplete, but given the street address, this campus is outside the boundaries of the current study area.

- **19-186739.** Site 19-186739 was recorded in 2002 and described as the 1940 Los Angeles Community Church on S. Hoover Street in Los Angeles. This location is east of Vermont Avenue and just northeast of the study area. The record concludes that the church is intact and old enough for consideration as a significant resource, but failed to meet the minimum requirements for recognition as a significant resource.

- **19-190272.** Site 19-190272 was recorded in 2012 and identified as the Faith United Methodist Church of Los Angeles (108th Street). Built in 1949, this church was assessed for historic significance and found to lack the necessary associations or architectural amenities to qualify for recognition as a significant resource. This resource is outside the study area.

- **19-190274.** Site 19-190274 was also recorded in 2012 and was identified as a 1959 utility pole alignment on Vermont Avenue (11850 Vermont Avenue). The pole reported under this site number is located between 117th and 119th Streets. The pole is located within the study area, but was determined ineligible for listing under Criterion A for its association with the Southern California Joint Pole Committee.

- **19-190621.** Site 19-190621 was recorded in 2013 and described as the Church of the Ascension. Erected in 1957, this Catholic church meets the age requirement to be considered historically significant. However, this church, located on 112th Street, is east of the study area and would not be impacted by any project-related activities.

- **19-190623.** Site 19-190623, recorded in 2012, is the site of Gardena Western Business Park at Western Avenue and 135th Street. The complex was identified as a 1961 commercial improvement that is ineligible for recognition as a significant cultural resource. The site is located outside the current study area.

Historic Maps and Aerial Photographs

A review of historic maps included the 1964 USGS Inglewood quadrangle. This map illustrated the project area, including the railroad alignment but not the I-105 freeway alignment, as expected. The oil fields and current street alignments are illustrated. With the exception of the oil fields, a pipeline alignment, the site of the West Athens Elementary School, and the southwestern corner of Western Avenue and Imperial Highway, the entire project area is depicted as being within an urban setting and completely built out. St. Frances Cabrini Church and School are also depicted.

The 1950 USGS Inglewood Quadrangle illustrates similar findings, but with fewer improvements on the north side of 120th Street, east of Western Avenue, and less development west of Western Avenue, south of Imperial Highway. The 1944 Redondo Beach quadrangle illustrates the railroad alignment as the Pacific Electric alignment. The Southern Pacific Railroad alignment runs south along Vermont Avenue.

Aerial photographs showed the railroad alignment and St. Frances Cabrini Church in 1952 and the presence of the sheriff's station by 1972. The beginnings of the Los Angeles Southwest Collage are also evident. By 1980, the college campus is expanded significantly, but there is still no evidence of the I-105 freeway alignment. By 1994, the freeway is present, having replaced numerous residential and/or commercial structures within its alignment. The college is also fully built out.

Areas to the north of Imperial Highway appear to remain intact. Significant changes between the pre-1964 and post-1964 periods are associated with areas between the freeway right-of-way and 120th Street.

Paleontological Resources

The project area is composed of surficial deposits consisting of older Quaternary Alluvium, derived broadly as alluvial fan deposits in the Los Angeles Basin. These deposits have been associated with numerous fossil finds, including, but not limited to, mammoth, squirrel, horse, antelope, pond turtle, puffin, turkey, ground sloth, dire wolf, rabbit, deer mouse, pocket gopher, deer, and bison. Specimens have been identified in the vicinity of 120th Street and Athens Boulevard (just east of the southeastern corner of the project area). Other specimens were identified between 112th Street and 113th Street, near Interstate 110 (Harbor Freeway).

A paleontological overview for the project area was prepared by the Natural History Museum of Los Angeles County. The overview confirmed the project area as consisting primarily of older Quaternary alluvium deposits that have yielded evidence of significant fossil specimens.

Summary

The greater majority of the project area was developed prior to any requirements for cultural resources investigations; therefore, very little of the study area has been formally investigated or evaluated for significant cultural resources. The six known resources for the area are primarily outside the boundaries of the project site. One resource (Site 19-190274), a power pole, was identified within the Specific Plan project area, but determined to be insignificant.

This level of research has resulted in a preliminary finding that the project area is highly sensitive for the presence of paleontological resources, moderately sensitive for historic cultural resources (buildings), and unknown for the presence of prehistoric archaeological resources. No prehistoric archaeological resources have been recorded in the area, but the area is generally considered sensitive for prehistoric archaeological resources, as all of the Los Angeles Basin has been known to have been exploited by the prehistoric Gabrielino/Tongva for thousands of years.

5.3.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

C-1 Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

C-3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources.

C-4 Disturb any human remains, including those interred outside of formal cemeteries.

C-5 Cause a substantial adverse change in the significance of a tribal cultural resource as defined in the CEQA Public Resources Code Section 21074.

Per Assembly Bill 52, tribal cultural resources, as defined in Public Resources Code Section 21074, must be analyzed in a separate EIR section. Thus, Threshold C-5 is analyzed in Section 5.12, *Tribal Cultural Resources*, of this DEIR.

Historical Resources

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC § 5024.1; 14 CCR § 4852)

The fact that a resource is not listed in the California Register of Historical Resources, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

5.3.3 Plans, Programs, and Policies

5.3.3.1 REGULATORY REQUIREMENTS

RR CUL-1 All construction activities will be conducted in accordance with Section 7050.5 of the California Health and Safety Code regarding the potential discovery of human remains. If applicable, the Native American Heritage Commission will be responsible for designating the most likely descendant, as required by Section 5097.98 of the California Public Resources Code. If the landowner rejects the recommendations of the most likely descendant, the burial location would be determined in compliance with California Public Resources Code, Section 5097.98.

5.3.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.3-1: Development of the project could impact an identified historic resource. [Threshold C-1]

Impact Analysis: Development pursuant to the proposed project could impact known and unknown historic resources within the Specific Plan area. The few previously recorded resources identified with the project area boundaries (e.g., Site 19-190274, power pole) have been assessed as ineligible for recognition as historical resources. The project area is associated with relatively early historic subdivisions and development. With the exception of the modern commercial and residential improvements, the project area can be associated with the establishment of roadways, the railroad alignment, churches, schools, residential tracts, and commercial properties. The majority of these improvements date between the 1940s and 1960s, but also include some improvements dating back into the 1920s and 1930s.

Under CEQA, a project has a significant impact on a historical resource if it "would result in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resources would be materially impaired" (CEQA Guidelines Section 15064.5(b)(1)). Material impairment would occur if the project would result in demolition or material alteration of those physical characteristics that convey the resource's historical significance (CEQA Guidelines Section 15064.5(b)(2)).

Direct Impacts

Buildout of the proposed project would have no direct impact on a known historical resource. The only known historical resource is Site 19-190274, a power pole constructed in 1959 on Vermont Avenue. However, it was determined ineligible for listing under Criterion A for its association with the Southern California Joint Pole Committee. Thus, no known historical resources would be demolished, altered, or relocated as a result of the project. Impacts to known historical resources are considered less than significant.

All of the road alignments within the project area are considered historic by age. However, each has been significantly improved via width, pavement, and infrastructure improvements that have destroyed the original alignments. This is particularly seen along the major roadways, including Vermont Avenue, Western Avenue, and Imperial Highway. Secondary streets extend from 110th Street to 120th Street and include numerous east-west and north-south alignments. The names of some streets have been changed over the years, but the actual alignments have not. There have been some lot-line adjustments, but the greater majority of the properties reflect their original dimensions and improvements. Modern improvements, such as the establishment of the I-105 freeway alignment, have also resulted in the removal of some single family residences and interrupted road alignments. Overall, the area is consistent with post WWII improvements with little evidence of intact early improvements. Thus, development in accordance with the Specific Plan would not directly impact these historic-age road alignments and impacts would be less than significant.

Indirect Impacts

Implementation of the proposed project would have the potential to result in indirect impacts to historical resources if it would result in new development that is incompatible, spatially obstructive, or would otherwise damage the integrity of a historical resource.

The Secretary of the Interior's Standards (Standard) Number 9 and 10 provide guidance in evaluating the potential for indirect impacts. Standard Number 9 states:

> New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

As stated above, only one known potentially historic resource was identified onsite (Site 19-190274) and was determined ineligible for listing. Thus, indirect impacts of the proposed project would have no impact on any known historic resource in the Specific Plan area.

However, the project site includes a number of properties that have not been evaluated for historical significance and that will pass the age criteria threshold during the lifetime of the project. Generally, properties must be at least 50 years old to be eligible for listing in the National Register of Historic Places. Because the California Register and local register are modeled after the National Register, the industry standard is 50 years as the minimum age requirement for eligibility. However, to capture properties that might turn 50 years old during the development of a project or survey, 45 years old is the minimum age requirement for evaluation. Since buildout would occur over a minimum 20-year period, future development has the potential to impact buildings that become 45 years or older. A historical resources evaluation would be required at that time. Future development or improvements within the Specific Plan area could potentially impact unknown historical resources and result in a significant impact.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.3-1 would be potentially significant.

Impact 5.3-2: Development pursuant to the proposed Specific Plan could impact archaeological resources. [Threshold C-2]

Impact Analysis: The cultural resources investigations for the project site identified evidence of redevelopment in some areas, raising the potential for impacts to archaeological resources—primarily in the area east of Western Avenue and between Imperial Highway and 120th Street.

Prehistoric Archaeological Resources

No prehistoric archaeological resources have been recorded in the area, but the area is generally considered sensitive for prehistoric archaeological resources, as all of the Los Angeles Basin has been known to have been exploited by the prehistoric Gabrielino/Tongva for thousands of years. Therefore, although there was no research documentation or physical evidence, the project area should be considered relatively sensitive for prehistoric archaeological resources. Development in accordance with the Specific Plan may result in potentially significant impacts to previously undiscovered prehistoric archaeological resources.

Historic Archaeological Resources

Similar to prehistoric archaeological resources, no evidence of historic archaeological resources was identified during the recent reconnaissance survey. However, these findings are based primarily on the fact that the project site is located in an urban setting with little to no available native soils for visual inspection. There is always a potential for buried historic archaeological resources to be discovered during future grading activities associated with the proposed project, and, therefore, the overall area is considered to have a relative level of sensitivity. Thus, impacts would be potentially significant.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.3-2 would be potentially significant.

Impact 5.3-3: The proposed project could destroy paleontological resources or a unique geologic feature. [Threshold C-3]

Impact Analysis: The project area consists primarily of Older Quaternary alluvium deposits that have yielded evidence of significant fossil specimens, including, but not limited to mammoth, squirrel, horse, antelope, pond turtle, puffin, turkey, ground sloth, dire wolf, rabbit, deer mouse, pocket gopher, deer, and bison. Therefore, it is considered highly sensitive for paleontological resources. While shallow excavations are not likely to yield evidence of fossil specimens, deeper excavations (approximately 15–18 feet below the presence surface) are likely to be sensitive for the presence of significant fossil remains. Therefore, excavations of depths below 15 feet would require a paleontological monitor to identify and collect, if necessary, any specimens discovered during grading and construction activities.

Level of Significance before Mitigation: Based on the analysis aboe, Impact 5.3-3 would be potentially significant.

Impact 5.3-4: Grading activities could potentially disturb human remains. [Threshold C-4]

Impact Analysis: Buildout of the Specific Plan would involve new grading and construction activities that may uncover previously undiscovered materials, such as human remains. However, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code Section 7050.5 requires that disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Regulatory requirement RR CUL-1 also requires that the MLD is notified per Section 5097.98 of the California Resources Code.

Although soil-disturbing activities associated with the proposed project could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur.

Level of Significance before Mitigation: With implementation of regulatory requirement RR CUL-1, Impact 5.3-4 would be less than significant.

5.3.5 Cumulative Impacts

The area considered for cumulative impacts to cultural resources is an approximate one-half-mile radius around the Specific Plan boundary. Future projects near the project site may involve demolishing or altering existing historic resources that may be eligible for California Register of Historic Resources (CRHR) listing. Some projects would disturb soil and thus could damage archaeological and/or paleontological resources that may be buried under those project sites. However, similar to the proposed project, these cumulative projects would be subject to CEQA review, including studies of historical, archaeological, and paleontological resources that are present or could be present onsite, and historic architectural evaluation of structures onsite that could potentially be eligible for listing on the CRHR. Where significant or potentially significant impacts are identified, implementation of all feasible mitigation measures would be required to reduce those impacts. Therefore, cumulative impacts to cultural resources would be less than significant after mitigation, and after implementation of state law and appropriate mitigation measures, impacts of the proposed project on cultural resources would not be cumulatively considerable.

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impact would be less than significant: 5.3-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.3-1** Potentially historic resources may be impacted by development in accordance with the proposed project.
- **Impact 5.3-2** Previously undiscovered archaeological resources may be uncovered during grading activities associated with the proposed project.
- **Impact 5.3-3** Paleontological resources may be impacted by development of the proposed project.

5.3.7 Mitigation Measures

Impact 5.3-1

CUL-1 Prior to issuance of grading permits, future project applicants/developers of projects on improved properties with buildings and/or structures at least 45 years of age shall prepare the following:

- An intensive-level historical evaluation of the subject property. The evaluation shall be conducted in accordance with all applicable federal, state, and local guidelines for evaluating historical resources. Recommendations for preservation should be considered, if applicable, and
- A Phase I cultural resources investigation compliant with current standards and guidelines for proposed areas of development that includes demolition activities.

The historical evaluation and Phase I investigation shall be submitted to the County of Los Angeles Department of Regional Planning for review and approval.

Impact 5.3-2

CUL-2 Prior to the issuance of any grading permit, future project applicants/developers of previously unimproved sites or sites requiring excavation beyond six feet in depth shall provide written evidence to the County of Los Angles that a County-certified archaeologist has been retained to observe grading activities and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pregrade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.

If the archaeological resources are found to be significant, the archaeological monitor shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The archaeologist shall prepare a comprehensive report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable). If any resources are excavated, the project applicant/developer shall prepare excavated material to the point of identification.

Future applicants/developers shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first-refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County. The project applicant/developer shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors and if such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County.

Impact 5.3-3

CUL-3 Prior to issuance of grading permits, future project applicants/developers of previously unimproved sites or sites requiring excavation 15 feet or more below current ground surfaces shall retain a qualified paleontologist to monitor grading activities. Deep excavations may impact undisturbed deposits in older Quaternary alluvium, which is typically associated with

fossils. The qualified paleontologist shall be present during the pregrading meeting to discuss paleontological sensitivity and to assess whether scientifically important fossils have the potential to be encountered. The paleontologist shall determine, based on consultation with the County, when monitoring of grading activities is needed based on the onsite soils and final grading plans.

All paleontological work to assess and/or recover a potential resource at the project site shall be conducted under the direction of the qualified paleontologist and follow the standard protocols of the Natural History Museum of Los Angeles County. If any fossil remains are uncovered during earth-moving activities, all heavy equipment shall be diverted at least 50 feet from the fossil site until the monitor has had an opportunity to examine the remains and determines that earth moving can resume. The extent of land area that is prohibited from disturbance shall be at the discretion of the paleontological monitor. Samples of older Quaternary alluvium shall be collected as necessary for processing and shall be examined for very small vertebrate fossils. The paleontologist shall prepare a report of the results of any findings following accepted professional practice and submit the report for review by the County of Los Angeles Department of Regional Planning.

5.3.8 Level of Significance After Mitigation

The mitigation measures identified above would reduce potential impacts to cultural resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts to cultural resources have been identified.

5.3.9 References

McKenna et al. (McKenna). 2016, July 20. Cultural Resources Overview and Assessment: The City of Los Angeles, West Athens-Westmont TOD Specific Plan Project Area, Los Angeles County, California.

5.4 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (DEIR) evaluates the implementation of the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont project (proposed project; Connect Southwest LA project) to cumulatively contribute to greenhouse gas (GHG) emissions. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis. The analysis in this section is based on buildout of the proposed project, as modeled using the California Emissions Estimator Model (CalEEMod) and trip generation and vehicle miles traveled (VMT) provided by IBI Group (see Appendix H to this DEIR). The GHG emissions modeling for construction and operational phases are included in Appendix C of this DEIR.

5.4.1 Environmental Setting

5.4.1.1 GREENHOUSE GASES AND CLIMATE CHANGE

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2] The major GHGs are briefly described below.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, because it is considered part of the feedback loop rather than a primary cause of change.

[2] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing particulate matter from diesel engines and burning activities (CARB 2017b). However, state and national GHG inventories do not include black carbon yet due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global-warming-potential (GWP) gases.

  - ***Chlorofluorocarbons (CFCs)*** are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down the ozone layer. These gases are therefore being replaced by other compounds that are GHGs covered under the Kyoto Protocol.

  - ***Perfluorocarbons (PFCs)*** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with hydrofluorocarbons (HFCs), to ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high GWP.

  - ***Sulfur Hexafluoride (SF_6)*** is a colorless gas soluble in alcohol and ether, and slightly soluble in water. SF_6 is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.

  - ***Hydrochlorofluorocarbons (HCFCs)*** contain hydrogen, fluorine, chlorine, and carbon atoms. Although they are ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs.

  - ***Hydrofluorocarbons (HFCs)*** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs. (IPCC 1995; USEPA 2017)

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWPs of GHGs are shown in Table 5.4-1, *GHG Emissions and Their Relative Global Warming Potential Compared to CO_2*. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For

example, under IPCC's Fourth Assessment Report (AR4) GWP values for CH_4, a project that generates 10 metric tons (MT) of CH_4 would be equivalent to one that generates 250 MT of CO_2.[3]

Table 5.4-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Second Assessment Report Atmospheric Lifetime (Years)	Fourth Assessment Report Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO_2[1]	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	50 to 200	50 to 200	1	1
Methane[2] (CH_4)	12 (±3)	12	21	25
Nitrous Oxide (N_2O)	120	114	310	298
Hydrofluorocarbons:				
HFC-23	264	270	11,700	14,800
HFC-32	5.6	4.9	650	675
HFC-125	32.6	29	2,800	3,500
HFC-134a	14.6	14	1,300	1,430
HFC-143a	48.3	52	3,800	4,470
HFC-152a	1.5	1.4	140	124
HFC-227ea	36.5	34.2	2,900	3,220
HFC-236fa	209	240	6,300	9,810
HFC-4310mee	17.1	15.9	1,300	1,030
Perfluoromethane: CF_4	50,000	50,000	6,500	7,390
Perfluoroethane: C_2F_6	10,000	10,000	9,200	12,200
Perfluorobutane: C_4F_{10}	2,600	NA	7,000	8,860
Perfluoro-2-methylpentane: C_6F_{14}	3,200	NA	7,400	9,300
Sulfur Hexafluoride (SF_6)	3,200	NA	23,900	22,800

Sources: IPCC 1995, 2007.
Note: The GWP values in the IPCC's Fifth Assessment Report (2013) reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2. However, SCAQMD uses the AR4 GWP values to maintain consistency in statewide GHG emissions modeling. In addition, the 2014 Scoping Plan Update was based on the AR4 GWP values.
1 Based on 100-year time horizon of the GWP of the air pollutant compared to CO_2.
2 The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

California's GHG Sources and Relative Contribution

California is the 20th largest GHG emitter in the world and the 2nd largest emitter in the United States, surpassed only by Texas (CARB 2014a). However, California also has over 12 million more people than Texas. Because of more stringent air emission regulations, in 2014, California ranked third lowest in energy-related carbon emissions per capita (EIA 2017).

[3] CO_2-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

In 2016, the statewide GHG emissions inventory was updated for 2000 to 2014 emissions using the AR4 GWPs.[4] Based on these GWPs, California produced 442 million metric tons (MMT) of CO_2e GHG emissions in 2014. California's transportation sector remains the single largest generator of GHG emissions, producing 36.1 percent of the state's total emissions; industrial sector emissions made up 21.1 percent, and electric power generation made up 20.0 percent. Other major sectors of GHG emissions are commercial and residential (8.7 percent), agriculture (8.2 percent), high-GWP GHGs (3.9 percent), and recycling and waste (2.0 percent) (CARB 2016a).

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO_2 in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are also hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.

[4] Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (2006).

- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada. By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase from 4.1 to 8.6°F, depending on emissions levels (CCCC 2012).

In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) a shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.4-1), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 5.4-2, *Summary of GHG Emissions Risks to California,* and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy impacts.

Table 5.4-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods

Table 5.4-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
	Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014.

Specific climate change impacts that could affect the project include:

- **Water Resources Impacts.** By late this century, all projections show drying, and half of the projections suggest 30-year average precipitation will decline by more than 10 percent below the historical average. This drying trend is caused by an apparent decline in the frequency of rain and snowfall. Even in projections with relatively small or no declines in precipitation, central and southern parts of the state can be expected to be drier from the warming effects alone—the spring snowpack will melt sooner, and the moisture in soils will evaporate during long dry summer months (CCCC 2012).

- **Wildfire Risks.** Earlier snowmelt, higher temperatures, and longer dry periods over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related changes in vegetation and ignition potential from lightning. Human activities will continue to be the biggest factor in ignition risk. The number of large fires statewide is estimated to increase from 58 percent to 128 percent above historical levels by 2085. Under the same emissions scenario, estimated burned area will increase by 57 percent to 169 percent, depending on location (CCCC 2012).

- **Health Impacts.** Many of the gravest threats to public health in California stem from the increase of extreme conditions, principally more frequent, more intense, and longer heat waves. Particular concern centers on the increasing tendency for multiple hot days in succession and simultaneous heat waves in several regions throughout the state. Public health could also be affected by climate change impacts on air quality, food production, the amount and quality of water supplies, energy pricing and availability, and the spread of infectious diseases. Higher temperatures also increase ground-level ozone levels. Furthermore, wildfires can increase particulate air pollution in the major air basins of California (CCCC 2012).

- **Increase Energy Demand.** Increases in average temperature and higher frequency of extreme heat events combined with new residential development across the state will drive up the demand for cooling

in the increasingly hot and longer summer season and decrease demand for heating in the cooler season. Warmer, drier summers also increase system losses at natural gas plants (reduced efficiency in the electricity generation process at higher temperatures) and hydropower plants (lower reservoir levels). Transmission of electricity will also be affected by climate change. Transmission lines lose 7 percent to 8 percent of transmitting capacity in high temperatures while needing to transport greater loads. This means that more electricity needs to be produced to make up for the loss in capacity and the growing demand (CCCC 2012).

5.4.1.2 RELEVANT PROGRAMS AND REGULATIONS

This section describes the federal, state, and local regulations applicable to GHG emissions.

Federal Laws

The U.S. Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not themselves impose any emission reduction requirements, but allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the project's GHG emissions inventory because they constitute the majority of GHG emissions and, per South Coast Air Quality Management District (SCAQMD) guidance, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

US Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MT or more of CO_2e per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2010/2012)

The current Corporate Average Fuel Economy standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued

new standards in 2012 for model years 2017–2025 that will require a fleet average of 54.5 miles per gallon in 2025. However, the EPA is reexamining the 2017-2025 emissions standards.

EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the Clean Air Act, the EPA has been developing regulations for new stationary sources such as power plants, refineries, and other large sources of emissions. Pursuant to former President Obama's 2013 Climate Action Plan, the EPA was directed to develop regulations for existing stationary sources also. However, the EPA is reviewing the Clean Power Plan under President Trump's Energy Independence Executive Order.

State Laws

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05 and B-30-15, Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32), and SB 375.

Executive Order S-03-05

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-03-05.

CARB 2008 Scoping Plan

The final Scoping Plan was adopted by CARB on December 11, 2008. The *2008 Scoping Plan* identified that GHG emissions in California are anticipated to be approximately 596 $MMTCO_2e$ in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 $MMTCO_2e$ (471 million tons) for the state (CARB 2008). In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 $MTCO_2e$ per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

First Update to the Scoping Plan

CARB completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan was adopted at the May 22, 2014, board hearing. The update highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the original 2008 Scoping Plan.

As part of the update, CARB recalculated the 1990 GHG emission levels with the updated AR4 GWPs, and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher at 431 $MMTCO_2e$ (CARB 2014b).

As identified in the Update to the Scoping Plan, California is on track to meeting the goals of AB 32. However, the update also addresses the state's longer-term GHG goals within a post-2020 element. The post-2020 element provides a high level view of a long-term strategy for meeting the 2050 GHG goals, including a recommendation for the state to adopt a midterm target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with or exceeds the trajectory created by statewide goals (CARB 2014b). CARB identified that reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014b).

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions within the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaption strategy, Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed SB 32 and AB 197 into law, making the Executive Order goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

2017 Climate Change Scoping Plan Update

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On January 20, 2017, CARB released the *Draft 2017 Climate Change Scoping Plan Update* with adoption hearings planned for June of 2017. The *Draft 2017 Climate Change Scoping Plan Update* includes the potential regulations and programs including strategies consistent with AB 197 requirements to achieve the 2030 target. The 2017 Scoping Plan establishes a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017a).

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use

of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing Zero Emission Vehicle (ZEV) buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing methane and hydroflurocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.[5]
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

In addition to the statewide strategies listed above, the *2017 Climate Change Scoping Plan* also identified local governments as essential partners in achieving the state's long-term GHG reduction goals and identified local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 $MTCO_2e$ or less per capita by 2030 and 2 $MTCO_2e$ or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidenced-based bright-line numeric thresholds—consistent with the Scoping Plan and the state's long-term GHG goals—and projects with emissions over that amount may be required to incorporate

[5] The plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources in accordance with AB 197. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constrains and reduces emissions at covered sources.

on-site design features and mitigation measures that avoid or minimize project emissions to the degree feasible or a performance-based metric using a climate action plan or other plan to reduce GHG emissions (CARB 2017a).

The Scoping Plan scenario is set against the business-as-usual (BAU) yardstick—that is, what the GHG emissions would look like if the state did nothing at all beyond the policies that are required and already in place to achieve the 2020 limit, as shown in Table 5.4-3, *2017 Climate Change Scoping Plan Emissions Reductions Gap to Achieve the 2030 GHG Target*. It includes the existing renewables requirements, advanced clean cars, the "10 percent" LCFS, and the SB 375 program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. Also shown in the table, the known commitments are expected to result in emissions that are 50 $MMTCO_2e$ above the target in 2030. In order to make up the gap, a new Post-2020 Cap-and-Trade Program and refinery measure are key components of the 2017 Scoping Plan.

Table 5.4-3 2017 Climate Change Scoping Plan Emissions Reductions Gap to Achieve the 2030 GHG Target

Modeling Scenario	2030 GHG Emissions $MMTCO_2e$
Reference Scenario (Business-as-Usual)	392.4
With Known Commitments	310
2030 GHG Target	260

Source: CARB 2017a.

Table 5.4-4, *2017 Climate Change Scoping Plan Emissions Change by Sector to Achieve the 2030 Target*, provides estimated GHG emissions by sector, compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

Table 5.4-4 2017 Climate Change Scoping Plan Emissions Change by Sector to Achieve the 2030 Target

Scoping Plan Sector	1990 $MMTCO_2e$	2030 Proposed Plan Ranges $MMTCO_2e$	% Change from 1990
Agricultural	26	24-25	-4% to -8%
Residential and Commercial	44	38-40	-9% to -14%
Electric Power	108	42-62	-43% to -61%
High GWP	3	8-11	167% to 267%
Industrial	98	77-87	-11% to -21%
Recycling and Waste	7	8-9	14% to 29%
Transportation (including TCU)	152	103-111	-27% to -32%
Net Sink[1]	-7	TBD	TBD
Sub Total	431	300-345	-20% to -30%
Cap-and-Trade Program	NA	40-85	NA
Total	431	260	-40%

Table 5.4-4 2017 Climate Change Scoping Plan Emissions Change by Sector to Achieve the 2030 Target

Scoping Plan Sector	1990 $MMTCO_2e$	2030 Proposed Plan Ranges $MMTCO_2e$	% Change from 1990

Source: CARB 2017a.
Notes: TCU = Transportation, Communications, and Utilities; TBD: To Be Determined.
[1] Work is underway through 2017 to estimate the range of potential sequestration benefits from the natural and working lands sector.

Senate Bill 1383

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and CH_4. Black carbon is the light-absorbing component of fine particulate matter produced during incomplete combustion of fuels. SB 1383 requires the state board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030, as specified. The bill also establishes targets for reducing organic waste in landfill. On March 14, 2017, CARB adopted the "Final Proposed Short-Lived Climate Pollutant Reduction Strategy," which identifies the state's approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s despite the tripling of diesel fuel use (CARB 2017b). In-use on-road rules are expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020. SCAQMD is one of the air districts that requires air pollution control technologies for chain-driven broilers, which reduces particulate emissions from these char broilers by over 80 percent (CARB 2017b). Additionally, SCAQMD Rule 445 limits installation of new fireplaces in the SoCAB.

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). The 2020 targets are smaller than the 2035

targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's transportation network. The targets would result in 3 $MMTCO_2e$ of reductions by 2020 and 15 $MMTCO_2e$ of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

Under SB 375, CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology. The updated targets consider the need to further reduce VMT, as identified in the draft 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks relative to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035, translate into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted SCSs. As proposed, CARB staff's proposed targets would result in an additional reduction of over 10 $MMTCO_2e$ in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the SCAG region are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 21 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2017c). CARB anticipates adoption of the updated targets and methodology in October 2017. The updated targets and methodology will take effect on January 1, 2018, and SCS adopted in 2018 and later would be subject to these new targets.

SCAG's 2016-2040 RTP/SCS

SB 375 requires the MPOs to prepare a sustainable communities strategy in their regional transportation plan. For the SCAG region, the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted on April 7, 2016, and is an update to the 2012 RTP/SCS (SCAG 2016). In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

The 2016-2040 RTP/SCS projects that the SCAG region will meet or exceed the passenger per capita targets set in 2010 by CARB. It is projected that VMT per capita in the region for year 2040 would be reduced by 7.4 percent with implementation of the 2016-2040 RTP/SCS compared to a no-plan year 2040 scenario. Under the 2016-2040 RTP/SCS, SCAG anticipates lowering GHG emissions 8 percent below 2005 levels by 2020, 18 percent by 2035, and 21 percent by 2040. The 18 percent reduction by 2035 over 2005 levels represents a 2 percent increase in reduction compared to the 2012 RTP/SCS projection. Overall, the SCS is meant to provide growth strategies that will achieve the aforementioned regional GHG emissions reduction targets. Land use strategies to achieve the region's targets include planning for new growth around high quality transit areas and livable corridors, and creating neighborhood mobility areas to integrate land use and transportation

and plan for more active lifestyles (SCAG 2016). However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency.

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the Corporate Average Fuel Economy standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new LCFS for transportation fuels sold within the state. Executive Order S-01-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the RPS established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SBX1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects, because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon), was signed into law September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate zero-emissions vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directs the number of zero-emission vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions from the transportation sector 80 percent below 1990 levels.

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2016 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On June 10, 2015, the CEC adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017.

The 2016 Standards continues to improve upon the previous 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Under the 2016 Standards, residential and nonresidential buildings are 28 and 5 percent more energy efficient than the 2013 Standards, respectively (CEC 2015a). Buildings that are constructed in accordance with the 2013 Building Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the prior 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features. While the 2016 standards do not achieve zero net energy, they do get very close to the state's goal and make important steps toward changing residential building practices in California. The 2019 standards will take the final step to achieve zero net energy for newly constructed residential buildings throughout California (CEC 2015b).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code

requirements), water conservation, material conservation, and internal air contaminants.[6] The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2016. The 2016 CALGreen became effective on January 1, 2017.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Regulations

California's Integrated Waste Management Act of 1989 (AB 939; Public Resources Code §§ 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

The California Solid Waste Reuse and Recycling Access Act (AB 1327; Public Resources Code §§ 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

Section 5.408 of the 2013 CALGreen also requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

In October of 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

[6] The green building standards became mandatory in the 2010 edition of the code.

Water Efficiency Regulations

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed "SBX7-7." SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Local Laws and Programs

Los Angeles County Community Climate Action Plan (CCAP)

The County's *Final Unincorporated Los Angeles County Community Climate Action Plan 2020* (CCAP) was adopted as part of the Los Angeles County General Plan 2035 on October 6, 2015. The plan addresses the County's local GHG reduction goals for 2020 pursuant to AB 32. The purpose of the CCAP is to: 1) establish a baseline emissions inventory and reduction needed to meet County goals; 2) identify specific actions that will measurably reduce GHG emissions consistent with AB 32; 3) establish a framework for implementing state and local level actions; and 4) provide a mechanism for ongoing tracking and updates to the CCAP.

As part of the CCAP, the County has identified a GHG reduction target of at least 11 percent below 2010 levels by 2020. The CCAP identifies 26 local actions to reduce community-wide GHG reductions in 2020 to reach the GHG reduction goal for the unincorporated areas of Los Angeles County. As identified in the CCAP, the community and statewide actions would reduce GHG emissions in the unincorporated areas by more than 1.95 $MMTCO_2e$.

Since adoption of the CCAP, the County Department of Regional Planning has been working collaboratively with other County departments and individually on ordinance amendments to Title 22 in order to implement the CCAP. The department is currently working on the following CCAP implementation ordinances for Title 22:

- Title 22 Compatibility for Cool Roofs and Cool Pavement
- Electric Vehicle Infrastructure as an Accessory Use
- Idle Reduction
- Secondary Uses under High-Voltage Power Lines

5.4.1.3 EXISTING CONDITIONS

The proposed site currently generates direct and indirect GHG emissions from vehicle trips generated by the project, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., equipment used on-site, consumer products, coatings), water/wastewater generation, and waste disposal. GHG emissions generated within the Specific Plan are shown in Table 5.4-5, *Existing Specific Plan GHG Emissions*.

Table 5.4-5 Existing Specific Plan GHG Emissions

Source	GHG Emissions MTCO2e/Year	
	Existing	Percent of Total
Area	909	1%
Energy	18,743	19%
Transportation	74,541	75%
Waste	3,050	3%
Water	2,431	2%
Total All Sectors	99,673	100%

Source: CalEEMod Version 2016.3.1.
Notes: Based on 2017 emission rates and IPCC's AR4 GWPs. Totals may not equal 100 percent due to rounding.
Industrial sources of emissions that require a permit from SCAQMD (permitted sources) are not included in the Specific Plan community inventory since they have separate emission reduction requirements.

5.4.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.4.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD has convened a GHG CEQA Significance Threshold Working Group. Based on the last meeting (Meeting No. 15) in September 2010, the SCAQMD Working Group identified a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency (SCAQMD 2010):

- **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD has identified a "bright-line" screening-level threshold of 3,000 $MTCO_2e$ annually for all land use types or the following land-use-specific thresholds: 1,400 $MTCO_2e$ for commercial projects, 3,500 $MTCO_2e$ for residential projects, or 3,000 $MTCO_2e$ for mixed-use projects. This bright-line threshold is based on a review of 711 CEQA projects from the Governor's Office of Planning and Research database. The review found that 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal and therefore less than cumulatively considerable impact on GHG emissions:

- **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.

- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

SCAQMD has identified an efficiency target for projects that exceed the bright-line threshold: a 2020 efficiency target of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan-level analyses (e.g., general plans). Service population is defined as the sum of the residential and employment population of a project. The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[7]

Since the SCAQMD efficiency targets identified by the Working Group are based on the GHG reduction goals of AB 32 for year 2020, they have been adjusted based on the long-term GHG reduction targets of SB 32, which set a goal of 40 percent below 1990 levels by 2030, as show in Table 5.4-6, *2030 GHG Reduction Targets*.

Table 5.4-6 2030 GHG Reduction Targets

GHG Sector[1]	Scoping Plan Scenario GHG Emissions $MMTCO_2e$
2017 Scoping Plan End Use Sector 2030 – Land Use Only Sectors	
Residential – residential energy consumption	38.4
Commercial – commercial energy consumption	26.8
Transportation – transportation energy consumption	104.1
Transportation Communications and Utilities – energy that supports public infrastructure like street lighting and waste treatment facilities	4.3

[7] SCAQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

Table 5.4-6 2030 GHG Reduction Targets

Non-Energy Solid Waste – methane emissions from solid waste disposal	9.17
Total 2017 Scoping Plan Land Use Sector Target	182.8
2030 Project-Level Efficiency Target	
2030 Population[2]	44,085,600
2030 Employment[3]	17,394,580
2030 Service Population	61,480,180
2030 Efficiency Target	3.0 $MTCO_2e$/SP
2035 Project-Level Efficiency Target[4]	
2035 Land Use Sector Target Estimate	151,400,000
2035 Population Estimate	47,233,240
2035 Employment Estimate	18,992,870
2035 Service Population Estimate	66,266,110
2035 Efficiency Target	2.4 $MTCO_2e$/SP

Sources:
[1] CARB 2017a.
[2] CDOF 2014.
[3] Caltrans 2016. Without industrial and agricultural sectors.
[4] The 2035 Efficiency target is based on interpolating the 2030 land use emissions target of 183 $MMTCO_2e$ (40 percent below 1990 levels by 2030) and the 2050 land use emissions goal of 57.4 $MMTCO_2e$ (80 percent below 1990 levels by 2050), which equates to approximately 47 percent below 1990 levels by 2035. The population and employment estimates are based on a similar forecast to estimate the service population in California in 2035.

Because buildout of the project would occur in 2035, the applicable threshold is based on the trajectory needed to achieve the year 2030 GHG reduction target of SB 32 (40 percent below 1990 levels by 2030) and Executive Order S-03-05 (80 percent below 1990 levels by 2050) for the horizon year of the project. Project emissions are compared to the SCAQMD's project-level efficiency threshold of:

- The 2035 GHG estimated efficiency target would be 2.4 $MTCO_2e$ per service population per year, to be on a trajectory to achieve the GHG reduction target of SB 32.

Project-related GHG emissions include on-road transportation, energy use, water use and wastewater generation, solid waste disposal, area sources, off-road emissions, and construction activities. The SCAQMD Working Group identified that because construction activities would result in a "one-time" net increase in GHG emissions, construction activities should be amortized into the operational phase GHG emissions inventory based on the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation. The net increase in proposed project emissions is compared to the SCAQMD's bright-line threshold. If the proposed project exceeds the bright-line target, total GHG emissions would be compared to the SCAQMD efficiency target for buildout year 2035.

5.4.3 Plans, Programs, and Policies

5.4.3.1 REGULATORY REQUIREMENTS

RR GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2016 Building and Energy Efficiency Standards are effective starting on January 1, 2017. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve net zero energy (NZE) for residential buildings by 2020 and non-residential buildings by 2030. The County's green building standards which implement and exceed CALGreen are identified County Code, Title 31. The County has adopted the Voluntary Tier 1 standards for non-residential construction greater than or equal to 25,000 square feet (Section 301.3.1, Buildings greater than or equal to 25,000 square feet).[8] Newly constructed high-rise residential buildings of seven stories or greater are also required to comply with Section 301.3, which requires implementation of the Voluntary Tier 1 standards. Newly constructed low-rise and high-rise residential buildings (six stories or less) are only required to comply with the mandatory measures of CALGreen.

RR GHG-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2). Non-residential construction would be required to provide anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of new visitor motorized vehicle parking spaces being added. For employee, long-term secured bicycle parking is required to be provided for five percent of the tenant-occupied (i.e., staff) motorized vehicle parking spaces being added. The proposed project is also required to designate parking for low-emitting, fuel-efficient, and carpool/vanpool spaces identified in CALGreen. Non-residential buildings of 25,000 square feet or more also requires compliance with the Tier 1 voluntary measures in section A5.601.2.4, which require low-emitting, fuel-efficient, and carpool/vanpool spaces for 10 percent of the total parking capacity.

RR GHG-3 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) and Water Efficient Landscape Ordinance requirements integrated into the County Code to increase water efficiency and reduce urban per capita water demand. The County's green building standards are identified County Code, Title 31. Non-residential structures and residential structures seven stories and higher are also required to comply with Section 301.3.1, *Nonresidential Buildings greater than or equal to 25,000 square feet*, which requires implementation of the Tier 1 voluntary standards (30 percent reduction) for indoor potable water use and 60 percent of Reference evapotranspiration (ETo) for outdoor potable water use; Section 5.106.4, *Low Impact Development*; and Section 4.106.5, *Landscape*

[8] With the exception that high-rise non-residential construction would be subject to the mandatory (Table A4.106.5.1(3)), rather than the Tier 1 voluntary, measures for solar reflectance in Table A5.106.11.2.2.

Design, which requires use of non-invasive, drought-tolerant plants. Title 31 requires project designs and practices that will result in the conservation of water and energy resources, such as measures for building commissioning, clean vehicle parking, and solid waste recycling.

RR GHG-4 Construction contractors within Los Angeles County are required to adhere to the County's Construction & Demolition (C&D) Debris Recycling and Reuse Ordinance, Chapter 20.87 of the Los Angeles County Code. The County's C&D requirements are consistent with CALGreen requirements and require construction contractors to divert a minimum of 50 percent of the construction generated waste from area landfills, depending on the type and intensity of construction. Construction contractors would be required to divert a minimum of 65 percent of the C&D debris by weight and submit a Recycling and Reuse Plan to the County's Construction & Demolition Unit for review and approval. Additionally, according to the County's Green Building Ordinance, non-residential construction of 25,000 square feet or more requires implementation of CALGreen Tier 1 voluntary standards, the proposed project building materials will include a minimum of 10 percent of recycled content based on estimated cost.

RR GHG-5 Construction activities will be conducted in compliance with 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

5.4.4 Environmental Impacts

5.4.4.1 METHODOLOGY

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur in conjunction with the proposed project. SCAQMD has published guidelines that are intended to provide local governments with guidance for analyzing and mitigating environmental impacts and which were used in this analysis. Modeling of GHG was conducted using CalEEMod, version 2016.3.1. Life cycle emissions are not included in this analysis because not enough information is available for the proposed project, and therefore life cycle GHG emissions would be speculative.[9] Black carbon emissions are not included in the GHG analysis because CARB does not include this pollutant in the state's AB 32 inventory and treats this short-lived climate pollutant separately.[10] Industrial sources of emissions that require a permit from SCAQMD (permitted sources) are not included in the

[9] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

[10] Particulate matter emissions, which include black carbon, are analyzed in Section 5.2, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017b).

Connect Southwest LA community inventory since they have separate emission reduction requirements. GHG modeling is included in Appendix C of this Draft EIR.

The analysis in this section is based on buildout of the proposed project as modeled using CalEEMod, version 2016.3.1, for the following sectors:

- **Transportation.** On-road transportation sources are based on trip generation rates and VMT provided by IBI Group (see Appendix H). An average trip distance of 9.18 and 9.40 miles per trip are utilized for the existing and project buildout scenarios, respectively.

- **Energy Use.** Electricity and natural gas use are based on the rates identified in CalEEMod version 2016.3.1 and the carbon intensity for Southern California Edison's electricity. Existing residential and nonresidential building energy-use was modeled using historical energy demand rates in CalEEMod. New buildings would achieve the 2016 Building and Energy Efficiency Standards at a minimum, which are 28 percent more energy efficient for residential buildings and 5 percent more energy efficient for non-residential buildings and residential buildings of four stories or more.

- **Water/Wastewater.** GHG emissions from this sector are associated with the embodied energy used to supply, treat, and distribute water and treat wastewater and fugitive GHG emissions from wastewater treatment. Emissions are based on wastewater consumption rates identified in IBI Group's Infrastructure Assessment (Appendix I2).

- **Solid Waste Disposal.** Indirect emissions from waste generation are based on the solid waste generation rates identified in Section 5.14, *Utilities and Service Systems*, which are based on rates identified by CalRecycle.

- **Area Sources.** GHG emissions from this sector are from use of landscaping equipment used for property maintenance and consumer products (e.g., cleaning supplies, etc.).

- **Construction.** GHG emissions are from construction-related vehicle and equipment use are based on a worst-case emissions scenario for buildout of the Specific Plan. Because there is no defined development schedule for these future projects at this time, the maximum daily emissions are based on a very conservative scenario, where several construction projects throughout the Connect Southwest LA praject area would occur at the same time and all construction phases would overlap. Emissions are amortized over a 30-year period and included as part of the overall inventory. See Section 5.2.5.1 of Section 5.2, *Air Quality*, and Appendix C of the DEIR for further details regarding the construction assumptions assumed for this project.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.4-1: Development of the proposed project would not result in a substantial increase of GHG emissions. [Threshold GHG-1]

Impact Analysis: Development under the proposed project would contribute to global climate change through direct and indirect emissions of GHG from land uses within the Specific Plan area. The proposed project would result in a net increase of an additional 1,060 dwelling units and 1,690,638 million non-residential square feet, resulting in an increase in 3,204 people and 3,803 employees in the Specific Plan area compared the existing land uses. Buildout of the proposed project is not linked to a specific development time frame. Development that would be accommodated by the Specific Plan would generate a net increase of 10,339 weekday average daily trips ends, resulting in 107,262 additional daily VMT at project buildout. GHG emissions from construction activities are amortized into the operational phase GHG emissions inventory to account for one-time emissions from construction in accordance with SCAQMD methodology. The community GHG emissions inventory for the Specific Plan at buildout compared to existing conditions is in Table 5.4-7, *Connect Southwest LA Specific Plan GHG Emissions Forecast*.

Table 5.4-7 Connect Southwest LA Specific Plan GHG Emissions Inventory

Sector	GHG Emissions $MTCO_2e$/Year			
	Existing	Specific Plan Buildout	Percent	Change from Existing
Area	909	1,178	1%	269
Energy[1]	18,743	28,407	28%	9,664
On-Road Transportation[2]	74,541	64,932	63%	(9,609)
Solid Waste Disposal	3,050	4,313	4%	1,263
Water/Wastewater[3]	2,431	2,907	3%	476
Amortized Construction[4]	NA	864	1%	864
Total	**99,673**	**102,600**	**100%**	**2,927**
SCAQMD Bright-Line Threshold	—	—	—	3,000
Exceed Threshold?	—	—	—	No
Service Population (SP)[5]	12,569	19,576	—	7,007
$MTCO_2e$/SP	7.93	5.24	—	(2.96)

Source: CalEEMod 2016.3.1. Based on 2035 emission rates and IPCC's AR4 GWPs. Totals may not equal 100 percent due to rounding.
Notes: Industrial sources of emissions that require a permit from SCAQMD (permitted sources) are not included in the Specific Plan community inventory since they have separate emission reduction requirements.
Totals may not add to 100 percent due to rounding.
$MTCO_2e$ = metric tons of carbon dioxide equivalent.
1 Existing residential and nonresidential building energy use modeled using historical energy demand rates in CalEEMod. New buildings would achieve the 2016 Building and Energy Efficiency Standards.
2 Transportation emissions are based on trip generation and VMT provided by IBI Group (see Appendix H).
3 Water use is based on the wastewater demand rates provided by IBI Group (see Appendix I2).
4 Short-term (one time) total construction emissions during the assumed 20-year buildout are amortized over a 30-year project lifetime in accordance with SCAQMD guidance and incorporated into the operational emissions analysis.
5 Existing based on a service population of 11,158 people and 1,411 employees. Specific Plan buildout is based on a service population of 14,362 people and 5,214 employees.

As shown in Table 5.4-7, buildout conditions under the proposed Specific Plan would result in a net increase in GHG emissions of 2,927 $MTCO_2e$ annually from project-related operational activities and would not exceed SCAQMD's draft bright-line screening threshold of 3,000 $MTCO_2e$ for all land use types.

Furthermore, the GHG emissions per service population rate would decrease from 7.93 $MTCO_2e$/year/SP to 5.24 $MTCO_2e$/year/SP. Overall, under the Specific Plan, although increase in land use development would result in a 56 percent increase in the total service population, it would result in a 34 percent decrease in GHG emissions per service population.

The net increase in overall GHG emissions would be attributed to the increase in land use intensity and associated population and employment growth within the Specific Plan boundaries. While implementation of the proposed Specific Plan would result in an increase in daily vehicle trips and VMT, regulations aimed at reducing vehicle tail pipe emissions (e.g., Advance Clean Cars) would result in contributing to the overall net decrease in mobile-source emissions. In addition, the improvement in per service population efficiency would be attributable to the overall land use plan and development standards of the Specific Plan. Placement of land uses that complement each other as well as improvements in access to alternative transportation options contribute to reducing VMT per service population. A multiuse path between Los Angeles Southwest College to the existing Vermont/Athens Metro Station is proposed as part of the first/last mile strategies under the proposed Specific Plan. Other improvements include expanding the bicycle network through the installation of an additional 11 miles of bikeways throughout the Specific Plan area on corridors such as Normandie Avenue, Western Avenue, and Imperial Highway. Under the proposed Specific Plan, daily VMT per service population would decrease to 26.65 miles/SP from the current 33.89 miles/SP. Aside from the policies and strategies to reduce VMT per service population, new buildings under the Specific Plan would be more energy efficient than existing buildings. Likewise, new plumbing fixtures and landscaping would result in a decrease in water use on a per capita basis. Increasing energy efficiency in buildings and water conservation are supported in the policies, regulating code, and design guidelines proposed under the Specific Plan. These aspects of the Connect Southwest LA project would contribute to the overall reduction of GHG emissions per service population.

In summary, a combination of the proposed land use development and multimodal mobility improvements under the Specific Plan, in addition to regulatory requirements, would contribute to reducing emissions and increasing efficiency. The proposed land use development and multimodal mobility improvements would contribute in reducing vehicle trips and VMT. Regulatory requirements would contribute to reducing on-road vehicle tailpipe emissions (e.g., Advance Clean Cars) in addition to increasing building energy efficiency, thereby reducing energy sector emissions (e.g., 2016 Building Energy Efficiency Standards). Overall, these various components would result in a net increase in emissions of 2,927 $MTCO_2e$ annually and would not exceed SCAQMD's draft bright-line screening threshold of 3,000 $MTCO_2e$. Therefore, GHG emissions impacts associated with implementation of the proposed Specific Plan are considered less than significant.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.4-1 would be less than significant.

Impact 5.4-2: The proposed project would not conflict with the plans adopted for the purpose of reducing GHG emissions. [Threshold GHG-2]

Impact Analysis: Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, SCAG's 2016-2040 RTP/SCS, and the Los Angeles County CCAP. A consistency analysis with these plans is presented below.

CARB Scoping Plan

In accordance with AB 32, CARB developed the 2008 Scoping Plan to outline the state's strategy established by AB 32, which is to return to the State's GHG emissions inventory to 1990 levels by year 2020. In September 2016, SB 32 was signed into law, requiring the state's GHG emissions to return to 40 percent below 1990 levels by 2030. Executive Order B-30-15 and SB 32 require CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On January 20, 2017, CARB released the draft *2017 Climate Change Scoping Plan* to address the new interim GHG emissions target under SB 32. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

CARB is working towards adopting the *2017 Climate Change Scoping Plan*, which will provide strategies for the state to meet the 2030 GHG reduction target as established under SB 32. Statewide strategies to reduce GHG emissions in the *2017 Climate Change Scoping Plan* include implementing SB 350, which expands the RPS to 50 percent by 2030 and doubles energy efficiency savings; expanding the LCFS to 18 percent by 2030; implementing the Mobile Source Strategy to deploy zero-electric vehicle buses and trucks; implementation of the Sustainable Freight Action Plan; implementation of the Short-Lived Climate Pollutant Reduction Strategy, which reduces methane and hydrofluorocarbons 40 percent below 2013 levels by 2030 and black carbon emissions 50 percent below 2013 levels by 2030; continuing to implement SB 375; creation of a post-2020 Cap-and-Trade Program; establishing a new regulation to reduce GHG emissions from the refinery sector by 20 percent; and development of an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink (CARB 2017).

The project GHG emissions shown in Table 5.4-7 include reductions associated with statewide strategies that have been adopted since AB 32 and SB 32. The proposed project would comply with these reduction measures since they are statewide strategies. In addition, future buildings constructed over the lifetime of the proposed project would be subject to the future triannual updates to the Building and Energy Efficiency Standards, which will ultimately require zero net energy (ZNE) construction. The regulating code in the proposed Specific Plan includes the following general use regulations and standards pertaining to sustainability and resource conservation:

- Buildings and development projects within the Specific Plan area shall be designed and constructed using sustainable, energy efficient materials and incorporate strategies for the conservation of water, energy, and other natural resources.

- White or green roofs shall be used as much as possible, while the use of pavement, asphalt, and other heat producing surfaces should be minimized to reduce the heat island effect.
- Building and development projects shall be more energy efficient than required by local and state codes.
- Energy-efficient natural lighting shall be used in buildings and new developments. Maximize daylighting and views through window placement and design.

Additionally, the Scoping Plan itself is not directly applicable to the proposed project. Therefore, the proposed project would not obstruct implementation of the CARB Scoping Plan, and impacts would be less than significant.

SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2016-2040 RTP/SCS in April 2016 pursuant to the requirements of SB 375. SCAG's RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the 2016 RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas; provide neighborhoods with efficient and plentiful public transit and abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands (SCAG 2016). The 2016 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as a forecast development that is generally consistent with regional-level general plan data. The projected regional development pattern, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita vehicular travel–related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS, but provides incentives for consistency for governments and developers. The 2016 RTP/SCS SCAG anticipates lowering GHG emissions below 2005 levels by 8 percent by 2020, 18 percent by 2035, and 22 percent by 2040 (SCAG 2016). Key strategies in the SCAG's RPT/SCS are identified in Table 5.7-3, *SCAG 2016-2040 RTP/SCS Goals Consistency Analysis,* in Section 5.7, *Land Use and Planning*. Table 5.4-8, *SCAG 2016 RTP/SCS Transportation-Land Use Consistency*, evaluates the project in comparison to the three primary transportation-land use strategies in the RTP/SCS.

Table 5.4-8 SCAG 2016 RTP/SCS Transportation-Land Use Consistency

SCAG Transportation-Land Use Strategies	Implementing Policies/Strategies	Consistency
Focusing new growth around High Quality Transit Areas (HQTA). The 2016 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. The 2016 RTP/SCS assumes that	Additional local policies that ensure that development in HQTAs achieve the intended reductions in VMT and GHG emissions include: ▪ Affordable housing requirements ▪ Reduced parking requirements ▪ Adaptive reuse of existing structures	Consistent: The entire Specific Plan area has been identified in an HQTA (SCAG 2017a). In addition, the Specific Plan is in a designated Transit Priority Area (SCAG 2017b). The proposed project would increase

Table 5.4-8 SCAG 2016 RTP/SCS Transportation-Land Use Consistency

SCAG Transportation-Land Use Strategies	Implementing Policies/Strategies	Consistency
46 percent of new housing and 55 percent of new employment locations developed between 2012 and 2040 will be in HQTAs, which comprise only 3 percent of the total land area in the SCAG region.	▪ Density bonuses tied to family housing units such as three- and four-bedroom units ▪ Development standards that include local serving retail ▪ Increased Complete Streets investments around HQTAs.	residential and nonresidential land use intensities within this HQTA. The following list some of the land use policies of the Specific Plan that are consistent with this SCAG strategy: ▪ Policy 1.1: Encourage the adaptive reuse of buildings and appropriately scaled infill, mixed-use development in the planning area. ▪ Policy 1.5: Support land uses and infrastructure improvements that can reduce the need for parking and promote alternative modes of transportation, such as transit, walking, or biking. ▪ Policy 2.1: Accommodate the development of a mix of housing to meet the needs of current and future residents, including an equitable distribution of affordable housing through such means as value capture development. In addition to the policies above, the planned circulation improvements (see Chapter 6, Mobility & Public Realm, of the Specific Plan) are based on Complete Streets principles—i.e., creating and improving a multimodal network.
Plan for growth around Livable Corridors. SCAG's livable corridors strategy seeks to revitalize commercial strips through integrated transportation and land use planning that results in increased economic activity and improved mobility options.	Additional livable corridors strategies include: ▪ Transit improvements, including dedicated lane Bus Rapid Transit (BRT) or semidedicated BRT-light. The remaining corridors have the potential to support other features that improve bus performance (enhanced bus shelters, real-time travel information, off-bus ticketing, all door boarding, and longer distances between stops to improve speed and reliability). ▪ Active transportation improvements: Livable corridors include increased investments in complete streets to make these corridors and the intersecting arterials safe for biking and walking. ▪ Land use policies: Livable corridor	Consistent: Livable corridors are predominantly a subset of the HQTAs; however, 154 miles are not designated as HQTAs in SCAG's RTP/SCS. These additional miles were identified in Sustainability Planning Grant projects, which SCAG proposes for active transportation improvement. The Specific Plan incorporates a mobility and public realm strategy that transforms the current circulation network to one that places a higher priority on the principles of complete streets and multi-modal design. The Connect Southwest LA Specific Plan would make the area more user friendly for all modes of travel. Under the proposed Specific Plan, the

Table 5.4-8 SCAG 2016 RTP/SCS Transportation-Land Use Consistency

SCAG Transportation-Land Use Strategies	Implementing Policies/Strategies	Consistency
	strategies include the development of retail centers at key nodes along the corridors, increasing neighborhood-oriented retail at more intersections and zoning that allows for the replacement of underperforming auto-oriented strip retail between nodes with higher density residential and employment.	existing designated bikeways network would be extended by 11 miles. Planned improvements include improved crossings, signage, and wayfinding. The proposed Specific Plan would also place emphases on creating mixed-use neighborhoods and have included development standards that support neighborhood-serving retail. As an example, planned improvements for the designated Vermont Station District include better access and visibility for the Vermont/Athens Green Line Station by upgrading elevators, stairs, and escalators to the platforms. The Vermont Station District would also focus on developing a higher-intensity mix of retail, office, restaurant, and residential uses in a compact walkable setting.
Provide more options for short trips in Neighborhood Mobility Areas and Complete Communities: Neighborhood mobility areas have a high intersection density, low to moderate traffic speeds, and robust residential retail connections. These areas are suburban in nature, but can support slightly higher density in targeted locations. The land use strategies include shifting retail growth from large centralized retail strip malls to smaller distributed centers throughout a neighborhood mobility area.	▪ Neighborhood mobility area land use strategies include pursuing local policies that encourage replacing motor vehicle use with neighborhood electric vehicle (NEV) use. NEVs are a federally designated class of passenger vehicle rated for use on roads with posted speed limits of 35 miles per hour or less. Steps needed to support NEV use include providing state and regional incentives for purchases, local planning for charging stations, designating a local network of low speed roadways, and adopting local regulations that allow smaller NEV parking stalls. ▪ Complete communities strategies include creation of districts through a concentration of activities with housing, employment, and a mix of retail and services in close proximity to each other. Focusing a mix of land uses in strategic growth areas creates complete communities where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than driving.	Consistent: The proposed Specific Plan would increase land use intensities within the Specific Plan area, which would include accommodating a mix of uses. As stated, the strategy for the Vermont Station District would be to develop a higher-intensity mix of land uses in a compact, walkable community. In addition, the Western Avenue Commercial District would accommodate a higher intensity in a mix of uses and emphasize neighborhood-serving retail. Overall, the planned land use development in creating higher intensity and mixed-use development combined with the aforementioned planned multimodal improvements would create more transit-oriented and walkable communities within the proposed Specific Plan area.

Source: SCAG 2016.

The Connect Southwest LA project would be consistent with SCAG's regional goals of providing infill housing, improving the jobs-housing balance, and integrating land uses near major transportation corridors. Building upon the recommendations of the RTP/SCS, the Specific Plan incorporates a mobility and public realm strategy that describes the circulation improvements needed to support transit-oriented development. A key component of the Specific Plan is the transformation of the current circulation network, which largely supports vehicular travel, into a network that places a higher priority on the principles of complete streets and multimodal design. To achieve the proposed vision, the Specific Plan proposes mobility strategies:

- Strategy 1: Improve accessibility to transit through the provision of streetscape improvements, high quality bicycle and pedestrian infrastructure, wayfinding signage, and other enhancements consistent with Metro's First Last Mile Strategic Plan.
    - Improve visibility and access to the Metro Green Line Station through increased lighting, signage, and improved pedestrian and bicycle infrastructure.
    - Design streetscapes that provide a comfortable buffer or sense of separation from vehicular traffic.
    - Reallocate excess portions of right-of-way, such as overly wide vehicular travel lanes, to design sidewalks and bicycle facilities that are comfortable and safe for people to enjoy.
    - Utilize wayfinding, signage, and other amenities that allow pedestrian, bicycle, and transit routes to be easily identifiable.
    - Design streetscapes that are attractive and inviting by incorporating sufficient lighting, street trees, landscaping, benches, and other amenities that are pleasant, offer visual stimulation, and promote activity.
    - Support walking and biking first/last mile solutions to transit through the provision of amenities such as bicycle parking, bike racks, street lights, seating, and wayfinding maps and signage.
- Strategy 2: Design streets to facilitate safe, accessible connections between major destinations for multiple nodes of transportation.
    - Implement complete streets designs that promote a multimodal network of streets and prioritize safety.
    - Provide safe and comfortable pedestrian and bicycle connections between the Metro Green Line and Los Angeles Southwest College (LASC).
    - Create safe, comfortable, and accessible transit waiting areas through the provision of transit amenities such as shelters, benches, shade structures, lighting, system maps, and transit timetables.

- Incorporate streetscape improvements as well as bicycle and pedestrian facilities that support transit operations, such as bus pads, wider sidewalks, buffered biked lanes, bike racks, and traffic control devices that prioritize transit vehicles and facilitate pedestrian circulation.
- Locate transit stops in areas that are active and visible to maximize personal security and safety of waiting transit riders.
- Prioritize roadway improvement projects that improve access to transit and the Metro Green Line Station.

- Strategy 3: Develop and incorporate parking management strategies that encourage efficient use of parking resources and support programs that can reduce parking needed.
  - Implement parking policies that encourage travel by public transit and other sustainable modes of transportation, such as priced parking, parking time limits, or prohibited on-street parking.
  - Implement more accurate and flexible parking standards that reflect the parking demand for the area.
  - Support land uses and infrastructure improvements that can reduce the need for parking and promote alternative modes of transportation, such as transit, walking, or biking.

In addition to these mobility strategies, the proposed Specific Plan includes other mobility-related policies.

- Policy 4.1: Develop a balanced, integrated, multimodal transportation system that is efficient and safe with frequent service connecting to destinations, employment centers, and residential areas.
- Policy 4.2: Provide a variety of transportation choices that promote accessible alternatives to the automobile, including walking, bicycling, and taking transit.
- Policy 4.3: Design streetscapes that are attractive and inviting by incorporating sufficient lighting, street trees/shade, landscaping, benches, and other amenities that are pleasant, offer visual stimulation, and promote activity for all users.
- Policy 4.4: Design sustainable and energy-efficient streetscapes with low-impact development strategies, including sustainable stormwater practices, permeable paved surfaces, drought-tolerant plant species, and solar lighting fixtures.
- Policy 4.5: Support walking and biking as first/last mile solutions to transit by providing amenities such as bicycle parking, bike racks, street lights, seating, and wayfinding maps and signage.

- Policy 4.6: Provide a safe and comfortable pedestrian network linking the transit station with LASC, commercial centers, county facilities, and residential neighborhoods.
- Policy 4.7: Implement parking policies that encourage travel by public transit and other sustainable modes of transportation, such as priced parking, parking time limits, or prohibited on-street parking.
- Policy 4.8: Implement more accurate and flexible parking standards that reflect the parking demand for the area.

As discussed above, the planned improvements under the proposed Specific Plan, in addition to the strategies and policies, would be generally consistent with strategies of the 2016-2040 RTP/SCS. As stated in Impact 5.4-1, implementation of the proposed project would reduce daily VMT/SP from 33.89 miles/SP to 26.65 miles/SP. Therefore, implementation of the proposed Specific Plan would not interfere with SCAG's ability to implement the regional strategies outlined in the 2016-2040 RTP/SCS and no impact would occur.

Los Angeles County CCAP

The County adopted a CCAP on October 6, 2015. The CCAP identifies and evaluates feasible and effective policies to reduce GHG emissions in order to reduce energy costs, protect air quality, and improve the economy and the environment. The policies identified in the proposed CCAP represent the County's actions to achieve the GHG reduction targets of AB 32 for target year 2020. A consistency analysis with the proposed project to the applicable measures in the proposed CCAP is shown in Table 5.4-9, *Consistency with the Unincorporated Los Angeles County Community Climate Action Plan*. As identified in the table, the proposed project would be consistent with the measures in the CCAP. Therefore, the proposed project would not conflict with the CCAP and no impact would occur.

Table 5.4-9 Consistency with the Unincorporated Los Angeles County Community Climate Action Plan

#	Applicable Measure	Consistency
BE-1	Green Building Development. Promote and incentivize at least Tier 1 voluntary standards within CALGreen for all new residential and nonresidential buildings. Develop a heat island reduction plan and facilitate green building development by removing regulatory and procedural barriers.	Consistent: The 2016 Building and Energy Efficiency Standards became effective January 1, 2016, and would be applicable to the proposed project. Pursuant to the County's Green Building Ordinance, nonresidential buildings over 25,000 square feet and residential buildings seven stories high and taller would be required to achieve the Tier 1 energy standards. New buildings would replace existing structures that were constructed prior to adoption of the California Building and Energy Efficiency Code with newer facilities that achieve the latest Building and Energy Efficiency Standards. (see RR GHG-1)
BE-3	Solar Installations. Promote and incentivize solar installations for new and existing homes, commercial buildings, carports and parking areas, water heaters, and warehouses.	Consistent: The current Building and Energy Efficiency Standards do not mandate that new homes have solar panels: however, they require that new buildings be constructed to accommodate the rooftop load and wiring necessary to support solar panels. In accordance with Executive Order B-30-15, approximately 50 percent of total energy demand in the state would be met through renewable resources in order to achieve the 50 percent RPS goal by 2030.

Table 5.4-9 Consistency with the Unincorporated Los Angeles County Community Climate Action Plan

#	Applicable Measure	Consistency
LUT-1	Bicycle Programs and Supporting Facilities. Construct and improve bicycle infrastructure to increase biking and bicyclist access to transit and transit stations/hubs. Increase bicycle parking and "end-of-trip" facilities offered through the unincorporated County.	Consistent: Under the proposed Specific Plan, an additional 11 miles of bikeways would be installed within the Specific Plan area. The new bikeways would include a mix of Class I, II, and III bikeways. As shown in the Bicycle Network Map (Figure 6.3 of the Specific Plan), new Class II bikeways would be included along Imperial Highway and Normandie Avenue as well as various other roadways. Western Avenue would also include new Class II bikeways in addition to Class III bikeways. The proposed multiuse path between LASC and the Vermont/Athens Green Line Station would include a designated Class I path. In addition to these planned improvements, the Specific Plan also includes design guidelines to guide the installation of bicycle parking, crossing signals, and wayfinding signage. The regulating code includes provisions for the development of end-of-trip facilities and short- and long-term bicycle parking.
LUT-2	Pedestrian Network. Construct and improve pedestrian infrastructure to increase walking and pedestrian access to transit and transit stations/hubs. Program the construction of pedestrian projects toward the goal of completing 15,000 linear feet of new pedestrian improvements/amenities per year.	Consistent: The Specific Plan incorporates a mobility and public realm strategy that transforms the current circulation network to one that places a higher priority on the principles of complete streets and multimodal design. The Specific Plan would make the area more user friendly for all modes of travel. As stated, a proposed improvement under the Specific Plan includes a multiuse trail that would connect LASC to the Vermont/Athens Green Line Station. This planned improvement would be part of the overall goal of the proposed Specific Plan to improve the quality of the pedestrian infrastructure to promote pedestrian activity and to reinforce the West Athens-Westmont community as a transit-oriented development district. Other planned improvements include improvements to sidewalks and implementation of a sidewalk hierarchy system, which would establish a physical framework for sidewalk design and facilitate the most appropriate allocation of space that encourages people to walk as part of their daily routine. In addition to sidewalk improvements, the proposed Specific Plan also contains design guidelines to facilitate safe pedestrian crossings and pedestrian amenities such as street trees, seating, street lights, and public art.
LUT-3	Transit Expansion. Collaborate with the Los Angeles County Metropolitan Transportation Authority (Metro) on a transit program that prioritizes transit by creating bus priority lanes, improving transit facilities, reducing transit-passenger time, and providing bicycle parking near transit stations. Construct and improve bicycle, pedestrian and transit infrastructure to increase bicyclist and pedestrian access to transit and transit stations/hubs.	Consistent: The Specific Plan recognizes that station access is a key element in successful TOD station area planning and has identified strategies that focus on improving accessibility during the first and last miles of a transit rider's journey. These strategies include streetscape improvements, bicycle and pedestrian infrastructure improvements, and signage and wayfinding improvements. A possible design to improve the bus and bicycle interface is the creation of a short and separate bicycle channel that diverts bicycle traffic behind transit stops. Additional strategies include transit amenities improvements such as installation of shelters, benches, lighting, transit information, bicycle racks, and public art. Strategies for the Vermont Station District include upgrading the elevators, escalators, and stairs and improving the west station entrance of the Vermont/Athens Green Line Station to improve access and visibility.

Table 5.4-9 Consistency with the Unincorporated Los Angeles County Community Climate Action Plan

#	Applicable Measure	Consistency
LUT-4	Travel Demand Management. Encourage ride- and bike-sharing programs and employer sponsored vanpools and shuttles. Encourage market-based bike sharing programs that support bicycle use around and between transit stations/hubs. Implement marketing strategies to publicize these programs and reduce commute trips.	Consistent: The Specific Plan includes both short-term and long-term bicycle parking standards for new nonresidential uses to encourage bicycle use around and between transit stations to reduce commute trips. The Specific Plan would not preclude the future installation of a bike sharing program. Mitigation Measure AQ-4 requires preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles for nonresidential buildings.
LUT-5	Car Sharing Program. Implement a car-sharing program to allow people to have on-demand access to a shared fleet of vehicles.	Consistent: This measure is not directly applicable to the Specific Plan. However, car sharing services are available to residents, employees, and visitors in the West Athens area (e.g., ZipCar) as well as service-based vehicle programs (e.g., Uber, Lyft). The Specific Plan would not conflict with this GHG reduction measure.
LUT-6	Land Use Design and Density. Promote sustainability in land use design, including diversity of urban and suburban developments.	Consistent: The Specific Plan includes the Sustainability and Resource Conservation regulating code that provides guidelines and requirements regarding sustainable building design such as requiring development projects to be designed and constructed using sustainable, energy efficient materials, to be more energy efficient than required by local and state codes, and use white or green roofs to the extent feasible. In addition, the Specific Plan would result in higher density development and would increase the number of multifamily dwelling units, affordable housing units, and mixed-use areas (e.g., Vermont Station District).
LUT-7	Transportation Signalization Program. Improve the network of traffic signals on the major streets throughout LA County.	Consistent: This measure is not directly applicable to the Specific Plan. The County of Los Angeles maintains a traffic signal signalization program (TSSP) to improve the network of traffic signals. The typical TSSP project involves upgrading all the traffic signals along a route to keep the signals synchronized, placing vehicle detectors in the pavement to detect the presence of vehicles, coordinating the timing of the signals between successive intersections, and automatically adjusting the traffic signals to facilitate the movement of vehicles through the intersections. The Specific Plan would not conflict with this measure.
LUT-8	Electric Vehicle Infrastructure. Install 500 electric vehicle (EV) charging facilities at County owned public venues (e.g., hospitals, beaches, stand-alone parking facilities, cultural institutions, and other facilities) and ensure that at least one-third of these charging stations will be available for visitor use.	Consistent: This measure is not directly applicable to the Specific Plan as it pertains to County-owned facilities. However, CALGreen now requires installation of electric vehicle charging spaces in nonresidential development based on the total number of spaces (2016 CALGreen Table 5.106.5.3.3). Based on a net increase of 2.4 million square feet of nonresidential uses, the proposed minimum parking standards in the Specific Plan, and the CALGreen requirement that 6 percent of total parking spaces be EV charging spaces, the Specific Plan would result in a minimum of 245 new EV charging spaces in the Specific Plan area.
LUT-9	Idling Reduction Goal. Encourage idling limits of 3 minutes for heavy-duty construction equipment, as feasible within manufacturer's specifications.	Consistent: The current idling limit adopted by CARB and local air district regulations is 5 minutes (see RR GHG-5). Compliance with CARB airborne toxic control measures that reduce diesel emissions and Mitigation Measure AQ-1 would also reduce construction vehicle exhaust associated with the proposed project to the extent feasible.

Table 5.4-9 Consistency with the Unincorporated Los Angeles County Community Climate Action Plan

#	Applicable Measure	Consistency
LUT-11	Sustainable Pavements Program. Reduce energy consumption and waste generation associated with pavement maintenance and rehabilitation.	Consistent: This measure is not directly applicable to the Specific Plan. However, pavement maintenance and rehabilitation within the Specific Plan would be conducted in accordance with the latest County policies and procedures. The Los Angeles County Department of Public Works (DPW) applies a 3-pronged sustainable approach in the rehabilitation, construction, and maintenance of its road network. This approach incorporates principles that (1) focus on taking care of our roads that are in good condition first; (2) use recycled materials from recycled tires or aggregates from existing pavement in the treatment selections; and (3) reutilize the existing materials in place by recycling the pavement or adding cement to the subgrade beneath the pavement to improve its strength. The Specific Plan would not conflict with this measure.
LUT-12	Electrify Construction and Landscaping Equipment. Utilize electric equipment wherever feasible for construction projects. Reduce the use of gas-powered landscaping equipment.	Consistent: Pursuant to the California Building Code (Title 24), buildings are now required to include electrical outlets on the exterior of buildings to support the use of electric landscaping equipment.
WAW-1	Per Capita Water Use Reduction Goal. Meet the State established per capita water use reduction goal, as identified by SB X7-7 for 2020.	Consistent: The nonresidential buildings that are 25,000 square feet and larger and residential buildings seven stories or higher would comply with Section 301.3.1, "Nonresidential Buildings greater than or equal to 25,000 square feet," which requires implementation of the Tier 1 voluntary standards (30 percent reduction) for indoor potable water use and 60 percent of reference evapotranspiration (ETo) for outdoor potable water use; Section 5.106.4, Low Impact Development; and Section 4.106.5, Landscape Design, which require use of noninvasive, drought-tolerant plants, which would reduce per capita urban water use (see RR GHG-3).
WAW-2	Recycled Water Use, Water Supply Improvement Programs, and Stormwater Runoff. Promote the use of wastewater and gray water to be used for agricultural, industrial, and irrigation purposes. Manage stormwater, reduce potential treatment, and protect local groundwater supplies.	Consistent: The proposed project would not introduce new sources of agriculture or industrial manufacturing. Water used for landscape irrigation would be minimized through implementation of the County's Water Efficient Landscape Ordinance (see RR GHG-3).
SW-1	Waste Diversion Goal. For the County's unincorporated areas, adopt a waste diversion goal to comply with all state mandates associated with diverting from landfill disposal at least 75% of the waste by 2020.	Consistent: In accordance with the County's Construction & Demolition (C&D) Debris Recycling and Reuse Ordinance, Chapter 20.87 of the Los Angeles County Code, development within the Specific Plan would be required to divert a minimum of 65 percent of the C&D debris by weight and submit a Recycling and Reuse Plan to the County's Construction & Demolition Unit for review and approval. Additionally, according to the County's Green Building Ordinance, which requires implementation of CALGreen Tier 1 voluntary standards, the proposed project building materials would include a minimum of 10 percent of recycled content based on estimated cost (see RR GHG-4).
LC-1	Develop Urban Forests. Support and expand urban forest programs within the unincorporated areas.	Consistent. The Specific Plan encourages installation of street trees, especially along pathway arterials. All street trees are required to be planted in accordance with established County planting standards. The Specific Plan includes street trees standards under its design guidelines.

Table 5.4-9 Consistency with the Unincorporated Los Angeles County Community Climate Action Plan

#	Applicable Measure	Consistency

Source: County of Los Angeles, 2015.

Notes: Measure BE-2 is a program for existing development and is not applicable to the proposed project. Measure BE-4 is a County-wide program that promotes alternative renewable energies and is not applicable to the proposed project. Measures BE-5 and BE-6 are a County-wide program to encourage use of biogas and energy efficiency retrofits at wastewater treatment facilities and are not applicable to the proposed project. Measure LUT-10 is a County-wide program for goods movement and it not applicable to the proposed project. Measure LC-2, LC-3, and LC-4 are not applicable to the proposed project because they are County-wide programs that focus on creating and protecting open space areas and promoting the sale of locally grown produce.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.4-2 would be less than significant.

5.4.5 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts under Impact 5.4-1 are not project-specific impacts, but the proposed project's contribution to the cumulative impact of global warming. Implementation of the proposed project would not exceed the SCAQMD proposed bright-line screening threshold of 3,000 $MTCO_2e$ per year and would not result in a substantial increase in GHG emissions. Thus, the proposed project's GHG emissions and contribution to global climate change impacts are not considered cumulatively considerable, and therefore are less than significant.

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.4-1 and 5.4-2.

5.4.7 Mitigation Measures

No mitigation measures are required.

5.4.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.4.9 References

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5.5 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts of the Connect Southwest LA project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Appropriate mitigation measures are included as necessary. The analysis in this section is based, in part, upon the following source(s):

- *Radius Map Report, West Athens TOD,* Environmental Data Resources, Inc., April 3, 2017.

A complete copy of this study is included in the Technical Appendices to this Draft EIR (Volume II, Appendix E).

5.5.1 Environmental Setting

5.5.1.1 RELEVANT PROGRAMS AND REGULATIONS

Federal

Resource Conservation and Recovery Act

Federal hazardous waste laws are generally promulgated under the Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984 (collectively, RCRA). These laws provide for the "cradle to grave" regulation of hazardous wastes. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed. The Department of Toxic Substances Control (DTSC) is responsible for implementing the RCRA program as well as California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law. Under the Certified Unified Program Agency (CUPA) program, the California Environmental Protection Agency (CalEPA) has in turn delegated enforcement authority to the County of Los Angeles (County) for state law regulating hazardous waste producers or generators.

Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act

Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, on December 11, 1980. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. The Superfund Amendments and Reauthorization Act (SARA) amended the CERCLA on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites; required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations; provided new enforcement authorities and settlement tools; increased state involvement in every phase of the

Superfund program; increased the focus on human health problems posed by hazardous waste sites; encouraged greater citizen participation in making decisions on how sites should be cleaned up; and increased the size of the trust fund to $8.5 billion.

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA), also known as SARA Title III, was enacted in October 1986. This law requires any infrastructure at the state and local levels to plan for chemical emergencies. Reported information is made publicly available so that interested parties can be informed about potentially dangerous chemicals in their community. EPCRA Sections 301 through 312 are administered by the US Environmental Protection Agency's Office of Emergency Management. The EPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program (CalARP).

Hazardous Materials Transportation Act

The US Department of Transportation regulates hazardous materials transportation under the Code of Federal Regulations (CFR), Title 49. State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). These agencies also govern permitting for hazardous materials transportation. Title 49 of the CFR reflects laws passed by Congress as of January 2, 2006.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that: 1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a Presidential declaration of a major disaster or emergency.

State

California Health and Safety Code and Code of Regulations

California Health and Safety Code Chapter 6.95 and the California Code of Regulations, Title 19, Section 2729, set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on site. A business that uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

California Education Code

The California Education Code (CEC) establishes the law for California public education. CEC requires that the DTSC be involved in the environmental review process for the proposed acquisition and/or construction of school properties that will use state funding. The CEC requires that a Phase I Environmental Site Assessment be completed prior to acquiring a school site or engaging in a construction project. Depending on the outcome of the Phase I Environmental Site Assessment, a Preliminary Environmental Assessment and remediation may be required. The CEC also requires potential, future school sites that are proposed within two miles of an airport to be reviewed by the Caltrans Division of Aeronautics; if Caltrans does not support the proposed site, no state or local funds can be used to acquire the site or construct the school.

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC) (California Code of Regulations [CCR], Title 24, Part 2). It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas. The CBC is updated on a three-year cycle; the 2016 CBC took effect on January 1, 2017.

California Fire Code

Title 24, Part 9 of the CCR is the California Fire Code (CFC), which includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. The Los Angeles County Fire Department (LACoFD) provides fire protection services for the unincorporated areas of Los Angeles County and implements and enforces the CFC onsite. The CFC is updated on a three-year cycle; the 2016 CFC took effect on January 1, 2017.

Asbestos-Containing Materials Regulations

State agencies, in conjunction with the federal EPA and the Occupational Safety and Health Administration, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. The regulations include warnings and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).

California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and asbestos-containing materials (ACM).

Polychlorinated Biphenyls

The EPA prohibited the use of polychlorinated biphenyls (PCBs) in the majority of new electrical equipment starting in 1979, and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and their handling are regulated by the provisions of the Toxic Substances Control Act (U.S. Code, Title 15, Sections 2601 et seq.). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed accordingly.

Lead-Based Paint

Cal/OSHA's "lead in construction" standard is in 8 CCR Section 1532.1. The regulations address all of the following areas: permissible exposure limits; exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection; employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

5.5.1.2 REGULATORY AGENCIES

United States Environmental Protection Agency

The EPA is the primary federal agency that regulates hazardous materials and waste. In general, the EPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and it delegates to states and Native American tribes the responsibility for issuing permits and for monitoring and enforcing compliance. EPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing waste volumes through such strategies as recycling. California falls under the jurisdiction of EPA Region 9. Under the authority of the RCRA and in cooperation with state and tribal partners, the EPA Region 9 Waste Management and Superfund Divisions manage programs for site environmental assessment and cleanup, hazardous and solid waste management, and underground storage tanks.

California Environmental Protection Agency

CalEPA was created in 1991 by Governor Executive Order W-5-91. Several state regulatory boards, departments, and offices were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of state resources. Among those responsible for hazardous materials and waste management are the DTSC, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. CalEPA also

oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates, coordinates, and makes consistent the following six programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- Underground Storage Tank Program
- Aboveground Petroleum Storage Tank Act
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
- California Uniform Fire Code: Hazardous Material Management Plans and Inventory Statements
- California Accidental Release Prevention (CalARP) Program

California Department of Toxic Substances Control

DTSC, which is a department of CalEPA, is authorized to carry out the federal RCRA hazardous waste program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California, primarily under the authority of the RCRA and in accordance with the California Hazardous Waste Control Law (Cal. Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (22 CCR Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Certified Unified Program Agency

A CUPA is a local agency that has been certified by CalEPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. The Health Hazardous Materials Division (HHMD) of LACoFD is the certified CUPA for unincorporated areas of Los Angeles County, including the project site, as well as many cities throughout the County.

Hazardous Materials Business Plans

Both the federal government (Code of Federal Regulations) and the State of California (Cal. Health and Safety Code) require all businesses that handle more than a specific amount—or "reporting quantity"—of hazardous or extremely hazardous materials to submit a hazardous materials business plan to its CUPA. The preparation, submittal, and implementation of a business plan are required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses must update their business plan at least every three years and the chemical portion every year. Also, business plans must include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify: the procedures for immediate

notification of all appropriate agencies and personnel, local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

California Accidental Release Prevention Program

CalARP became effective on January 1, 1997, in response to Senate Bill 1889 (Chapter 715, Statutes of 1996). CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors at a business and the mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of hazardous materials business plans under the Unified Program, implemented by the CUPA.

5.5.1.3 EXISTING CONDITIONS

Regulatory Agency Environmental Database Listings

An environmental database search for the project site and surroundings was conducted by Environmental Data Resources (EDR) on April 3, 2017; a complete copy of this report is included as Appendix E of this DEIR. EDR searches a target site and its surroundings at distances up to a mile from the project site, depending on type of hazardous materials site. The project site is slightly longer east-west, by about 300 feet, than the maximum site size for the type of search performed. The surrounding area search radius was increased by one-eighth mile (660 feet) to compensate for the small portion of the project site excluded from the site searched. The listings in Table 5.5-1, below, are those onsite and up to 1.125 miles from the site, depending on the type of hazardous materials site.

Table 5.5-1 Environmental Database Listings, EDR

Database Acronym: Name	Number of Sites Listed
KNOWN RELEASES AND INVESTIGATIONS FOR SUSPECT RELEASES	
Federal Databases	
SEMS: Superfund Enterprise Management System: hazardous waste sites, potentially hazardous waste sites, and remedial activities	2
CERCLIS-NFRAP: CERCLIS- No Further Remedial Action Planned	4
RCRA CORRACTS: Corrective Action Activity; Resource Conservation and Recovery Act	2
ERNS: Emergency Response Notification System: Reported releases of oil and hazardous substances	4
HMIRS: Hazardous Materials Incident Report System: hazardous material spill incidents reported to the US Department of Transportation.	2
US Brownfields: Use/reuse constrained by presence or potential presence of hazardous materials	4
State and Local Databases	
CA Response: confirmed release sites where DTSC is involved in remediation	3
CA Hist Cal-Sites: known and potential hazardous substance sites	3
CA SCH: School site evaluations by Department of Toxic Substances Control (DTSC)	6
CA Cortese: Hazardous waste & substances sites list	3
CA HIST Cortese: Historical Cortese database	22
CA LUST: Leaking Underground Storage Tanks	51
CA SLIC: Spills, Leaks, Investigations and Cleanup	11

Table 5.5-1 Environmental Database Listings, EDR

Database Acronym: Name	Number of Sites Listed
CA CDL: Clandestine Drug Labs	3
CA VCP: Voluntary Cleanup Program	1
CA CHMIRS: California Hazardous Material Incident Report System	13
CA Notify 65: Proposition 65 incidents	4
CA ENF: Enforcement actions, State Water Resources Control Board	1
CA DEED: Properties with deed restrictions in response to hazardous materials releases	3
CA EMI: Emissions Inventory Data: Toxic and criteria pollutant emissions data	5
CA ENVIROSTOR: Sites with known contamination or reason for further investigation	43
CA HWP: Permitted hazardous waste facilities and cleanups	9
CA RGA LUST: Historical listing of Leaking Underground Storage Tanks	15
Los Angeles County Site Mitigation List	2
Subtotal	216 (51 onsite, 165 offsite)
FACILITIES, ACTIVITIES, AND/OR PERMITS Databases listing **facilities** that generate, treat, store, transport, and/or dispose of hazardous materials, including storage facilities such as underground and aboveground storage tanks; other **activities** such as hazardous waste shipment manifests; and facilities **permitted** for certain types of activities involving hazardous materials.[1]	
Federal Databases	
RCRA-LQG: Large Quantity Generators of hazardous wastes; Resource Conservation and Recovery Act	9
RCRA-SQG: Small Quantity Generators of hazardous wastes (RCRA)	11
RCRA-TSDF: Treatment, Storage, and Disposal Facilities	1
RCRA NonGen: Non-generators of hazardous waste (sites on the RCRAInfo database that do not currently generate hazardous waste)	4
FINDS: Facility Index System: contains sites listed on any of several other federal databases	28
FTTS: FIFRA/TSCA Tracking System: tracks compliance with Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA)	1
HIST FTTS: Historical FTTS	1
ECHO: Enforcement & Compliance History Information	14
State, Local, and Proprietary Databases	
CA SWF/LF: Solid Waste Facilities/Landfill Sites	7
CA LDS: Land Disposal Sites	2
CA RGA LF: Historical landfill database	1
CA WDS: Water Discharge System: Sites which have been issued waste discharge requirements	5
CA NPDES: National Pollution Discharge Elimination System (NPDES) permits, including stormwater	8
CA SWRCY: Recycling facilities	3
CA FID UST: Active and inactive Underground Storage Tank locations	11
CA UST: Underground Storage Tanks	5
CA HIST UST: Historical listing of UST sites	24
CA SWEEPS UST: Historical listing of UST sites	21
CA AST: Aboveground storage tanks	4
CA DRYCLEANERS:	2
CA HAZNET: hazardous waste shipment manifests	102
CA HAULERS: waste tire haulers	1
CA PEST LIC: Licenses and certificates issued by Department of Pesticide Regulation	1

Table 5.5-1 Environmental Database Listings, EDR

Database Acronym: Name	Number of Sites Listed
CA WMUDS/SWAT: Waste Management Unit Database System	7
Los Angeles County HMS: Industrial Waste and Underground Storage Tank Sites	102
EDR Hist Auto: Historical gasoline stations and other automotive service businesses	32
EDR Hist Cleaners: Historical dry cleaners	15
Subtotal	422 (229 onsite, 193 offsite)
Total	638 (280 onsite, 358 offsite)

Source: EDR 2017.
[1] Some of these databases include listings of permit violations and/or enforcement actions, and thus may include some listings of hazardous materials releases.

Contaminated sites or open case files listed in Table 5.5-1 are described in further detail below.

- Exxon #7-3591 (former) at 1377 Imperial Highway is listed on the GeoTracker database as a leaking underground storage tank (LUST) site. A gasoline release affected the drinking water aquifer. The case is open; remediation was ongoing in 2014.

- Former George Manor Auto & RV Repair at 1360 Imperial Highway is listed on the GeoTracker database as a LUST site. A release of waste oil/motor/hydraulic/lubricating oil was discovered and stopped in 2002. Site assessment was conducted in 2009; the case is open (SWRCB 2017).

- Proposed South Region High School #6 Site 13 at 1600 West Imperial Highway is listed on the EnviroStor database maintained by the DTSC as a school site investigation. The case is inactive and needed evaluation as of 2007.

- West Imperial Highway Charter School At 1256 West Imperial Highway is listed on EnviroStor as a school site investigation. The case is inactive and needed evaluation as of 2010 (DTSC 2017).

- Los Angeles Southwest College: an investigation of an abandoned elevator pit, listed on EnviroStor, was transferred to LACoFD in 2006.

- Normandie Mound Caltrans Site No. 16 immediately north of the I-105 freeway and southeast of the intersection of Normandie Avenue and Imperial Highway. The site is listed on the Superfund Enterprise Management System database pursuant to CERCLA, or Superfund. The site consists of several former landfills. Potential contaminants are benzene, methane, and vinyl chloride. Potential media of concern are soil, soil vapor, and indoor air. Needed remedial action has been completed; deed restrictions are in place on part of the site (SWRCB 2017).

- Caltrans I-105 Freeway Project 3, Parcel 15 northeast of the intersection of Western Avenue and 120th Street, is listed on the EnviroStor database. Chemicals of concern are metals, petroleum, and polynuclear

aromatic hydrocarbons. Potential media affected are soil, surface water, and groundwater other than drinking water. Site remediation was certified complete in 1994; deed restrictions are in place on the site.

- California Hazardous Materials Incident Reporting System listings onsite:
  - 11259 South Vermont Street: an unknown amount of gasoline was discharged from a service station pump to a storm drain on January 19, 2003.
  - 11404 South Western Avenue: gasoline soil contamination found during boring (soil investigation) on January 4, 1993.
  - 11700 South Normandy Avenue: report of hazardous waste release from broken storm drains on April 16, 2013. This site is also listed on the federal Emergency Response Notification System database.
  - Mobil Oil, 1769 W Imperial Highway: gasoline soil contamination reported during site investigation.[1]

Historical Uses of the Site

Topographic Maps

1896: The site is vacant except for a few roadways, including north-south roadways near present-day Vermont and Western avenues; an east-west roadway near present-day Imperial Highway; and a northwest-southeast roadway passing through the south-central part of the site. A railway passes north-south near present-day Vermont Avenue.

1923/1924: The part of the site east of Normandie Avenue is sparsely developed; much of the present-day roadway network is in place. The western half of the site is vacant except for Western Avenue, present-day Imperial Highway (named Belleview Avenue), and one building offsite abutting the west site boundary. A Pacific Electric (electric interurban trolley) railroad track passes east-west one block south of the east end of the site.

1937: (east of Normandie Avenue only): Somewhat more development is present, including two large buildings near 120th Street. The north-south railway line near Vermont Avenue is absent (it is still shown south of the project site); the Pacific Electric railway line just south of the site is still present.

1950: The parts of the site north of Imperial Highway; the southeastern part of the site east of Raymond Avenue; and the southwestern part of the site between St. Andrews Place and Wilton Place are all built out. The remainder of the southern half of the site is vacant except for three buildings where St. Francis Cabrini Church is today (near the present-day southwest corner of Normandie Avenue and Imperial Highway) and one building near the southwest corner of Western Avenue and Imperial Highway. The Pacific Electric railway just south of the project site is still shown.

[1] One onsite CHMIRS listing was omitted from this list due to the small quantity of hazardous material released and limited hazard.

Historic Aerial Photographs

1952: The part of the site north of Imperial Highway is built out, mostly with residential uses, and with some commercial and/or industrial uses along Vermont and Western avenues. Most of the part of the site south of Imperial Highway between Budlong Avenue on the east and St. Andrews Place on the west appears vacant; some of that part of the site appears to be farmland. The Pacific Electric Railway right-of-way still appears south of the site, but the tracks are not shown.

1972: Conditions on the parts of the site shown as developed in the 1952 photographs are generally similar. In the parts of the site shown as vacant or farmland in the 1952 photographs, one large building—such as commercial or industrial use—is shown near the southeast corner of Imperial Highway and Normandie Avenue. Several buildings are shown on the west side of Normandie Avenue south of Imperial Highway and St. Francis Cabrini Church. The western part of the Southwest Los Angeles College campus is shown at the southeast corner of Western Avenue and Imperial Highway.

1994: The I-105 freeway passes through the southern half of the site. The Southwest Los Angeles College campus has been built out similar to present-day conditions. Otherwise, conditions are generally similar to current conditions.

Schools within 0.25 Mile of the Project Site

There are eight schools within 0.25 miles of the site.

Onsite

- Animo South Los Angeles Charter High School, 11100 South Western Avenue
- Middle College High School, 11750 South Western Ave
- West Athens Elementary School, 1110 West 119th Street

Offsite

- Washington Primary Center, 860 West 112th Street, City of Los Angeles
- Woodcrest Elementary School, 1151 West 109th Street, Westmont
- Woodcrest Nazarene Christian School, 10936 Normandie Avenue, Westmont
- George Washington Preparatory High School, 10860 South Denker Avenue, Westmont
- Duke Ellington Continuation High School, 1541 West 110th Street, Westmont(USGS 2017)

Airport-Related Hazards

The project site is outside of the airport influence areas for Los Angeles International Airport, about 3.1 miles west of the site; and for Hawthorne Municipal Airport, about 0.8 mile southwest of the site (Los Angeles County 2017.

Emergency Response Planning

The Los Angeles County Office of Emergency Management maintains the Los Angeles County Operational Area Emergency Response Plan and the County of Los Angeles All-Hazard Mitigation Plan. The Office of Emergency Management leads and coordinates disaster plans and disaster preparedness exercises for all cities and special districts in Los Angeles County.

Disaster Routes are designated by the Los Angeles County Department of Public Works; they are freeway, highway, or arterial routes preidentified for use during times of crisis. These routes bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impact to the environment. During a disaster, these routes have priority over all other roads for clearing, repairing, and restoration. Western Avenue and Imperial Highway are designated secondary disaster routes, and I-105 is designated a primary disaster route (DPW 2012).

Wildfire Hazards

No fire hazard severity zones are mapped on or near the project site by the California Department of Forestry and Fire Prevention; the nearest such zone to the project site is in the Baldwin Hills about 4.9 miles to the northwest (CAL FIRE 2012).

5.5.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of sensitive land uses.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard for people residing or working in the project area.

H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

H-7 Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, because the project is located:

(i) within a Very High Fire Hazard Severity Zone (Zone 4)?

(ii) within a high fire hazard area with inadequate access?

(iii) within an area with inadequate water and pressure to meet fire flow standards?

(iv) within proximity to land uses that have the potential for dangerous fire hazard?

H-9 Does the proposed use constitute a potentially dangerous fire hazard?

5.5.3 Plan, Programs, and Policies

5.5.3.1 REGULATORY REQUIREMENTS

RR HAZ-1 Any project-related hazardous materials and hazardous wastes will be transported to and/or from the project in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

RR HAZ-2 Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of non-hazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The project will be designed and constructed in accordance with the regulations of the Los Angeles County Fire Department, which serves as the designated Certified Unified Program Agency and implements state and federal regulations for the following programs: (1) Hazardous Waste Generator, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention Program, (4) Aboveground Storage Tack Program, and (5) Underground Storage Tank Program.

RR HAZ-3 Any project-related underground storage tank repairs and/or removals will be conducted in accordance with the California Underground Storage Tank Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, LA County Fire Department, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Any project-related use of existing

underground storage tanks will also have to be conducted (i.e., used, maintained, and monitored) in accordance with the California Underground Storage Tank Regulations.

RR HAZ-4 Any project-related new construction, excavations, and/or new utility lines within 10 feet or crossing existing high pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations, Title 8, Section 1541.

RR HAZ-5 Any project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials or lead-based paint will be conducted in accordance with applicable regulations, including, but not limited to:

- South Coast Air Quality Management District's Rule 1403
- California Health and Safety Code (Sections 39650 et seq.)
- California Code of Regulations (Title 8, Section 1529)
- California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])

5.5.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Project construction and operations would involve the transport, use, and/or disposal of hazardous materials. [Thresholds H-1 (part), H-2 (part), and H-3]

Impact Analysis:

Routine Transport, Use, Storage, and Disposal of Hazardous Materials

The Specific Plan would permit commercial development in the two Mixed Use zones, Neighborhood Commercial Zone, and Civic Center Zone; permit residential uses in all but the Neighborhood Commercial, Public-Institutional, and Buffer Strip zones; and permit civic uses in the Civic Center and Public-Institutional zones. Commercial uses in two zones, Neighborhood Commercial and Mixed Use 1, would be mostly neighborhood-serving uses..

Construction

Construction in accordance with the Specific Plan would involve demolition, grading, and construction of new buildings. Potentially hazardous materials used during construction include substances such as paints, sealants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. However, the materials used would not be in such quantities or stored in such a

manner as to pose a significant safety hazard. These activities would also be short term or one time in nature. Project construction workers would be trained in safe handling and hazardous materials use.

To prevent hazardous conditions, existing local, state, and federal laws—such as those listed under Section 5.5.1.1, *Regulatory Background*—are to be enforced at the construction sites. For example, compliance with existing regulations would ensure that construction workers and the general public are not exposed to any risks related to hazardous materials during demolition and construction activities. Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety equipment, and preparation of emergency action/prevention plans. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Furthermore, strict adherence to all emergency response plan requirements set forth by LACoFD would be required throughout the duration of project construction. Construction activities would be in and near existing sensitive uses, including Harbor-UCLA Medical Center and four schools.

Regulatory requirement RR HAZ-1 also ensures compliance with the US Department of Transportation and Cal/OSHA standards for hazardous materials and hazardous waste transportation. RR HAZ-2 requires all hazardous waste generation, transportation, treatment, storage, and disposal to be in compliance with the RCRA and the LACoFD as the designated CUPA. RR HAZ-3 requires all underground storage tank repairs or removals to be conducted in accordance with the California Underground Storage Tank Regulations with oversight from the Regional Water Quality Control Board, DTSC, LACoFD, South Coast Air Quality Management District (SCAQMD), and/or other regulatory agencies, as needed. RR HAZ-4 ensures any project construction within 10 feet or crossing existing high pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts are designed in accordance with California Code of Regulations (Title 9, Section 1541).

Upon compliance with federal, state, and County regulatory requirements RR HAZ-1 through RR HAZ-4, construction activities in accordance with the proposed project would not pose substantial hazards to the public or the environment, and impacts would be less than significant.

Operation

The proposed Project would allow for the development of a variety of land uses, including residential, commercial, office, civic, and open space uses. Operation of the future residential uses that would be accommodated under the proposed Project would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes, such as paints, household cleaners, fertilizers, and pesticides. Operation of the future commercial uses would also involve use of small amounts of hazardous materials. The types of commercial uses, and thus the types of hazardous materials to be used, are not yet known. However, the use of commercial-grade chemicals, cleaners, and solvents would be anticipated from the proposed retail/commercial uses.

The use, storage, transport, and disposal of hazardous materials by future residents and commercial and industrial tenants/owners of the proposed Project would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, US Environmental Protection Agency, California Division of Occupational Safety and Health, California Department of Transportation, and Los Angeles County Fire Department. Regulations that would be required of those uses that involve transporting, using, or disposing of hazardous materials include RCRA, which provides the "cradle to grave" regulation of hazardous wastes; CERCLA, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; International Fire Code (IFC), which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; CCR Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; and CCR Title 27, which regulates the treatment, storage, and disposal of solid wastes. For development in California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Sections 25500 through 25520.

The Los Angeles County Fire Department (LACoFD) is the CUPA for the County and most cities in the County, and is responsible for enforcing Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory) of the Health and Safety Code. As the CUPA, LACoFD is required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk-management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on development sites. The plan also contains an emergency-response plan, which describes the procedures for mitigating a hazardous release, procedures, and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the LACoFD, the Office of Emergency Services, and other emergency-response personnel. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, LACoFD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Additionally, future residential and nonresidential uses of the proposed Project would be constructed and operated with strict adherence to all emergency response plan requirements set forth by Los Angeles County and LACoFD.

Any future development projects that would be accommodated by the proposed Specific Plan would be subject to the County's development review process upon a formal request for a development permit. The County's development review process would include verification of land use compatibility compliance in accordance with the development standards of the Specific Plan and County zoning regulations (Title 22 of the Code of Ordinances). Additionally, the proposed Specific Plan and County zoning regulations provide a

list of allowable uses that are customized for highly urbanized areas of the County, such as the Project area, thereby minimizing the exposure of future residents to potential impacts. For example, uses permitted by right in a mixed-use development are considered compatible with residential uses on the same development site.

Therefore, hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during Project operation would not occur. Impacts would be less than significant, and no mitigation measures are necessary.

Accidental Release of Hazardous Materials

The use, storage, and transport of hazardous materials and hazardous wastes in compliance with the laws and regulations mentioned above would minimize the potential for releases of hazardous materials that could pose substantial hazards to the public or the environment and would entail prompt containment and cleanup of spills.

Residential uses, some civic uses such as schools and parks, and some commercial uses utilize only small amounts of hazardous materials—such as cleansers, paints, fertilizers, and pesticides—and mostly or entirely for cleaning and maintenance purposes. Use of such small amounts of hazardous materials would not pose substantial hazards to the public or the environment through accidental releases.

Businesses handling reporting quantities of hazardous or extremely hazardous materials would maintain business plans including: procedures in the event of a hazardous materials release, procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance, contact information for company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

The LACoFD Health Hazardous Materials Division Emergency Operations Section provides emergency responses to hazardous materials within LACoFD's CUPA jurisdiction.

In addition, regulatory requirements RR HAZ-1 and RR HAZ-2 would further enforce compliance with the U.S. Department of Transportation, Cal/OSHA, and LACoFD pertaining to hazardous materials and wastes.

Hazards to Sensitive Land Uses

Sensitive land uses include retirement facilities, hospitals, and schools. Project buildout would result in increased usage and storage of hazardous materials onsite and increased transportation of hazardous materials to and from the site. Thus, project operation could subject people within the project area, including at eight schools within a one-quarter mile of the Specific Plan area, to increased hazards from hazardous materials. Compliance with the regulations described above would reduce hazards from hazardous materials emissions and handling such that no substantial health risks to sensitive land uses would occur, and impacts would be less than significant.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.5-1 would be less than significant.

Impact 5.5-2: Demolition of existing buildings could expose construction workers to asbestos containing materials and/or lead-based paint. [Thresholds H-1 (part), H-2 (part)]

Impact Analysis: Portions of the site were built out by 1950. Thus, many buildings onsite could contain asbestos containing materials (ACMs) and lead-based paint (LBP). Demolition of buildings has the potential to expose and disturb ACMs and lead-based paint LBP. Demolition can cause encapsulated ACMs (if present) to become friable and, once airborne, they are considered a carcinogen.[2] Demolition of the existing buildings and structures can also release lead into the air if LPB is not properly removed and handled. The EPA has classified lead and inorganic lead compounds as "probable human carcinogens" (USEPA 2015). Such releases could pose significant risks to persons living and working in and around project site, including project construction workers.

Abatement of all ACM and LBP encountered during any future building demolition would be required to follow all applicable laws and regulations, including those of the EPA (which regulates disposal), OSHA, US Department of Housing and Urban Development, Cal/OSHA (which regulates employee exposure), and SCAQMD. County regulatory requirement RR HAZ-5 also enforces any demolition activities that have the potential to release ACMs and LBP to be conducted in accordance with SCAQMD, California Health and Safety Code Section 39650 et seq., CCR (Title 8, Section 1529), and Cal/OSHA regulations.

The EPA requires that all asbestos work performed within regulated areas be supervised by a competent person who is trained as an asbestos supervisor (EPA Asbestos Hazard Emergency Response Act, 40 CFR 763). SCAQMD's Rule 1403 requires that buildings undergoing demolition or renovation be surveyed for ACMs prior to any demolition or renovation activities. Should ACMs be identified, Rule 1403 requires them to be safely removed and disposed of at a regulated site, if possible. If it is not possible to safely remove ACMs, Rule 1403 requires that safe procedures be used to demolish the building with asbestos in place without resulting in a significant release of asbestos. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of CCR Title 8, Section 1529 (Asbestos), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos.

Cal/OSHA regulates the demolition, renovation, or construction of buildings involving lead-based materials. It includes requirements for the safe removal and disposal of lead, and the safe demolition of buildings containing LBP or other lead materials. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of CCR Title 8, Section 1532.1 (Lead), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead.

Hazards from ACM and LBP to workers, the public, and the environment would be less than significant after compliance with the above-described regulations.

[2] When dry, an ACM is considered friable if it can be crumbled, pulverized, or reduced to powder by hand pressure. If it cannot, it is considered a nonfriable ACM. It is possible for nonfriable ACMs to become friable when subjected to unusual conditions, such as when demolishing a building or removing an ACM that has been glued into place.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.5-2 would be less than significant.

Impact 5.5-3: The project site is on a list of hazardous materials sites and future development activities could result in exposure of persons to hazardous materials. [Threshold H-4]

Impact Analysis: Table 5.5-1 above lists 638 hazardous materials sites: 280 within the Specific Plan area, and 358 within 1.125 mile of the Specific Plan area. Eleven sites within the Specific Plan area that could be more significant to the project site than the other listings are described above in Section 5.5.1.3. Further investigation and/or remediation is required for four of the sites; required remediation has been completed for two of the sites; one case has been transferred to the LACoFD; and four cases document past hazardous materials releases that do not require further investigation or remediation.

At five of the sites (the sites requiring additional investigation and/or remediation, and the site transferred to the LACoFD), hazardous materials may remain in soil and/or groundwater that could pose substantial hazards to the public and/or the environment should those materials be disturbed during earthmoving activities by projects developed under the Specific Plan.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.5-3 would be potentially significant.

Impact 5.5-4: The project site is outside of the airport influence areas for public-use airports. There are no heliports within one mile of the project site. Specific Plan buildout would not cause airport-related hazards to persons onsite. [Thresholds H-5 and H-6]

Impact Analysis: The project site is outside of the Airport Influence Areas for Los Angeles International Airport, about 3.1 miles west of the site; and for Hawthorne Municipal Airport, about 0.8 mile southwest of the site (LACALUC 2003). There are no heliports within one mile of the project site (Airnav.com 2017). Specific Plan buildout would not cause airport-related hazards to persons onsite.

Level of Significance before Mitigation: Based on the preceding analysis, Impact 5.5-4 would be less than significant.

Impact 5.5-5: Project development could affect the implementation of an emergency responder or evacuation plan. [Threshold H-7]

Impact Analysis:

Construction

Specific Plan buildout would involve construction activities and construction traffic that could impede emergency access to the project site and surrounding neighborhoods. I-105 is designated a primary disaster route, and Western Avenue and Imperial Highway are designated secondary disaster routes, by the County Department of Public Works (DPW). Los Angeles County Road Permit Standard Conditions issued by DPW

requires that encroachments into roadways interfering with future use of the roadways by the general public be removed; and prohibits temporary stockpiling of material or debris in roadways except under a Road Permit issued by DPW (DPW 2017).

Three schools are onsite—two high schools and an elementary school. The schools' emergency plans include plans for offsite evacuation as needed. The Traffic and Lighting Division would ensure that construction activities and construction staging do not block emergency evacuation from the schools.

Operation

DPW requires removal of encroachments into roadways obstructing future use of the roadway by the general public; and prohibits temporary stockpiling of material or debris in roadways except under a DPW-issued permit. Operation of projects built under the Specific Plan would not block emergency access to the site or surroundings.

Level of Significance before Mitigation: Based on the preceding analysis, Impact 5.5-5 would be less than significant.

Impact 5.5-6:	Specific Plan buildout would not expose people or structures to wildfire hazards nor are the proposed land uses potentially dangerous fire hazards. [Threshold H-8(i) through (iv) and H-9]

Impact Analysis: No fire hazard severity zones are mapped on or near the project site by the California Department of Forestry and Fire Prevention; the nearest such zone to the project site is in the Baldwin Hills about 4.9 miles to the northwest (CAL FIRE 2012).

The proposed land uses would be similar to existing uses (e.g., single and multifamily residences, commercial and office uses, industrial, and institutional uses). These proposed uses do not constitute potentially dangerous fire hazards and would be compatible with the existing residential and nonresidential buildings.

Overall, Specific Plan buildout would not expose people or structures to dangerous fire hazards.

Level of Significance before Mitigation: Based on the preceding analysis, Impact 5.5-6 would be less than significant.

5.5.5 Cumulative Impacts

Hazardous Materials

The area considered for cumulative impacts is the service area of the LACoFD CUPA's West County Office, which extends from south-central Los Angeles and areas just west of downtown Los Angeles west and northwest to the west County boundary (LACoFD 2017).

Cumulative impacts occur when the potential impacts of one project are compounded with impacts of other development projects or from growth in the area. Hazards and hazardous materials impacts are compounded

when multiple development projects would increase the presence of hazardous materials near the proposed project or the potential for hazardous accidents to occur.

However, use, transport, storage, and disposal of hazardous materials by other projects in the project area would be governed by the same regulations and agencies governing such uses by the proposed project. Implementation of existing regulations would minimize potential hazards from accidental release of hazardous materials. Other cumulative projects would be subject to independent CEQA review, and projects that could expose persons at schools within one-quarter mile of a project to substantial hazards through emissions of hazardous substances would be required to implement feasible mitigation measures to reduce those hazards.

Other projects may be proposed on sites listed on environmental databases. CEQA review for such projects would include environmental site assessments (e.g., Phase I, II, or III ESAs). Where contaminated soil, soil vapor, or water are discovered on a site, cleanup to appropriate regulatory levels would be required before proposed land uses could be approved where people could come into contact with the contaminated material.

Soil and groundwater contamination is usually localized; thus, potential impacts onsite are not likely to pose substantial hazards to the public and/or the environment offsite, and vice-versa.

Overall, compliance with laws and regulations governing hazardous materials and hazardous wastes described above in Section 5.5.1.1 and with regulatory requirements RR HAZ-1 through HAZ-5 would ensure impacts on hazards and hazardous materials are cumulatively considerable.

Emergency Response Planning

Other projects in the region would involve grading and construction operations entailing staging of trucks and construction materials, trucks and construction equipment entering and exiting roadways, and soil haul truck trips. Thus, other projects could affect emergency access to properties and neighborhoods surrounding their project sites. One primary disaster route (I-105) and two secondary routes (Western Avenue and Imperial Highway) pass through the project site (DPW 2012). Other projects would be required to submit construction traffic management plans to the Los Angeles County Public Works Traffic and Lighting Division for review and approval prior to construction activities. The Traffic and Lighting Division would ensure that emergency access to surrounding neighborhoods would be maintained. Cumulative impacts to emergency response plans would be less than significant.

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.5-1, 5.5-2 5.5-4, 5.5-5, and 5.5-6.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-3** The project site is listed on databases of hazardous materials sites.

5.5.7 Mitigation Measures

Impact 5.5-3

HAZ-1 Prior to issuance of grading permits for individual development projects pursuant to the Specific Plan, the project applicant shall prepare and submit a Phase I Environmental Site Assessment (ESA) to the County of Los Angeles to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by an Environmental Professional in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.13, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process." If recognized environmental conditions related to soils or groundwater are identified in the Phase I ESA, the project applicant shall have soil and soil gas sampling performed, as required, as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils with the oversight and in accordance with state and local agency requirements, including the California Department of Toxic Substances Control, Regional Water Quality Control Board, and Los Angeles County Fire Department. All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Each Phase I ESA conducted for projects that involve demolition activities shall include an inspection for lead-based paint conducted by a licensed or certified lead inspector/assessor and a survey for asbestos-containing materials conducted by a California Certified Asbestos Consultant. Prior to the issuance of building permits, a report documenting the completion, results, and follow-up remediation on the recommendations, if any, shall be provided to the Los Angeles County Department of Regional Planning evidencing that all site remediation activities have been completed.

5.5.8 Level of Significance After Mitigation

The mitigation measure identified above would reduce potential impacts associated with hazards and hazardous materials to less than significant. Therefore, no significant unavoidable adverse impacts relating to hazards and hazardous materials have been identified for the proposed project.

5.5.9 References

California Department of Forestry and Fire Prevention (CAL FIRE). 2012, May. Very High Fire Hazard Severity Zones in LRA: Los Angeles County. http://www.fire.ca.gov/fire_prevention/fhsz_maps_losangeles.php.

Department of Public Works, Los Angeles County (DPW). 2012, September 24. Disaster Routes with Road Districts: South Los Angeles County. http://dpw.lacounty.gov/dsg/disasterroutes/map/disaster_rdm-South.pdf.

Department of Public Works, Los Angeles County (DPW). 2017, September 27. Los Angeles County Road Permit Standard Conditions. http://dpw.lacounty.gov/general/forms/download/694.pdf.

Los Angeles County. 2017, September 26. A-NET. http://planning.lacounty.gov/assets/obj/anet/Main.html.

Los Angeles County Airport Land Use Commission (LACALUC). 2003, May 13. Los Angeles County Airport Land Use Plan. http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf.

Los Angeles County Fire Department (LACoFD). Health Hazardous Materials Division. Contact Us. https://www.fire.lacounty.gov/hhmd/hhmd-contact-us-2/.

5.6 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts of the proposed Project Title to hydrology and water quality conditions in the Community of West Athens. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface- and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface.

- *West Athens-Westmont Storm Water Area Study*, IBI Group, April 13, 2018

Complete copies of these studies are included in Appendix I to this Draft EIR).

5.6.1 Environmental Setting

5.6.1.1 REGULATORY FRAMEWORK

Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA) regulates drinking water quality nationwide and gives the US Environmental Protection Agency (EPA) the authority to set drinking water standards, such as the National Primary Drinking Water regulations (NPDWRs or primary standards). The NPDWRs protect drinking water by limiting the levels of specific contaminants that can adversely affect public health. All public water systems that provide service to 25 or more individuals must meet these standards. Water purveyors must monitor for contaminants on fixed schedules and report to the EPA when a maximum contaminant level (MCL) is exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Contaminants include organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and E. coli). The MCL list typically changes every three years as the EPA adds new contaminants or revises MCLs. The California Department of Public Health's Division of Drinking Water and Environmental Management is responsible for implementation of the SDWA in California.

Clean Water Act

The federal Water Pollution Control Act (or Clean Water Act [CWA]) is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to completely end all discharges and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards for navigable bodies of water; and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution. Section 402

of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the United States.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program (under Section 402 of the CWA), all facilities that discharge pollutants from any point source into waters of the United States must have a NPDES permit. The term "pollutant" broadly applies to any type of industrial, municipal, and agricultural waste discharged into water. Point sources can be publicly owned treatment works (POTWs), industrial facilities, and urban runoff. (The NPDES program addresses certain agricultural activities, but the majority are considered nonpoint sources and are exempt from NPDES regulation.) Direct sources discharge directly to receiving waters, and indirect sources discharge to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only for direct, point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows (CSOs), and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting (USEPA 2012).

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase I Final Rule. The Phase I Final Rule requires an operator (such as a City) of a regulated municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., Best Management Practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the County's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The MS4 Permit in effect for West Athens is Order No. R4-2012-0175 issued by the Los Angeles Regional Water Quality Control Board in 2012.The Los Angeles County Public Works Department enforces conditions of the MS4 NPDES permit on development and redevelopment projects in the County's jurisdiction

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control

over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs) carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The project region is located in the Los Angeles Basin, Region 4. Most of the project site is in the Dominguez Watershed, while the northeast corner of the site is in the Lower Los Angeles River Watershed. The Water Quality Control Plan for the Los Angeles Basin (4) was adopted in 1995 and updated in 2011. This Basin Plan gives direction on the beneficial uses of the state waters within Region 4, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

5.6.1.2 APPLICABLE PLANS AND PROGRAMS

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for storm water discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of storm water from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for storm water discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect storm water runoff, and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). The most recent FIS and FIRM was completed and published for City on Date. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs.

The Flood Disaster Protection Act (FDPA) requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in those communities that adopt

and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System (CRS), a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

Los Angeles County, under NFIP, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, cooperation with the U.S. Army Corps of Engineers (Corps) and the SBCFCD for updating, and method consistency with the RWQCB and proposed BMPs.

Local

NPDES Permit No. CAS004001 (Municipal Separate Storm Sewer System Permit)

The project area is subject to the waste discharge requirements of the NPDES Permit No. CAS004001 and the Los Angeles County MS4 Permit (Order No. R4-2012-0175), as amended by Order WQ 2015-0075. The Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities in Los Angeles County (except Long Beach) are permittees under the MS4 Permit. The permit covers approximately 3,100 square miles and serves a population of about 10 million. Permittees are required to comply with applicable water-quality-based effluent limitations, develop and implement procedures necessary to reduce the discharge of pollutants into the MS4s to the maximum extent practicable, and implement BMPs. The proposed project is required to comply with the Los Angeles County MS4 Permit and the County's stormwater management program.

Los Angeles County's MS4 permit also requires new development and redevelopment projects to retain onsite a specified volume of stormwater runoff from a design storm event. The County has adopted a low impact development (LID) ordinance and prepared a Low-Impact Development (LID) manual as a guideline for implementation of these requirements.

Los Angeles County Low Impact Development Standards Manual

The County prepared the 2014 Low Impact Development Standards Manual (LID Manual) to comply with the requirements of the MS4 permit. The LID manual is an update and compilation of the following documents:

- Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP Manual, September 2002)
- Technical Manual for Stormwater Best Management Practices in the County of Los Angeles (2004 Design Manual, February 2004)
- Stormwater Best Management Practice Design and Maintenance Manual (2010 Design Manual, August 2010)

- Low Impact Development Standards Manual (2009 LID Manual, January 2009)

The LID manual addresses the following objectives and goals:

- Lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other water bodies.
- Minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs and other LID strategies.
- Minimize erosion and other hydrologic impacts on all projects located within natural drainage systems that have not been improved by requiring projects to incorporate properly designed, technically appropriate hydromodification control development principles and technologies.

The use of LID BMPs in project planning and design is intended to preserve a site's predevelopment hydrology by minimizing the loss of natural hydrologic processes such as infiltration, evapotranspiration, and runoff detention. LID BMPs try to offset these losses by introducing structural and non-structural design components that restore these water quality functions into the project's land plan.

Best Management Practices

Best management practices for minimizing water pollution are termed *measures* in the LID Standards Manual and *Best Management Practices (BMPs)* in the MS4 Permit; they are referred to as BMPs here.

Site Assessment

The design of the Proposed project drainage system and water quality components is based on an assessment of site layout, geotechnical conditions, local groundwater conditions, and existing drainage.

Site Design

Site design BMPs reduce or eliminate post-project runoff. Site design BMPs include protecting and restoring natural areas; minimizing land disturbance, and minimizing impervious area.

Source Control BMPs

Source control BMPs reduce the potential for pollutants to enter runoff. Source control BMPs are classified in two categories:

Structural source control measures: examples include roof runoff controls, protection of slopes and channels, efficient irrigation, and storm drain system signage.

Nonstructural source control measures: reduce the potential for pollutants resulting from activities onsite to enter runoff. Examples include education of owners and employees; activity restrictions, such as requiring that trash can lids be closed at all times and prohibiting outdoor cooking; and periodic inspections of water quality features such as catch basins and filters.

Treatment control BMPs

Treatment control BMPs remove pollutants from contaminated stormwater before the water is discharged offsite. Examples include biofiltration through constructed project landscape elements such as bioswales, infiltration trenches, and/or infiltration basins; and filters.

5.6.1.3 EXISTING CONDITIONS

Regional Drainage

Most of the project site is in the Dominguez Watershed, which spans 133 square miles in the southwestern Los Angeles Basin (MEC 2004; see Figure 5.6-1, *Watersheds Map*). The primary drainage channel in the watershed is Dominguez Channel, which extends for about 16 miles and discharges into the Los Angeles/Long Beach Harbor. The Dominguez Channel passes about 0.7 mile southwest of the project site.

The northeast corner of the project site is in the Lower Los Angeles River Watershed, which encompasses about 140 square miles in the central and south-central Los Angeles Basin (see Figure 5.6-1). The primary channel in the Lower Los Angeles River Watershed is the Los Angeles River, which extends 48 miles from the confluence of Bell Creek and the Arroyo Calabasas in the southwest San Fernando Valley to the Pacific Ocean at the City of Long Beach. The Los Angeles River passes about 6.6 miles southeast of the project site.

Local Surface Waters and Drainage

The storm drainage network onsite consists of a Caltrans storm drain in the I-105 freeway and several Los Angeles County Public Works Department (DPW) storm drains, most of which discharge into the Caltrans storm drain. Drainage flow onsite is generally toward the southwest. The Caltrans storm drain and some of the DPW storm drains discharge into the Dominguez Channel (see Figure 5.6-3, *Storm Drains Onsite*). Drainage in the northeast corner of the project site is collected by storm drains that discharge to Compton Creek to the east; Compton Creek is tributary to the Los Angeles River. The project site is about 82.4 percent impervious.

Surface Water Quality

The receiving water for most of the project site is the Dominguez Channel and the Los Angeles/Long Beahc Harbor dowstream; the receiving water for the northeast corner of the site is Compton Creek and the Los Angeles River downstream. Each of those water bodies is listed on the Clean Water Act Section 303(d) List of Water Quality Limited Segments; listings are shown below in Table 5.6-1.

Table 5.6-1 Pollutants in Receiving Water Bodies Listed on Section 303(d) List

Water Body *Watershed*	Segment	Pollutant	Total Maximum Daily Load (TMDL) Status
Dominguez Channel *Dominguez*	Above Vermont Avenue	Ammonia	Estimated completion 2019
		Copper	Estimated completion 2019
		Diazinon	Estimated completion 2021
		Indicator Bacteria	Estimated Completion 2007

		Lead	Estimated completion 2019
		Sediment toxicity	Estimated completion 2021
		Zinc	Estimated completion 2019
Los Angeles/ Long Beach Inner Harbor *Alamitos Bay-San Pedro Bay*	Entire	Beach closures	Estimated completion 2004
		Benthic community effects	Estimated completion 2019
		Benzo(a)pyrene	Estimated completion 2021
		Chrysene[1]	Estimated completion 2021
		Copper	Estimated completion 2019
		DDT[2]	Estimated completion 2019
		Polychlorinated biphenyls (PCBs)	Estimated completion 2019
		Sediment Toxicity	Estimated completion 2009
		Zinc	Estimated completion 2008
Compton Creek *Lower Los Angeles River*	Entire	Benthic-macroinvertebrate bioassessments[3]	Estimated completion 2019
		Coliform bacteria	Estimated completion 2009
		Copper	Approved 2005
		Lead	Approved 2005
		pH	Approved 2004
		Trash	Approved 2008
Los Angeles River *Lower Los Angeles River*	Reach 1: Estuary north to Carson Street	Ammonia	Approved 2004
		Cadmium	Approved 2005
		Coliform bacteria	Estimated completion 2009
		Copper, dissolved	Approved 2005
		Cyanide	Estimated completion 2019
		Diazinon[2]	Estimated completion 2019
		Lead	Approved 2005
		Nutrients	Approved 2004
		pH	Approved 2003
		Trash	Approved 2008
		Zinc, dissolved	Approved 2005

[1] Chrysene, a polycyclic aromatic hydrocarbon, is listed as a human carcinogen by the State of California. See Office of Environmental Health Hazard Assessment (OEHHA). 2017, September 12. Chrysene. https://oehha.ca.gov/chemicals/chrysene.
[2] DDT (Dichlorodiphenyltrichloroethane) and diazinon are organochlorine insecticides.
[3] Benthic macroinvertebrate bioassessments are surveys of the species of invertebrate animals visible to the naked eye ("macroinvertebrate") compared to surveys at a reference site to determine whether water quality is impairing species richness at a site. See Virginia Cooperative Extension. 2009. TMDLs (Total Maximum Daily Loads) for Benthic Impairments. https://pubs.ext.vt.edu/442/442-556/442-556.html.
Source: SWRCB 2017.

Groundwater

Most of the project site is in the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin; the Central Subbasin underlies about 277 square miles in the northeast half of the Los Angeles Basin. The southwest corner of the site is in the West Coast Subbasin of the Coastal Plain of Los Angeles Basin; the West Coast Subbasin spans about 142 square miles in the southwest part of the Los Angeles Basin (see Figure 5.6-2, *Groundwater Subbasins*).

Groundwater Quality

Central Subbasin

A groundwater treatment facility, the Water Quality Protection Project, treats groundwater for volatile organic compound (VOC) contamination in the City of Pico Rivera in the Central subbasin; the contamination is a plume originating from the San Gabriel Valley to the north. The facility uses granular-activated carbon and has capacity of 3,600 gallons per minute (CBWMD 2016).

West Coast Subbasin

Wellhead treatment is used at some wells in the West Coast Subbasin to remove volatile organic compound (VOC) contaminants. Brackish groundwater—slightly salty due to seawater intrusion into the groundwater basin—is treated at two facilities. The Brewer Desalting Facility in Torrance has a capacity of 2.1 million gallons per day (mgd) capacity and is operated by the West Basin Municipal Water District. The Goldsworthy Desalter, also in Torrance, is operated by the Water Replenishment District of Southern California; an expansion of that facility to 5 mgd capacity is scheduled for completion in 2017 (WBMWD 2016).

5.6.1.4 FLOOD HAZARDS

Designated Flood Zones

The project site is outside of 100-year and 500-year flood zones.

Seismically Induced Dam Inundation

The project site is not in a dam inundation zone (OES 2016).

Inundation from Aboveground Water Storage Reservoirs

No aboveground water storage reservoirs pose a flood hazard to the site.

Seiches

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No surface water bodies pose a flood hazard to the site due to a seiche.

Tsunamis

A tsunami is an ocean wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is not at risk of flooding due to tsunami due to its distance from the ocean – about 6.6 miles – and elevation, ranging from about 125 feet above mean sea level (amsl) at the west end of the site to approximately 225 feet amsl in the Southwest Los Angeles College campus.

Figure 5.6-1 - Watesheds Map

5. Environmental Analysis

Watershed Boundaries

Source: US Geological Survey 2017. Watersheds reference layer on Biogeographic Information and Observation System maintained by the California Department of Fish and Wildlife.

0 3
Scale (Miles)

5. Environmental Analysis
HYDROLOGY AND WATER QUALITY

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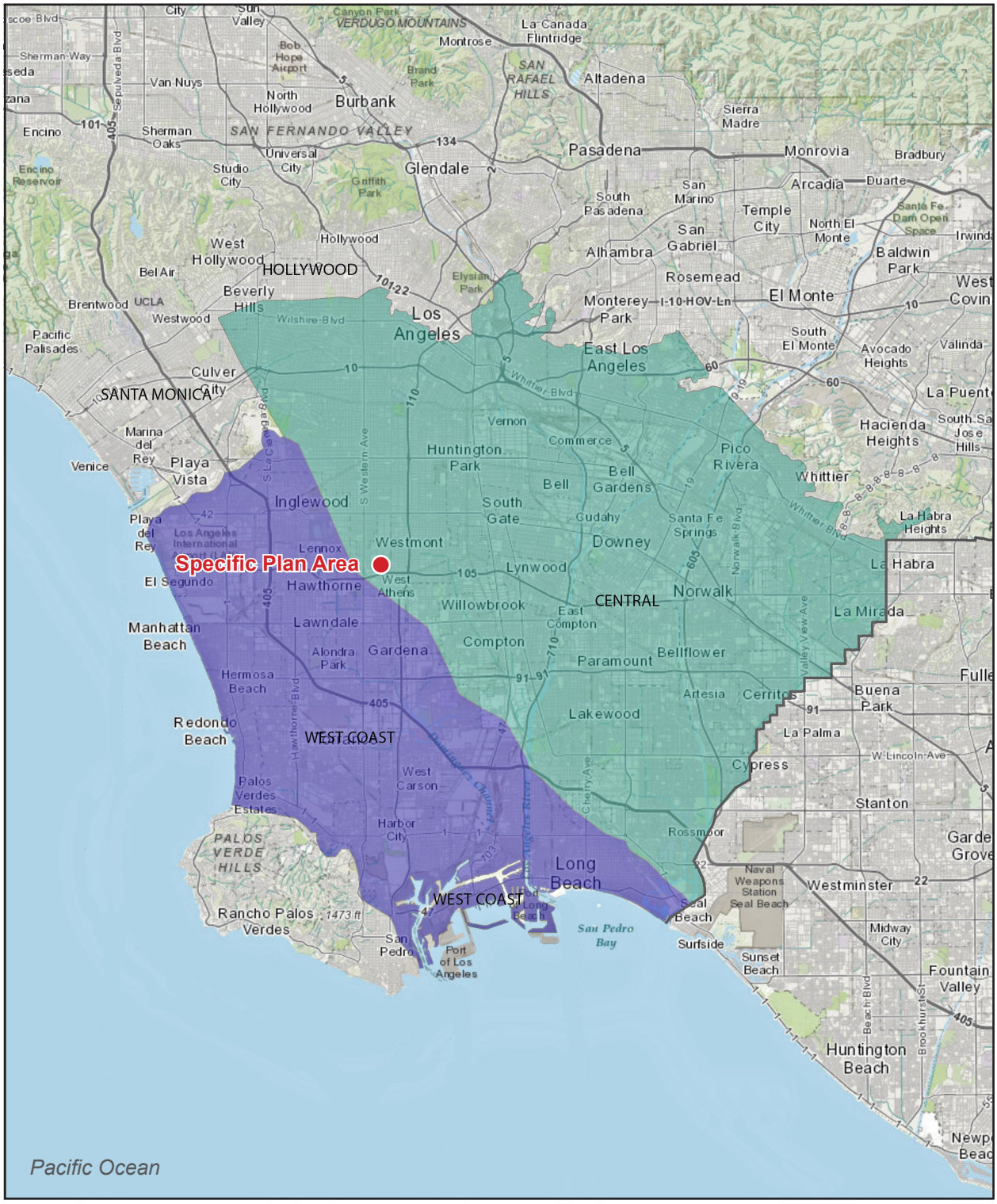
Figure 5.6-2 - Groundwater Subbasins Map

5. Environmental Analysis



Source: USGS, 2017

5. Environmental Analysis
HYDROLOGY AND WATER QUALITY

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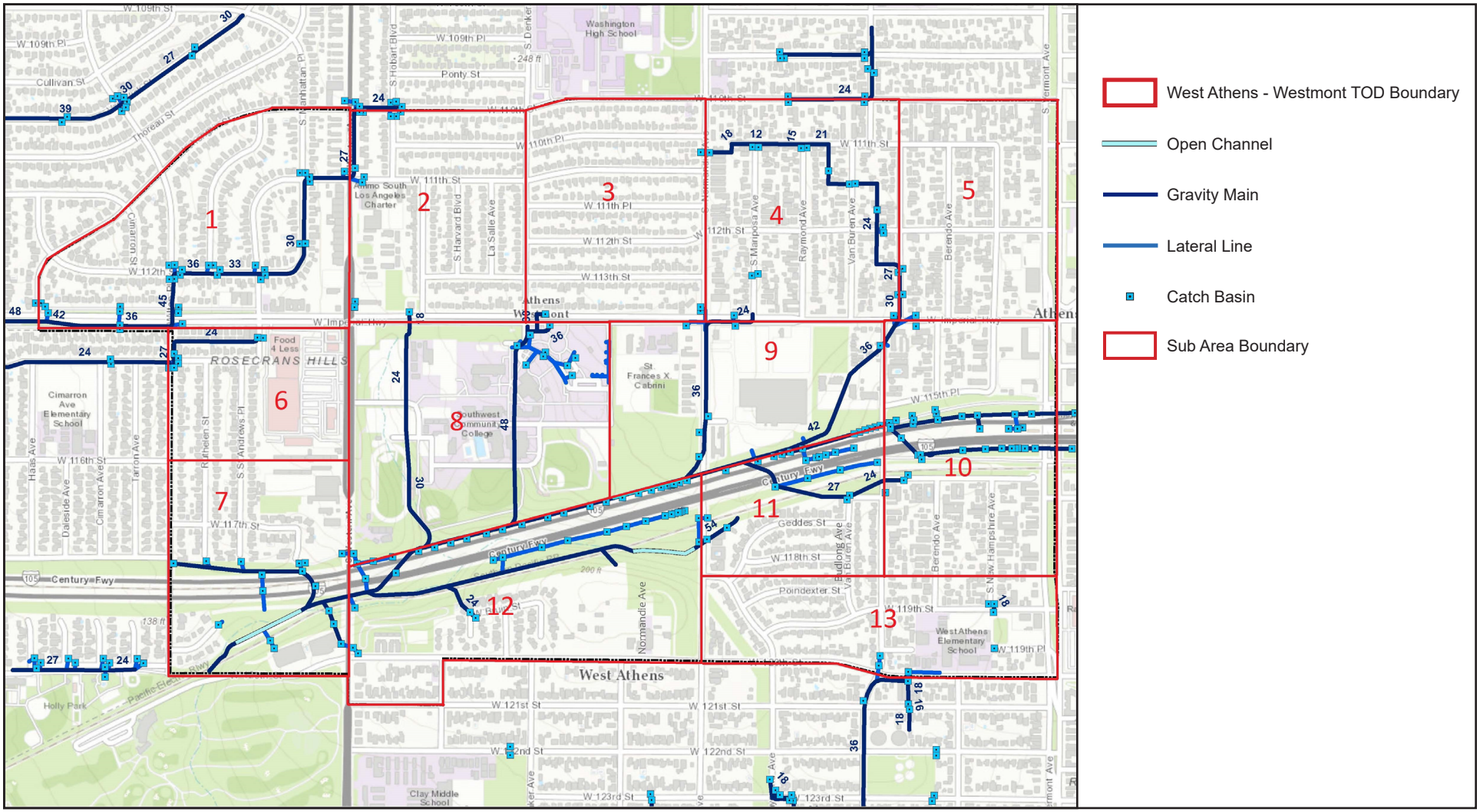
Figure 5.6-3 - Storm Drains Onsite

5. Environmental Analysis



Source: IBI, 2018

5. Environmental Analysis
HYDROLOGY AND WATER QUALITY

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Mudflows and Debris Flows

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. There are no slopes on or next to the site that could generate a mudflow.

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

HYD-1 Violate any water quality standards or waste discharge requirements.

HYD-2 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

HYD-4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

HYD-5 Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

HYD-6 Otherwise substantially degrade water quality.

HYD-7 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

HYD-8 Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

HYD-9 Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

HYD-10 Be subject to inundation by seiche, tsunami, or mudflow.

5.6.3 Plans, Programs, and Policies

Regulatory Requirements

RR HYD-2 The project will be constructed and operated in accordance with the Los Angeles County MS4 Permit (Order No. R4-2012-0175), as amended by Order WQ 2015-0075. The MS4 Permit requires new development and redevelopment projects to retain on-site a specified volume of stormwater runoff from a design storm event. The Low Impact Development Standards Manual provides the guidance on how new development and redevelopment projects can meet these on-site retention requirements through the use of stormwater quality control measures.

5.6.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.6-1: Development pursuant to the proposed project would increase the amount of impervious surfaces on the site and would therefore increase surface water flows into drainage systems within the watershed. [Thresholds HYD-3, HYD-4 and HYD-5]

Impact Analysis: Nearly the entire project site is built out; only 17 acres, or about 2.6 percent, of the 658-acre site is vacant.

Impervious Areas

Specific Plan buildout would increase impervious areas by 8.74 acres in some portions of the project site and decrease such areas by 8.68 acres in other portions, for a net increase of 0.06 acre, that is, about 0.01 percent of the site (see Table 5.6-2 below). The project site is divided into 13 drainage sub-areas (see Figure 5.6-3, Storm Drains Onsite). The increase in impervious areas would mainly be in sub-areas 9 and 12 in the central and southern parts of the project site, respectively. The proposed zoning designations in portions of those areas where zoning designations would change are Civic Center (CC) and Limited Density Multiple Residence (R-3) in sub-area 9; and Residential Planned Development (RPD) and Mixed Use 1 (MXD-1) in sub-area 12 (see Figure 3.6, *Proposed Zoning Areas of Change*). Those areas are relatively close to existing storm drains that would have adequate capacity to convey stormwater from those areas.

The decrease in impervious areas would be mostly in sub-areas 7 and 10 in the southwest and east parts of the project site, respectively. Proposed zoning designations in portions of those sub-areas where zoning would change are Mixed Use 2 (MXD-2) and Public-Institutional (IT) in sub-area 7; and mixed use (MXD-1 and MXD-2) in sub-area 10 (see Figure 3.6).

No specific development plans have been proposed; thus, impervious area in buildout condition is estimated based on development in accordance with the proposed zoning and use of common measures for minimizing runoff.

Overall, Specific Plan buildout would not require the construction of new or expanded storm drains and would not substantially change the drainage pattern onsite.

Each development or redevelopment project under the Specific Plan would be required to have site-specific hydrology and hydraulic studies to determine capacity of the existing storm drain systems and project impacts on such systems prior to approval by the Los Angeles County Department of Public Works. Each project would be required to comply with site-specific "allowable discharge rates," as identified by the Department of Public Works, that limit peak flow discharges compared to existing conditions, thus minimizing potential for flooding on- or off-site.

As required by regulatory requirement RR HYD-2, future projects in accordance with the Specific Plan must be constructed and operated in accordance with the Los Angeles County MS4 Permit (Order No. R4-2012-0175), as amended by Order WQ 2015-0075. The MS4 Permit requires new development and redevelopment projects to retain on-site a specified volume of stormwater runoff from a design storm event. The LID Standards Manual provides guidance on how new development and redevelopment projects can meet these on-site retention requirements through the use of stormwater quality control measures.

Table 5.6-2 Impervious Areas Onsite: Existing, Proposed, and Net Change

Drainage Subarea	Acres	Existing Conditions		Specific Plan Buildout		Net Change, Impervious Acres
		Percent Impervious	Impervious Acres	Percent Impervious	Impervious Acres	
1	61.0	81.55%	49.75	81.55%	49.75	0.00
2	46.4	82.70%	38.38	82.51%	37.10	-.09
3	50.4	80.12%	40.38	80.12%	40.47	0.00
4	56.4	85.11%	48.00	85.11%	45.27	0.00
5	41.6	86.61%	36.03	88.17%	35.25	0.65
6	32.4	87.73%	28.43	87.61%	29.12	-.04
7	45.3	87.03%	39.43	77.80%	33.74	-4.18
8	71.5	80.04%	57.23	78.00%	55.77	-1.46
9	52.5	77.94%	40.92	84.33%	45.16	3.36
10	63.2	84.80%	53.60	80.26%	49.61	-2.87
11	33.5	91.37%	30.61	91.27%	25.32	-0.04
12	64.2	74.74%	47.99	81.97%	55.84	4.64
13	34.9	78.28%	27.32	78.54%	28.91	0.09
Total	653.3	82.36%	538.04	82.37%	538.10	0.06

Source: IBI 2018

LID Plan

Applicants for most projects would be required to submit an LID Plan to the Director of the Los Angeles County Public Works Department. The LID Plan must include the following information:

- Identification of whether the proposed project is a Designated Project or not. If the proposed project is a Designated Project, identification of the project category.

- Feasibility of infiltration, including a percolation report as part of a geotechnical report prepared by a geotechnical engineer.
- Source control measure(s) proposed to be implemented.
- Calculation of the stormwater quality design volume.
- Discussion on whether stormwater runoff harvest and use are feasible.
- Stormwater quality control measure(s) proposed to be implemented.
- Discussion of how the applicable water quality standards and total maximum daily loads will be addressed (off-site mitigation projects only).
- Proposed hydromodification controls and calculations (if necessary).
- Proposed maintenance plan (if necessary).

The LID Plan can be a section of or appendix to the hydrology report that must be submitted to the Los Angeles County Land Development Division; a section of or appendix to the grading report submitted to the Los Angeles County Building and Safety Division; or a separate plan.

Best Management Practices

In addition, projects that are identified as Designated Projects (categories of which are identified above in Section 5.6.1.1, *Regulatory Framework*) are required to implement site design/LID and source control BMPs applicable to their specific Designated Project categories and treatment control BMPs where necessary. Selection of LID and additional treatment control BMPs is based on the pollutants of concern for the specific project site and the BMP's ability to effectively treat those pollutants.

Site Design/LID BMPs reduce or eliminate post-project runoff. Site design BMPs include protecting and restoring natural areas; minimizing land disturbance, and minimizing impervious area.

Source control BMPs reduce the potential for pollutants to enter runoff. Source control BMPs are classified in two categories:

Structural source control measures: examples include roof runoff controls, protection of slopes and channels, efficient irrigation, and storm drain system signage.

Nonstructural source control measures: reduce the potential for pollutants resulting from activities onsite to enter runoff. Examples include education of owners and employees; activity restrictions, such as requiring that trash can lids be closed at all times and prohibiting outdoor cooking; and periodic inspections of water quality features such as catch basins and filters.

Treatment control BMPs remove pollutants from contaminated stormwater before the water is discharged offsite. Examples include biofiltration through constructed project landscape elements such as bioswales, infiltration trenches, and/or infiltration basins; and filters.

Specific Plan buildout would not cause a substantial increase in stormwater runoff and would not result in flooding on- or off-site after implementation of regulatory requirement RR HYD-2, LID BMPs, and compliance with site-specific allowable discharge rates.

Level of Significance before Mitigation: Upon implementation of regulatory requirements RR HYD-2, Impact 5.7-1 would be less than significant.

Impact 5.6-2: Development pursuant to the proposed project would not substantially increase impervious surfaces on the site and therefore would not impact groundwater recharge. [Threshold HYD-2]

Impact Analysis: The project site is about 82.4 percent impervious. There are no groundwater recharge basins onsite. Specific Plan buildout would increase impervious areas onsite by a net 0.06 acre, that is, about 0.01 percent of the project site. Impacts respecting impervious areas are described further under Impact 5.6-1 above.

Projects developed under the Specific Plan would be required to minimize impervious areas and would be required to implement treatment BMPs which may include BMPs infiltrating some stormwater into soil, such as bioswales, infiltration trenches, and/or infiltration basins. Specific Plan buildout would not cause a substantial decrease in groundwater recharge.

Level of Significance before Mitigation: Upon implementation of regulatory requirements RR HYD-2, Impact 5.7-2 would be less than significant.

Impact 5.6-3: The project site is not located within a 100-year flood hazard area. [Thresholds HYD-7 and HYD-8]

Impact Analysis: The project site is outside of 100-year and 500-year flood zones. Specific Plan buildout would not place housing or other structures for human occupancy in a 100-year flood zone, and would not involve construction of buildings that would change flood flows. No impact would occur.

Impact 5.6-4: During the construction phase of the proposed project, there is the potential for short-term unquantifiable increases in pollutant concentrations from the site. After project development, the quality of storm runoff may be altered. [Thresholds HYD-1 and HYD-6]

Impact Analysis:

Urban runoff resulting from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash, soil, and animal waste. This runoff can flow directly into local streams or lakes or into storm drains and be released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff

degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats. Additionally, increased runoff from urban surfaces can increase the intensity of flooding and erosion. Construction activities could also degrade water quality, releasing sediment, oil and greases, and other chemicals to nearby water bodies. Finally, site preparation and grading may result in the exposure of soils to erosion and could release sediment into off-site drainage systems.

Construction

Construction activities, including clearing, grading, and excavation, can impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Construction materials, such as solvents, paints, oils, and grease, may also present risks to surface water quality.

Construction projects under the Specific Plan must provide evidence that the development of projects disturbing one acre or more of soil comply with the most current Statewide General Construction Permit and associated local NPDES regulations to ensure that the potential for soil erosion is minimized. In accordance with the updated General Construction Permit (Order No. 2012-0006-DWQ) and regulatory requirement RR HYD-1, the following permit registration documents are to be submitted to the SWRCB prior to commencement of construction activities:

- Notice of Intent
- Risk Assessment (standard or site specific)
- Particle Size Analysis (if site-specific risk assessment is performed)
- Site Map
- Stormwater Pollution Prevention Plan
- Active Treatment System Design Documentation (if determined necessary)
- Annual Fee and Certification

Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the permit registration documents with the SWRCB, including preparation of a SWPPP describing the BMPs to be implemented during the project's construction activities. The SWPPP's construction BMPs shall address pollutant source reduction and provide measures/controls necessary to minimize potential pollutants. These include, but are not limited to: erosion controls, sediment controls, tracking controls, nonstorm water management, materials and waste management, and good housekeeping practices.

- **Erosion controls** cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind; examples include mulch, geotextiles, mats, hydroseeding, earth dikes, and swales.

- **Sediment controls** filter out soil particles that have been detached and transported in water; examples include barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basins; and cleaning measures such as street sweeping.

- **Tracking controls** minimize the tracking of soil offsite by vehicles; examples include stabilized construction roadways and construction entrances/exits, and entrance/outlet tire washes.

- **Non-storm Water Management Controls** prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Examples include BMPs for specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; and concrete curing and finishing.

- **Waste Management and Controls** include spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes. (CASQA 2003)

The SWPPP must be implemented at the project site and revised as necessary as administrative or physical conditions change. With the implementation of the SWPPP and BMPs pursuant to regulatory requirement RR HYD-1, impacts to water quality during construction activities would be less than significant.

Operations

Operations of projects developed under the Specific Plan could generate the same categories of pollutants as construction activities. For example, runoff from buildings and parking lots typically contain oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations.

Project applicants are required under regulatory requirement RR HYD-2 and the County's LID Standards Manual to submit an LID plan for review and approval by the Los Angeles County Department of Public Works and to implement the LID plan during project design and operations (see further discussion of LID plans under Impact 5.6-1).

Water quality impacts from operations of projects under the Specific Plan would be less than significant.

Impact 5.6-5: The project site is not located within a dam inundation area. [Threshold HYD-9]

Impact Analysis: The project site is not in a dam inundation area, and Specific Plan buildout would not place developments at risk from dam inundation. No impact would occur.

Impact 5.6-6: The site would not be subject to inundation by seiche, tsunami, or mudflow. [Threshold HYD-10]

Impact Analysis: The project site is not subject to flooding due to tsunami; there are no inland water bodies on or near the slope that could cause flooding onsite due to a seiche; and there are no slopes on or next to the site that could generate a mudflow. No impact would occur.

5.6.5 Cumulative Impacts

Surface Water, Drainage, and Flood Hazards

The area considered for cumulative impacts to surface water, drainage, and flood hazards is the Dominguez and Lower Los Angeles River watersheds. Other projects would increase impervious areas and thus could generate increased runoff. Other projects would be required to implement site design/LID and source control BMPs—in compliance with the MS4 permit and the LID Manual—minimizing impervious areas and infiltrating, evapotranspiring, and/or biotreating stormwater. Cumulative drainage impacts would be less than significant after implementation of such BMPs, and project impacts would not be cumulatively considerable.

Groundwater

The area considered for cumulative impacts to groundwater is the Central and West Coast Subbasins of the Coastal Plain of Los Angeles Subbasin. Other projects could reduce incidental groundwater recharge by increasing impervious areas. Some of the stormwater that would be generated by other projects would be infiltrated into soil through the BMPs mentioned above. Cumulative groundwater impacts would be less than significant, and project impacts would not be cumulatively considerable.

Water Quality

The area considered for cumulative water quality impacts is the Los Angeles RWQCB Region, the area subject to MS4 Permit R4-2012-0175. Other projects would generate increased pollutants that could contaminate stormwater. Other projects would implement BMPs for minimizing water pollution, as described above, pursuant to the MS4 Permit and LID Manual. Cumulative water quality impacts would be less than significant after implementation of such BMPs, and project impacts would not be cumulatively considerable.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.6-1, 5.6-2, 5.6-3, 5.6-4, 5.6-5, and 5.6-6.

5.6.7 Mitigation Measures

No mitigation measures are required.

5.6.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.6.9 References

Central Basin Municipal Water District (CBWMD). 2016, June. 2015 Urban Water Management Plan. https://wuedata.water.ca.gov/public/uwmp_attachments/7950879752/FINAL%20CBMWD%20UWMP%20June%202016.pdf.

State Water Resources Control Board (SWRCB). 2017, September 12. Impaired Water Bodies. http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2012.shtml.

US Environmental Protection Agency (USEPA). 2012, September 26. Water Permitting 101. http://www.epa.gov/npdes/pubs/101pape.pdf.

Virginia Cooperative Extension. 2009. TMDLs (Total Maximum Daily Loads) for Benthic Impairments. https://pubs.ext.vt.edu/442/442-556/442-556.html.

West Basin Municipal Water District (WBMWD). 2016, June 30. 2015 Urban Water Management Plan. https://wuedata.water.ca.gov/public/uwmp_attachments/1460981070/HiRes.UrbanWaterPlanBook.6.30.16.pdf.

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5.7 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Connect Southwest LA project to impact land use and planning in the County of Los Angeles.

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat and wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections throughout this DEIR.

5.7.1 Environmental Setting

5.7.1.1 RELEVANT PROGRAMS AND REGULATIONS

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The proposed project is considered a project of regionwide significance pursuant to the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines, because it requires an amendment to the County of Los Angeles 2035 General Plan, for which an EIR was prepared. Therefore, the project's consistency with the applicable regional planning guidelines and policies is analyzed in Section 5.7.4.

Regional Transportation Plan/Sustainable Communities Strategy

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in November 2016 (SCAG 2016). Major themes in the 2016 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth, and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice.

The RTP/SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.7-3, *2016-2040 RTP/SCS Consistency Analysis*.

Local

County of Los Angeles General Plan

The 2035 General Plan provides a policy framework for the future and guides growth and development in the County. A series of state-mandated and optional elements direct the County's physical, social, and economic growth. The General Plan has elements for land use, mobility, air quality, conservation and natural resources, parks and recreation, noise, safety, public services and facilities, economic development, and housing.

- **Land Use Element**. The land use element designates land uses and provides strategies and planning tools to facilitate and guide future development and revitalization efforts.
- **Mobility Element.** The mobility element provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. The highway plan and the bicycle master plan are components of the mobility element.
- **Air Quality Element.** The air quality element summarizes air quality issues and outlines the goals and policies that will improve air quality and reduce greenhouse gas emissions. The community climate action plan is a component of the air quality element.
- **Conservation and Natural Resources Element.** The conservation and natural resources element guides the long-term conservation of natural resources and preservation of available open space areas.
- **Parks and Recreation Element.** The parks and recreation element plans and provides for an integrated parks and recreation system that meets the needs of residents.
- **Noise Element.** The noise element reduces and limits the exposure of the general public to excessive noise levels. The noise element sets the goals and policy direction for the management of noise.
- **Safety Element.** The purpose of the safety element is to reduce the potential risk of death, injuries, and economic damage resulting from natural and man-made hazards.
- **Public Services and Facilities Element.** The public services and facilities element promotes the orderly and efficient planning of public services and facilities and infrastructure in conjunction with development and growth.

- **Economic Development Element.** The economic development element outlines economic development goals and provides strategies that contribute to economic well-being.

- **Housing Element.** The housing element analyzes and plans for existing and future housing needs. The housing element addresses the housing needs of all income levels and accommodates a diversity of housing types and special needs.

The policies in each of the elements that are relevant to the proposed project are listed in Table 5.7-1, *General Plan Consistency Analysis*, which analyzes the proposed project's consistency with these policies.

Metro Planning Area

The General Plan identifies 11 planning areas and provides goals and objectives for all of the unincorporated areas in the County (see Figure 5.7-1, *County of Los Angeles Planning Areas*). The purpose of the planning areas framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character.

The communities of West Athens and Westmont are within the Metro Planning Area, which is in the geographic center of Los Angeles County. The Metro Planning Area is heavily defined by its proximity to downtown Los Angeles and is characterized by major businesses and professional firms, tourist and convention hotels, restaurants, retail, and a large concentration of government offices (Los Angeles 2015). Due to its proximity to the Metro Green Line Vermont Station, the West Athens-Westmont area is identified as an opportunity area for transit-oriented development.

West Athens-Westmont Community Plan

The West Athens-Westmont Community Plan was last updated in 1990. Its policies to preserve and improve the quality of life in the community were based on input from local residents during the plan's preparation. The land use policies recommend infill development and redevelopment to improve the economic base, precluding intensification of existing residential neighborhoods. In summary, the Community Plan policies support:

- Mixed-use development, particularly near the Vermont/Athens Green Line Station, that bolsters economic activity and employment opportunities for the community.
- The preservation of the existing residential neighborhoods and the renovation of deteriorated housing stock to provide safety and affordability for residents.
- Economic incentives for small businesses that improve job opportunities for local residents.
- Multimodal transit infrastructure to support the transit-dependent population.
- Improved parks and open space in the neighborhood, while mitigating the impacts of environmental pollutants.

5.7.1.2 EXISTING CONDITIONS

The Connect Southwest LA project site encompasses 658 acres; 473 acres are designated for land use development and the remaining acres for rights-of-way (i.e., roadways, utility easements, and drainage). The

project site encompasses portions of the West Athens and Westmont communities. The project area is bounded generally by Lohengrin Street/West 110th Street to the north; West 120th Street/West 121st Street to the south; Vermont Avenue to the east; and Lohengrin Street/Imperial Highway/South Wilton Place/Western Avenue to the west. I-105 runs east-west through the Specific Plan area and divides it into northern and southern sections.

Existing land uses on the project site include 198 acres of single-family residential uses, 85 acres of institutional uses, 53 acres of commercial use, 46 acres of multifamily residential use, 36 acres of duplex/triplex residential use, 19 acres of occupied right-of-way, 17 acres of vacant land, and 15 acres of miscellaneous use (see Figure 4-1, *Existing Land Uses*).

Single-family residences encompass the majority of existing uses to the north and south of I-105, and the majority of multifamily residences are in the northeastern and eastern parts of the Specific Plan area. Commercial uses are primarily along Imperial Highway, Vermont Avenue, and Western Avenue. Institutional uses include Los Angeles Southwest College, the Los Angeles County Sheriff's Station, St. Francis Xavier Cabrini Catholic School and Church, West Athens Elementary School, and Southside Christian Baptist Church.

The Metro Green Line runs along the median of I-105 for the majority of its route, extending from Norwalk to Redondo Beach. The Vermont/Athens Green Line station platform sits at freeway level and is under the Vermont Avenue overpass.

5.7.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

LU-2 Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plan, local coastal plans, area plans, and community/neighborhood plans?

LU-3 Be inconsistent with the County zoning ordinance as applicable to the subject property?

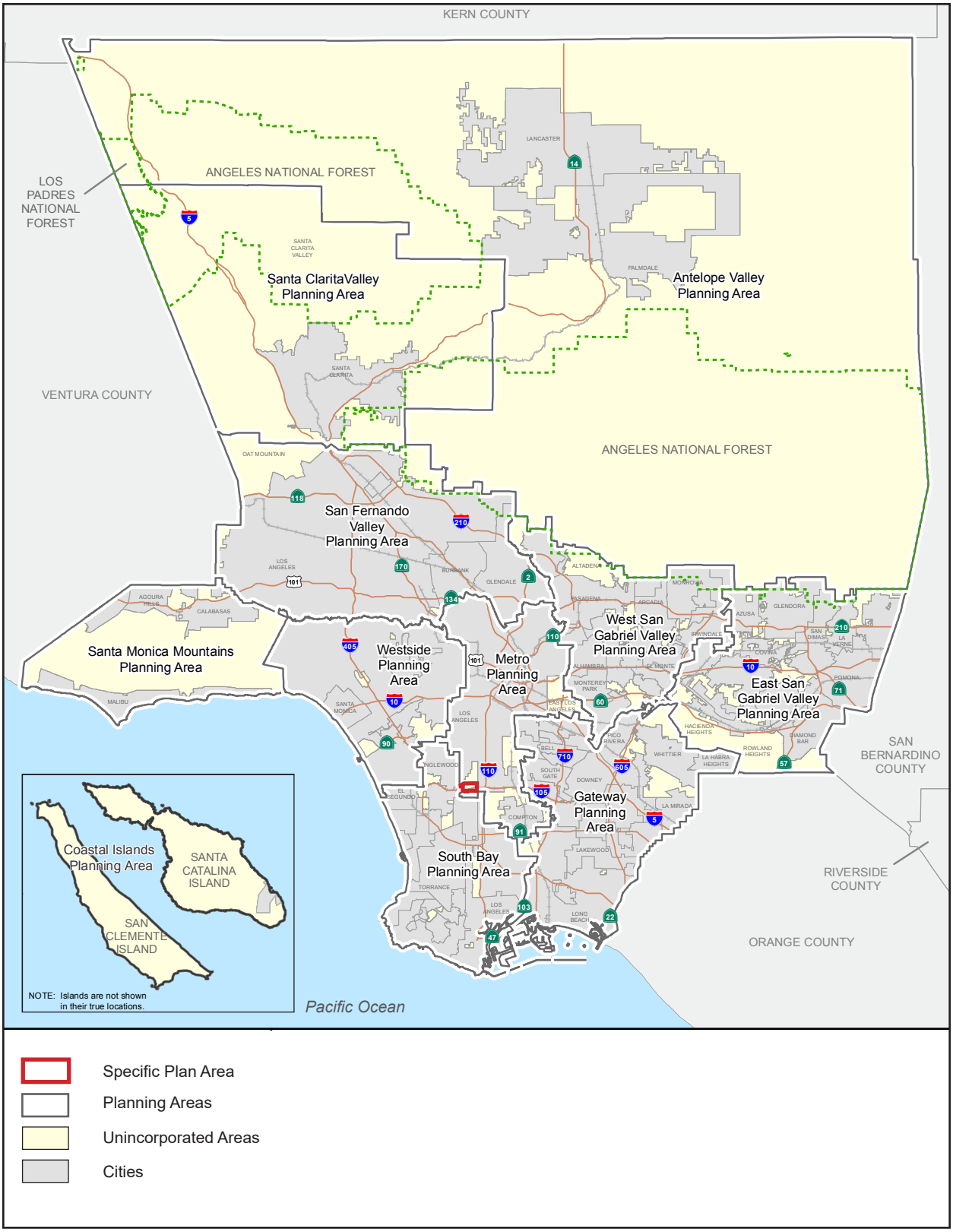
LU-4 Conflict with Hillside Management Area Ordinance, Significant Ecological Areas Ordinance, or other applicable land use criteria?

5.7.3 Plans, Programs, and Policies

There are no applicable project design features or regulatory requirements related to land use and planning.

Figure 5.7-1 - County of Los Angeles Planning Areas

5. Environmental Analysis



Source: Los Angeles County DRP, 2014

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5.7.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.7-1: Project implementation would not divide an established community. [Threshold LU-1]

Impact Analysis: As shown on Figure 3-3, *Aerial Photograph*, the project site and surrounding areas are nearly entirely built out with urban land uses. The Specific Plan proposes land uses that are compatible with existing uses. No new major infrastructure is proposed, and pedestrian, transit, and bicycle amenities would crease enhanced connectivity. Therefore, development in accordance with the Specific Plan would not physically divide an established community.

Design guidelines from the proposed Specific Plan would include community amenities that can improve the existing community character. The design guidelines are intended to promote aesthetically pleasing and viable, site-compatible development and to enhance the built environment. For example, design guidelines related to frontage types, architectural design, building entrances and fenestrations, open space, lighting, streetscape design, and public art would all enhance the existing community character. Thus, implementation of the Specific Plan would not divide any established communities in the project area.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.7-1 would be less than significant.

Impact 5.7-2: The Connect Southwest LA Specific Plan would not conflict with any applicable plans. [Threshold LU-2]

Impact Analysis: The proposed project is under the jurisdictions of the County of Los Angeles and SCAG and their land use plans and policies. Therefore, the following analysis will determine the project's consistency with the goals and policies of the County of Los Angeles 2035 General Plan, West Athens-Westmont Community Plan, and SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS).

County of Los Angeles General Plan Consistency

A detailed summary of the proposed project's consistency with the applicable goals and policies of the various elements of the County's General Plan is provided in Table 5.7-1.

Table 5.7-1 Los Angeles County General Plan Consistency Analysis

Applicable General Plan Goals and Policies	Project Consistency Analysis
Land Use Element	
Goal LU 1 A General Plan that serves as the constitution for development, and a Land Use Policy Map that implements the General Plan's Goals, Policies and Guiding Principles.	
Policy LU 1.10: Require the intensity, density, and uses allowed in a	Consistent: The Specific Plan would be used in conjunction with the

Table 5.7-1 Los Angeles County General Plan Consistency Analysis

Applicable General Plan Goals and Policies	Project Consistency Analysis
new specific plan to be determined using the General Plan, including the Land Use Policy Map and Land Use Legend. Policy LU 1.11: Require a General Plan amendment for any deviation from the intensities, densities, and uses allowed by the General Plan (to apply the appropriate designation from the General Plan Land Use Legend), unless allowances for flexibility are specified in the specific plan. Policy LU 1.12: Require development regulations and zoning for new specific plans to be consistent with their corresponding General Plan land use designation.	2035 General Plan and County Code to provide more detailed design and development criteria. The General Plan identifies the West Athens-Westmont community as a priority policy area for infill development and transit-oriented development given its proximity to major transit and commercial corridors (i.e., the Metro Green Line Vermont Station). In order to spur this type of development, the General Plan established the Transit Oriented District (TOD) Program, which provides guidance for the preparation of TOD specific plans, including the proposed project. The overall purpose of the Connect Southwest LA Specific Plan is to provide comprehensive direction for the development of the project area and facilitate implementation of the goals and policies of the General Plan, including the vision for the TOD priority areas. Therefore, the proposed project is consistent with the policy framework of the General Plan. As shown on Figure 3-5, *Proposed Zoning Districts*, the project proposes zoning districts that deviate from the intensities, densities, and uses allowed by the General Plan. A general plan amendment and zone change would be required. Upon approval of the project, the new zoning districts would be consistent with the General Plan.
Policy LU 1.13: Allow specific plans to include implementation procedures for flexibility, such as development phasing, and redistribution of intensities and uses, as appropriate.	Consistent: Chapter 8, *Implementation and Administration*, of the Specific Plan includes implementation and financing strategies and phasing for realizing the goals of the Specific Plan; it also describes project review and administrative procedures required for amendments and/or modifications to the plan.
Goal LU 2 Community-based planning efforts that implement the General Plan and incorporate public input, and regional and community level collaboration.	
Policy LU 2.1: Ensure that all community-based plans are consistent with the General Plan.	Consistent: See response to Policy LU 1.10, above.
Policy LU 2.2: Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts. Policy LU 2.3: Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts. Policy LU 2.7: Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts.	Consistent: As part of the planning process for the proposed project, County staff from the Department of Regional Planning (DRP) facilitated community outreach events that helped shape the Specific Plan. The Connect Southwest LA Task Force was assembled by the DRP for the purpose of guiding the preparation of the Specific Plan. The task force acted as a technical advisory committee to assist the planning process and consisted of DRP staff; representatives from other County agencies, including the Departments of Public Health, Parks and Recreation, Public Works, and the Community Development Commission; and other key stakeholders, including LA Metro and the cities of Hawthorne and Los Angeles. Two public workshops were held on April 7 and May 14, 2016, to introduce the policy objectives of the project and review the existing assets in the project area. Community members provided insight and local knowledge about the challenges and opportunities in the community. A follow-up workshop was conducted on October 6, 2016, for DRP staff to present and discuss the draft vision statement, guiding principles, goals and objectives, and themes for the Specific Plan. A final workshop was held on December 8, 2016, to discuss the existing conditions report, a refined vision statement, guiding principles, goals and objectives, opportunity areas map, proposed zone descriptions, and zoning map.

Table 5.7-1 Los Angeles County General Plan Consistency Analysis

Applicable General Plan Goals and Policies	Project Consistency Analysis
	DRP staff conducted additional stakeholder outreach by meeting with and receiving input from the following community groups and stakeholders—Connect Southwest LA Task Force, West Athens-Westmont Best Start, Southwest Community Association, Los Angeles County Second District Board Office, West Athens Victory Garden, California Department of Transportation, LA Metro, Los Angeles Southwest College, and residents of West Athens and Westmont. DRP staff also hosted a table that distributed project information at the Weingart YMCA Wellness & Aquatic Center Healthy Kids Community Day on April 30, 2016, and the Juneteenth Community Celebration in Willowbrook on June 25, 2016. As a proposed TOD project, the Specific Plan focuses on allowing new housing and mixed-use development opportunities, introducing multimodal transportation improvements, creating a strong identity for the community, and allowing development flexibility responsive to the needs of the West Athens-Westmont community.
Policy LU 2.8: Coordinate with the Los Angeles County Department of Public Works and other infrastructure providers to analyze and assess infrastructure improvements that are necessary for plan implementation.	Consistent: Section 5.14, *Utilities and Service Systems*, of this DEIR analyzes existing infrastructure systems in the project area and evaluates project impacts on sewer, water, storm drain, and dry utilities. As part of the analysis, the Los Angeles County Department of Public Works and infrastructure service providers were contacted to identify existing deficiencies and potential project impacts.
Policy LU 2.10: Ensure consistency between land use policy and zoning by undergoing a comprehensive zoning consistency analysis that includes zoning map changes and Zoning Code amendments, as needed.	Consistent: The proposed Specific Plan would require zone changes to adopt the new zoning districts illustrated in Figure 3-5, *Proposed Zoning Districts*. Upon approval of the project, the Specific Plan would be consistent with the County's General Plan and County Code.
Goal LU 4 Infill development and redevelopment that strengthens and enhances communities.	
Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.	Consistent: The project is a TOD specific plan for the West Athens-Westmont community in the County's Metro Planning Area. The main purpose of the proposed Specific Plan is to provide opportunities for transit oriented development and improve multimodal connections within the community by increasing access to transit and establishing pedestrian and bicycle networks that link residential neighborhoods, schools, retail corridors, and employment centers together. The proposed zoning map includes opportunities for residential uses of various densities along transit corridors and within the Metro Green Line Vermont Station area under the Mixed Use 1 and 2 Zones.
Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas.	Consistent: Major commercial corridors within the Specific Plan include Vermont Avenue, Western Avenue, and Imperial Highway. The project proposes Mixed Use 1 and 2 Zones along these corridors, which would encourage a mix of commercial, office, and residential development.
Goal LU 5 Vibrant, livable and healthy communities with a mix of land uses, services and amenities.	
Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.	Consistent: The Specific Plan includes four different residential districts and three nonresidential districts (i.e., Mixed Use 1 Zone, Mixed Use 2 Zone, and Civic Center) that would accommodate a variety of housing densities, building types, and styles.
Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional	Consistent: The following proposed zoning districts would encourage commercial, retail, and public facility developments to

5. Environmental Analysis
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Table 5.7-1 Los Angeles County General Plan Consistency Analysis

Applicable General Plan Goals and Policies	Project Consistency Analysis
and local needs.	meet local and regional needs—Neighborhood Commercial, Mixed Use 1 Zone, Mixed Use 3 Zone, Civic Center, and Public/Institutional. For example, the Neighborhood Commercial Zone would serve local retail and service needs of residents, employees, and students in the project area, and Mixed Use 2 Zone is intended to be developed over time as a regional transit-supportive environment with a high-intensity mix of retail, office, restaurant, and residential use in a compact, walkable setting.
Policy LU 5.3: Support a mix of land uses that promote bicycling and walking, and reduce VMTs.	Consistent: The Specific Plan is designed to develop the West Athens-Westmont community into a TOD. Therefore, the proposed zoning districts include a mix of commercial, retail, residential, and office uses along major transit corridors. Additionally, pedestrian and bicycle infrastructure and amenities are proposed in the Specific Plan to encourage multimodal transportation and access to transit. Improvements to the project area's multimodal transportation would help reduce overall VMT per capita (see Table 5.12-23).
Policy LU 5.4: Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks to locate near employment centers.	Consistent: The proposed zoning districts for major employment areas would be the Mixed Use 1 and 2 Zones, Neighborhood Commercial, and Public/Institutional. These zoning districts, with the exception of Public/Institutional, would allow a variety of neighborhood-serving commercial developments, such as grocery stores, restaurants, banks, markets, etc.
Policy LU 5.10: Encourage employment opportunities and housing to be developed in proximity to one another.	Consistent: The proposed employment-generating districts in the Specific Plan (i.e., Neighborhood Commercial, Unlimited Commercial, Mixed Use 1 and 2 Zones, Civic Center, and Public/Institutional) are surrounded by existing and zoned residential neighborhoods (see Figure 3-5, *Proposed Zoning Districts*).
Goal LU 9 Land use patterns and community infrastructure that promote health and wellness.	
Policy LU 9.1: Promote community health for all neighborhoods. Policy LU 9.2: Encourage patterns of development that promote physical activity.	Consistent: Many of the proposed Specific Plan's guiding principles are related to improving the community's connections through multimodal transportation improvements. For example, Guiding Principle 2 encourages improving the public right-of-way to increase mobility options for bicyclists and pedestrians. By creating new and expanded sidewalks, installing amenities and streetscape designs for pedestrians and bicyclists, and designing safe routes throughout the community, the Specific Plan encourages walking and bicycling and directly promotes community health and physical activity. More specifically, Goal 5 of the Specific Plan is related to creating a safe and healthy community. Objectives include installing better lighting and visibility along streets and sidewalks; implementing traffic-calming features; supporting safe routes to schools and parks; locating transit stops in visible and safe areas; supporting programs aimed at promoting physical fitness and access to healthy foods; and promoting production and distribution of locally grown foods.
Goal LU 10 Well-designed and healthy places that support a diversity of built environments.	
Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects.	Consistent: See response to Policy LU 2.2 above.
Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.	Consistent: Chapter 5, *Design Guidelines*, of the Specific Plan is intended to promote aesthetically pleasing and site-compatible development within the project area. The design guidelines are meant to enhance the built environment by guiding changes for

Table 5.7-1 Los Angeles County General Plan Consistency Analysis

Applicable General Plan Goals and Policies	Project Consistency Analysis
Policy LU 10.4: Promote environmentally-sensitive and sustainable design. Policy LU 10.5: Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.	existing and new development. The guidelines are established to create a distinct character for the community and to ensure new development is designed with a pedestrian emphasis that will cultivate a vital and active street life. The Specific Plan details scale and mass, site organization and orientation, frontage types, building modulation/articulations, architectural designs, building entrances, fenestrations, open space, fences/walls/hedges, streetscape design, public art, and sustainability and resource conservation strategies. Sustainable strategies include using energy efficient and sustainable building materials; installing green roofs; planting shade trees; maximizing daylighting; implementing passive solar design; incorporating water conservation irrigation systems; installing permeable parking areas; and orienting buildings for energy efficiency.
Policy LU 10.6: Encourage pedestrian activity through the following: o Designing the main entrance of buildings to front the street; o Incorporating landscaping features; o Limiting masonry walls and parking lots along commercial corridors and other public spaces; o Incorporating street furniture, signage, and public events and activities; and o Using wayfinding strategies to highlight community points of interest.	Consistent: See response to Policy LU 10.3 above. The Specific Plan includes design guidelines and standards related to building frontage, landscaping features, screening (with fences, walls and gates), streetscape design, and wayfinding and signage standards. These design guidelines are intended to create a transit-oriented community that encourages pedestrian and bike activity.
Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities. Policy LU 10.10: Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces. Policy LU 10.11: Facilitate the use of streets as public space for activities that promote civic engagement, such as farmers markets, parades, etc.	Consistent: Proposed Neighborhood Commercial and Mixed Use 1 and 2 Zones have open space requirements that can be met by developing pedestrian walkways, plazas, and outdoor dining areas. As previously stated, a major guiding principle and goal of the Specific Plan is to create a safe, healthy, and connected community with multimodal transportation. Additionally, the urban design guidelines of the proposed Specific Plan encourage plazas with seating and landscape elements at the corners of buildings adjacent to transit station areas to provide public open space for residents, visitors, and transit users. Other urban design guidelines encourage buildings to provide edges or enclosures (i.e., plazas) to streets and open space, creating linkages, gateways, and gathering nodes in areas of attraction. Additionally, the proposed pedestrian network creates a vibrant public space that encourages social activity while creating a sense of place and community. Pedestrian amenities may include street trees, seating, street lights, signage, and public art. Proposed bicycle amenities also facilitate the use of streets as public space and can include multiuse paths, bicycle parking, crossing signals, and wayfinding signage.
Goal LU 11 Development that utilize sustainable design techniques.	
Policy LU 11.1: Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies. Policy LU 11.2: Support the design of developments that provide substantial tree canopy cover, and utilize light-colored paving	Consistent: The proposed Specific Plan includes sustainability and resource conservation strategies as part of the design guidelines. Strategies include designing and constructing buildings using sustainable, energy-efficient materials; installing white and green roofs as much as possible; planting shade trees in parking lots, open spaces, and along streets; utilizing energy-efficient and natural

Table 5.7-1 Los Angeles County General Plan Consistency Analysis

Applicable General Plan Goals and Policies	Project Consistency Analysis
materials and energy-efficient roofing materials to reduce the urban heat island effect. Policy LU 11.3: Encourage development to optimize the solar orientation of buildings to maximize passive and active solar design techniques.	lighting; maximizing daylighting through window placement and building orientation; installing water conserving irrigation systems; and including photovoltaic arrays on parking structure decks.
Mobility Element	
Goal M 1 Street designs that incorporate the needs of all users.	
Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible. Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.	Consistent: The Specific Plan's mobility element includes strategies relevant to this goal. Strategy 1 aims to improve accessibility to transit through streetscape improvements, high-quality bicycle and pedestrian infrastructure, wayfinding signage, and other enhancements. Strategy 2 aims to design streets that facilitate safe and accessible connections between major destinations for multiple modes of transportation.
Goal M 2 Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.	
Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.	Consistent: See response to Policy M 1.1 above. In Strategy 2 of the mobility element, safe and accessible modes of transportation can be achieved by implementing complete street designs that prioritize safety and multimodal networks; providing safe and comfortable pedestrian and bicycle connections between the Metro Green Line and Los Angeles Southwest College; creating safe and comfortable transit waiting areas; incorporating streetscape improvements and bicycle/pedestrian facilities that support transit operations; locating transit stops in areas that are active and visible; and prioritizing roadway improvement projects that improve access to transit and the Metro Green Line Station.
Policy M 2.2: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible: o Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles. o Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected. o Low-speed designs. o Access management practices developed through a community-driven process. o Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.	Consistent: Much of the street network in the Specific Plan area would remain the same in order to support new development and growth in the area. However, some streetscape improvements are proposed along key arterials within the Specific Plan area to transform the existing auto-oriented streetscape into a more sustainable multimodal design. For example, proposed additional landscaping along Imperial Highway would provide a buffer between the sidewalk and the busy corridor; Vermont Avenue would be improved with wider sidewalks, extended bike lanes and striped buffers, and reduced vehicle travel lane widths. Normandie would be improved with pedestrian amenities and landscaping (i.e., street trees) on each side of the corridor. Western Avenue would be improved with extended buffered bike lanes by reducing the width of travel and turn lanes. Lastly, a road diet is proposed along 120th Street south of West Athens Elementary School and west of Vermont Avenue to slow vehicle traffic and improve safety for students walking or biking to school.
Policy M 2.3: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following intersection designs, whenever appropriate and feasible: o Right angle intersections that reduce intersection skew. o Smaller corner radii to reduce crossing distances and slow	Consistent: See response to Policy M 2.2 above.

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turning vehicles. o Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets. o Crossings at all legs of an intersection. o Shorter crossing distances for pedestrians. o Right-turn channelization islands. Sharper angles of slip lanes may also be utilized. o Signal progression at speeds that support the target speed of the corridor. o Pedestrian push buttons when pedestrian signals are not automatically recalled. o Walk interval on recall for short crossings. o Left-turn phasing. o Prohibit right turn on red. o Signs to remind drivers to yield to pedestrians.	
Policy M 2.4: Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible: o Designs that limit dead-end streets and dead-end sidewalks. o Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops. o Designs for curb ramps, which are pedestrian friendly and compliant with the American Disability Act (ADA). o Perpendicular curb ramps at locations where it is feasible. o Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.) o Approved devices to extend the pedestrian clearance times at signalized intersections. o Accessible Pedestrian Signals (APS) at signalized intersections. o Pedestrian crossings at signalized intersections without double or triple left or right turn lanes. o Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading pedestrian intervals at signalized intersections. o Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes. o Advance stop lines at signalized intersections. o Pedestrian Hybrid Beacons. o Medians or crossing islands to divide long crossings. o High visibility crosswalks. o Pedestrian signage. o Advanced yield lines for uncontrolled crosswalks. o Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic. o Safe and convenient crossing locations at transit stations and transit stops located at safe intersections	Consistent: Although sidewalks exist along major streets within the Specific Plan area, most sidewalks are narrow and do not support high levels of pedestrian activity. The Specific Plan proposes a sidewalk hierarchy to establish a physical framework for sidewalk design and facilitate the most appropriate allocation of space that encourages people to walk as a part of their everyday routine. The Specific Plan proposes a three-level sidewalk hierarchy with varying allocations of space between the frontage zone, pedestrian zone, furniture zone, and curb zone. Figure 5.9, *Pedestrian Network Map*, in the Specific Plan shows the suggested locations of various sidewalk levels. Level 1 sidewalks would be widest with a minimum width of 10 feet to support the highest pedestrian volumes and to accommodate street furniture and bike/transit amenities. Level 2 sidewalks would be slightly narrower, with a minimum width of 7 feet. Level 3 sidewalks would be narrowest and along low-density residential streets. They should have a minimum width of 5 feet in order to meet ADA standards and be accessible for all pedestrians. Proposed pedestrian network improvements include marked crosswalks, pedestrian safety islands, curb extensions, curb ramps, crossing signage, street trees, seating, street lights, and public art.
Policy M 2.5: Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:	Consistent: See response to Policy M 2.2 above.

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o Bicycle signal heads at intersections. o Bicycle signal detection at all signalized intersections. o Wayfinding signage. o Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction. o Appropriate lighting on all bikeways, including those in rural areas. o Designs, or other similar features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards.	The Specific Plan proposes to add approximately 11 miles of bikeways to the existing network and construct a multiuse path from Los Angles Southwest College to the Metro Green Line station at Vermont Avenue. The multiuse path would follow I-105 and provide a safe path for students to access transit in the area. Additional proposed bicycle infrastructure amenities include bicycle parking, crossing signals, and wayfinding signage.
Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.	Consistent: See responses to Policies M 2.2 and M 2.4 above.
Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.	Consistent: See responses to Policies M 2.2 and M 2.4 above. Additionally, the Specific Plan proposes the following design guidelines to promote safer routes to West Athens Elementary School through the Safe Routes to School Program: • Appropriate levels of street lighting along both sides of wide streets. • Appropriate traffic controls (e.g., marked crosswalks, traffic signals, warning signs/flashers) at pedestrian crossing locations. • Curb ramps with warning strips (e.g., truncated domes) at pedestrian street crossings.
Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features. Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.	Consistent: See responses to Policies M 2.1 through M 2.5 above.
Goal M 4 An efficient multimodal transportation system that serves the needs of all residents.	
Policy M 4.1: Expand transportation options that reduce automobile dependence.	Consistent: See responses to Policies M 1.1 and M 2.1 through M 2.5 above.
Policy M 4.2: Expand shuttle services to connect major transit centers to community points of interest. Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input. Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.	Consistent: The Specific Plan area has access to an extensive network of public transportation. The study area encompasses several local bus routes operated by Torrance Transit, Gardena Municipal, and Metro. The Specific Plan area is serviced by eight local bus routes. Additionally, the Metro Green Line operates in the project area and provides light rail services connecting the South Bay, Harbor Gateway, and Norwalk communities. Seven bus routes travel along Imperial Highway (Metro bus routes 120, 206, 207, 209, 757, and City of Gardena bus route 2), five bus routes travel along Vermont Avenue (Metro bus routes 204, 206, 209, 754, and City of Gardena bus route 2), and three bus routes travel along Western Avenue (Metro bus routes 207, 209, and City of Gardena bus route 2). The Specific Plan recommends coordinating operating schedules between local feeder bus routes and the Metro Green Line to improve the overall transit service and multioperator transit trips. Schedule improvements, such as minimizing passenger

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	wait times between transfers, can help improve efficiency and encourage more transit ridership. Although existing sidewalks along the Vermont Avenue corridor are approximately 10 feet wide, the number and width of vehicular travel lanes make the corridor feel unsafe for pedestrians and bicyclists. The Specific Plan proposes widening the sidewalk along the corridor, reducing the width of the travel lanes, adding buffered bike lanes, and introducing additional wayfinding to the station to improve visibility and encourage walking, biking, and transit use. Transit stop amenities, including shelters, benches, lighting, transit information, bicycle racks, and public art are also proposed under the Specific Plan to create well-designed, safe, and convenient transit travel for existing and new transit users.
Policy M 4.7: Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.	Consistent: As detailed in Section 5.12, *Transportation and Traffic*, buildout of the proposed project would result in significant impacts to several roadways, freeway main lines, and freeway on-ramps. However, the proposed project would improve the project area with infill development and active transportation improvements. Goals and policies in the proposed Specific Plan would help transform the project area into a TOD with a mix of land uses near the Metro station, major roadways, and commercial corridors.
Policy M 4.9: Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.	Consistent: See response to Policy LU 2.2 above.
Policy M 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks. Policy M 4.11: Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.	Consistent: See responses to Policies M 1.1, M 2.1 through M 2.5, and M 4.2 above.
Goal M 5 Land use planning and transportation management that facilitates the use of transit.	
Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.	Consistent: Consistent with Metro's "First Last Mile Strategic Plan," the Specific Plan recommends street designs, such as bicycle and pedestrian infrastructure, and signage and wayfinding improvements.
Goal M 6 The safe and efficient movement of goods.	
Policy M 6.4: Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.	Consistent: This project would include limited goods deliveries associated with commercial and school uses. As analyzed in Section 5.8, *Noise*, operational noise associated with buildout of the Specific Plan from mobile and stationary sources would not exceed local noise standards, and the impact would be less than significant.
Goal M 7 Transportation networks that minimizes negative impacts to the environment and communities.	
Policy M 7.1: Minimize roadway runoff through the use of permeable surface materials, and other low impact designs, wherever feasible.	Consistent: The Specific Plan states that low-impact development strategies, including the installation of permeable surfaces and sustainable stormwater practices, should be incorporated wherever feasible to allow infiltration of rainfall and reduce runoff, replenish groundwater, and improve water quality. Additionally, the County of Los Angeles Department of Public Works' Green Infrastructure Guidelines provides a list of applications for permeable surfaces. Proper vegetation and landscaping elements, such as vegetated swales, vegetated buffers, planter/tree box filters, bioretention, and filter strips, can also reduce pollutant concentrations in stormwater

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	runoff and reduce runoff rates.
Air Quality Element	
Goal AQ 1 Protection from exposure to harmful air pollutants.	
Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors. Policy AQ 1.2: Encourage the use of low or no volatile organic compound (VOC) emitting materials. Policy AQ 1.3: Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible. Policy AQ 1.4: Work with local air quality management districts to publicize air quality warnings, and to track potential sources of airborne toxics from identified mobile and stationary sources.	Consistent: Chapters 4, Regulating Code, and 5, Design Guidelines, of the Specific Plan detail development standards (e.g., allowable uses for each of the proposed land use districts) and recommended design guidelines for future projects related to protecting people from harmful air pollutant exposure. Section 4.4.6 of the Specific Plan, Fumes, Odors, and Other Forms of Air Pollution, states that if any use produces odors, toxic gases, or noxious matter in such quantities as may be readily detectable at any point outside the property lines of the premises, and/or may become a public nuisance or hazard, the use shall be modified to prevent such emissions. Emissions shall be in compliance with the South Coast Air Quality Management District (SCAQMD) standards. Additionally, SCAQMD's CEQA Guidelines require a health risk assessment that analyzes impacts of toxic air contaminants when a proposed project generates emissions near sensitive receptors in order to ensure that the proposed project does not expose sensitive receptors to substantial pollutant concentrations.
Goal AQ 2 The reduction of air pollution and mobile source emissions through coordinated land use, transportation and air quality planning.	
Policy AQ 2.1: Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways.	Consistent: See response to Policy AQ 1.1 above.
Goal AQ 3 Implementation of plans and programs to address the impacts of climate change.	
Policy AQ 3.1: Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals. Policy AQ 3.2: Reduce energy consumption in County operations by 20 percent by 2015. Policy AQ 3.4: Participate in local, regional and state programs to reduce greenhouse gas emissions.	Consistent: The proposed Specific Plan includes a number of policies related to energy conservation that would help the County reach its climate change and greenhouse gas emission reduction goals. For example, Policy 4.4 encourages designing sustainable and energy-efficient streetscapes with low-impact development strategies, including sustainable stormwater practices, permeable paved surfaces, drought-tolerant plant species, and solar lighting fixtures. The Specific Plan also encourages energy-conserving building design through the use of sustainable, energy-efficient materials; installing energy-efficient appliances and lighting; and proper building orientation. Buildout of the Specific Plan would help transform the project area into a TOD that, by nature, would reduce GHG emissions and vehicle miles traveled by providing a mix of land uses within a dense transit-oriented area.
Policy AQ 3.5: Encourage energy conservation in new development and municipal operations. Policy AQ 3.6: Support rooftop solar facilities on new and existing buildings.	Consistent: See response to Policy LU 11.1 above.
Conservation and Natural Resources Element	
Goal C/NR 5 Protected and useable local surface water resources.	
Policy C/NR 5.1: Support the LID philosophy, which seeks to plan	Consistent: The Specific Plan references the Los Angeles County

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and design public and private development with hydrologic sensitivity, including limits to straightening and channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales. Policy C/NR 5.2: Require compliance by all County departments with adopted Municipal Separate Storm Sewer System (MS4), General Construction, and point source NPDES permits. Policy C/NR 5.7: Minimize point and non-point source water pollution.	Department of Public Works' Green Infrastructure Guidelines, which guide new construction and reconstruction of road and flood projects. The goal of the guidelines is to incorporate sustainable practices into the design, construction, and operation of the department's infrastructure. The guidelines provide low-impact development (LID) design options to consider during planning or designing of road and flood projects intended to manage stormwater runoff. Additionally, compliance with National Pollutant Discharge Elimination System regulations related to storm drain runoff from construction sites is required by all future projects in accordance with the Specific Plan.
Goal C/NR 14 Protected historic, cultural, and paleontological resources.	
Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.	Consistent: As analyzed in Section 5.3, *Cultural Resources*, of this DEIR, the project site is not sensitive for historic, archaeological, paleontological, or tribal cultural resources. However, new developments that require deeper excavation can potentially impact previously undiscovered resources. Therefore, implementation of Mitigation Measures CUL-1 through CUL-3 is required to minimize impacts to less than significant levels.
Policy C/NR 14.4: Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).	Consistent: See response to Policy C/NR 14.1 above.
Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.	Consistent: See response to Policy C/NR 14.1 above.
Parks and Recreation Element	
Goal P/R 1 Enhanced active and passive park and recreation opportunities for all users.	
Policy P/R 1.1: Provide opportunities for public participation in designing and planning parks and recreation programs. Policy P/R 1.2: Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences.	Consistent: There is almost no vacant publicly owned land available to develop new parks in the Specific Plan area. However, the Specific Plan identifies the creation of pocket parks and neighborhood parks as an objective to increase recreational opportunities and redevelop underutilized properties. Parks and playgrounds are permitted uses under the residential zoning districts. Public plazas, urban pocket parks, promenades, and outdoor dining areas are allowed in the nonresidential zoning districts to meet each zoning district's open space requirement.
Policy P/R 1.6: Improve existing parks with needed amenities and address deficiencies identified through the park facility inventories. Policy P/R 1.7: Ensure adequate staffing, funding, and other resources to maintain satisfactory service levels at all County parks and recreational facilities. Policy P/R 1.8: Enhance existing parks to offer balanced passive and active recreation opportunities through more efficient use of space and the addition of new amenities. Policy P/R 1.10: Ensure a balance of passive and recreational activities in the development of new park facilities.	Consistent: See response to Policy P/R 1.1 above. As analyzed in Section 5.11, *Recreation*, the proposed Specific Plan would increase population in the project area and indirectly increase demand for parks and recreational opportunities. Future developers would be required to dedicate parkland or pay in-lieu fees per the County Code, Sections 21.24.340 and 21.28.140. Payment of in-lieu fees would ensure a funding mechanism to allow the County to acquire new park sites or expand existing parks and recreational facilities to meet the demands of the current and future residents.
Goal P/R 3 Acquisition and development of additional parkland.	
Policy P/R 3.1: Acquire and develop local and regional parkland to	Consistent: See responses to Policies P/R 1.1 and P/R 1.6 above.

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meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County. Policy P/R 3.3: Provide additional parks in communities with insufficient local parkland as identified through the gap analysis. Policy P/R 3.8: Site new parks near schools, libraries, senior centers and other community facilities where possible.	
Goal P/R 4 Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.	
Policy P/R 4.1: Create multi-use trails to accommodate all users. Policy P/R 4.2: Develop staging areas and trail heads at strategic locations to accommodate multi-use trail users. Policy P/R 4.6: Create new multi-use trails that link community destinations including parks, schools and libraries.	Consistent: A multiuse trail is proposed that connects Los Angeles Southwest College to the Metro Green Line Vermont station. The multiuse path would provide students with a safe path to access transit in the area. Additionally, crosswalk and traffic signals should be added to facilitate crossing near major corridors. Construction of the multiuse path would comply with Caltrans' Design Guidelines for Class I bike lanes.
Noise Element	
Goal N 1 The reduction of excessive noise impacts.	
Policy N 1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts. Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility. Policy N 1.3: Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT).	Consistent: As analyzed in Section 5.8, *Noise*, operational noise impacts associated with buildout of the Specific Plan, including traffic and stationary noise sources, would be less than significant. Table 5.8-15 shows that traffic noise increases resulting from the project would be approximately 0.2 decibels (dB) at most roadways in the planning area, and overall increases due to both the project and regional growth would range from 0.2 to 0.5 dB. Thus, no segments would experience noise increases greater than 3 dBA over existing conditions; impacts would be less than significant, and no mitigation measures are necessary. Proposed land uses within the Specific Plan area would be noise compatible, and no significant adverse impacts would occur. Further, plans for noise attenuation of residential units near arterial highways and the freeway, which ensure that interior and exterior noise levels do not exceed state requirements and the Noise Control Ordinance in Title 12 (Environmental Protection) of the County Code, shall be submitted for review and approval prior to building permits being issued to accommodate reuse and/or subdivision approval for residential development, whichever occurs first. All uses shall also be subject to provisions of the Noise Control Ordinance in Title 12 (Environmental Protection) of the County Code.
Policy N 1.4: Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards. Policy N 1.5: Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contours.	Consistent: See response to Policies M 6.4 and N 1.1, above. Operational noise associated with buildout of the Specific Plan, including traffic and stationary noise sources, would not result in significant increases in noise levels. Therefore, interior noise standards defined by Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code would be met. Similarly, the project would not contribute to cumulative operational noise impacts that may exceed health-based safety margins; nor would traffic management and noise suppression techniques be required to

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Policy N 1.6: Ensure cumulative impacts related to noise do not exceed health-based safety margins. Policy N 1.7: Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems.	minimize traffic noise.
Policy N 1.9: Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified.	Consistent: Construction activities would result in a temporary increase in noise levels in the Specific Plan area. Therefore, mitigation measures are required to minimize these unavoidable impacts. Mitigation Measure N-1prohibits construction activities between the hours of 7 PM and 7 AM on weekdays and Saturdays, or any time on Sundays or holidays. Mitigation Measure N-2 requires a project-level construction noise analysis for all projects within 500 feet of noise-sensitive receptors (e.g., residences, hospitals, schools), which may conclude that best management practices related to noise reduction are required.
Policy N 1.11: Maximize buffer distances and design and orient sensitive receptor structures (hospitals, residential, etc.) to prevent noise and vibration transfer from commercial/light industrial uses.	Consistent: Chapters 4 and 5 of the Specific Plan include development standards and design guidelines that ensure land use compatibility based on setback and buffer requirements and site design and building orientation guidelines. Adhering to the proposed development standards and design guidelines would ensure sensitive receptors are not adversely impacted by noise generated by nearby commercial and industrial uses. Further, as analyzed in Section 5.8, *Noise*, operational noise associated with buildout of the Specific Plan from mobile and stationary sources would not exceed local noise standards, and the impact would be less than significant.
Policy N 1.12: Decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses.	Consistent: The Specific Plan Area is less than 1 mile east of the Hawthorne Municipal Airport, and less than 4 miles east of the Los Angeles International Airport (LAX). However, based on the airport-related noise contour maps provided by each jurisdiction, the entire planning area is outside of the 65 dBA CNEL noise contours. While operations at these airport facilities may, at times, be audible within the planning area, due the distances between them and the planning area, aircraft flyovers are expected to be limited and sporadic. Additionally, there are no major private airport or heliport facilities within the vicinity of the project. Aircraft noise contributes negligible amounts of community noise to the project area and would not cause incompatible land use issues. Interstates 105 and 110 are within or close to the Specific Plan area. These freeways contribute to an existing noise environment similar to other urbanized and built-out areas. However, as analyzed in Section 5.8, *Noise*, operational noise associated with buildout of the Specific Plan from mobile and stationary sources would not contribute to existing and future noise conditions to a point that local noise standards would be exceeded. Thus, taking into account noise levels from existing and future noise levels of transportation facilities, project impacts would be less than significant.

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Safety Element	
Goal S 4 Effective County emergency response management capabilities.	
Policy S 4.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.	**Consistent:** As analyzed in Section 5.10, *Public Services*, the project would generate increased demand for police and fire services. However, existing and future police and fire resources would be able to accommodate the increase in demand while maintaining an adequate level of service.
Public Services and Facilities Element	
Goal PS/F 1 A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development.	
Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms. Policy PS/F 1.4: Ensure the adequate maintenance of infrastructure. Policy PS/F 1.5: Focus infrastructure investment, maintenance and expansion efforts where the General Plan encourages development.	**Consistent:** The Specific Plan and Section 5.14, *Utilities and Service Systems*, of the DEIR identify existing infrastructure conditions for water, wastewater, storm drains, and dry utilities and required infrastructure improvements to accommodate buildout of the Specific Plan. As analyzed, the proposed project would not adversely impact existing infrastructure systems so long as the required mitigation related to wastewater and water conveyance is implemented. The Specific Plan also details a number of grant, loan, and value-capture funding mechanisms that could finance the infrastructure and community benefits identified in the Specific Plan, including local tax increment and special assessment districts, business improvement districts, landscape and lighting districts, development impact fees, revenue bonds, and general obligation bonds. Federal and state sources of funds include the U.S. and California Environmental Protection Agency, U.S. Department of Veterans Affairs, U.S. Department of Transportation's Innovative Transit Workforce Development Program, Affordable Housing and Sustainable Communities Program, and the State of California Strategic Growth Council's Transformative Climate Communities Program.
Goal PS/F 4 Reliable sewer and urban runoff conveyance treatment systems.	
Policy PS/F 4.1: Encourage the planning and continued development of efficient countywide sewer conveyance treatment systems. Policy PS/F 4.2: Support capital improvement plans to improve aging and deficient wastewater systems, particularly in areas where the General Plan encourages development, such as TODs.	**Consistent:** See response to Policy PS/F 1.2 above.
Goal PS/F 5 Adequate disposal capacity and minimal waste and pollution.	
Policy PS/F 5.2: Ensure adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities.	**Consistent:** As analyzed in Section 5.14, *Utilities and Service Systems*, of this DEIR, the project's solid waste impacts on existing landfill capacities would be less than significant. Existing landfills would have capacity to accommodate project-generated solid waste.
Economic Development Element	
Goal ED 1 An economic base and fiscal structures that attract and retain valuable industries and businesses.	
Policy ED 1.1: Encourage a diverse mix of industries and services in each Planning Area.	**Consistent:** See responses to Policies LU 4.3 and LU 4.4 above.
Goal ED 2 Land use practices and regulations that foster economic development and growth.	
Policy ED 2.5: Encourage employment opportunities to be located in proximity to housing.	**Consistent:** See response to Policy LU 5.10 above.
Policy ED 2.6: Encourage community-serving uses, such as child care centers and personal services, to be located in proximity to	**Consistent:** See response to Policy LU 5.4 above.

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employment centers.	
Policy ED 2.7: Incentivize economic development and growth along existing transportation corridors and in urbanized areas.	Consistent: The Economic Development Strategy of the Specific Plan provides a framework for the practical implementation and realization of the project's economic development objectives, and includes specific action items for the County to take to achieve success in the project area. Several near-term strategies (<3–5 years) and medium- and long-term strategies (3–10 years) are detailed in the Specific Plan and include place-based initiatives and programmatic, policy-based interventions. For example, beginning brownfield remediation at Normandie and I-105; implementing bicycle, pedestrian, and placemaking improvements; developing small business incentives; encouraging a mix of job-providing tenants; and establishing a land banking or land trust strategy for the neighborhood are all strategies that would incentivize economic development in the Specific Plan area.

West Athens-Westmont Community Plan

Table 5.7-2 analyzes the proposed project's consistency with applicable goals from the West Athens-Westmont Community Plan.

Table 5.7-2 West Athens-Westmont Community Plan Goals Consistency Analysis

Applicable Community Plan Goals	Project Consistency Analysis
Land Use Goals	
Goal 1: To preserve and improve the residential character of the community. Goal 2: To reduce the allowable density of multi-family residential areas to reflect current land use patterns.	Consistent: The proposed Specific Plan provides ways to expand opportunities for compact and transit-oriented development around the Metro Green Line Vermont station, yet is sensitive to the existing development character. The project site is defined by five land use districts— the Vermont Station Corridor, Civic Center, Western Avenue Commercial, Single Family Residential, and Multifamily Residential (see Figure 5.1-1, *Land Use Districts Map*). The proposed design guidelines are intended to preserve and improve these subareas by enhancing their existing character while emphasizing multimodal transportation that will cultivate a vital and active street life and create a positive community aesthetic. Per the proposed design guidelines, new residential and nonresidential development should respect the scale and character of existing neighborhoods by providing appropriate height, mass, and setbacks and by limiting the general scale of development near existing residences. Although buildout of the project would allow development of more and increased density multifamily residences, these residences would be predominantly along the Western Avenue commercial corridor, Imperial Highway, and Vermont Station corridor. These areas either already have existing multifamily residences or have existing commercial uses that would benefit from higher density residences.
Goal 3: To formulate a set of design review standards which meet the special safety and aesthetic needs of the community.	Consistent: The Specific Plan's development standards and design guidelines are intended to achieve a specific pattern of development

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Table 5.7-2 West Athens-Westmont Community Plan Goals Consistency Analysis

Applicable Community Plan Goals	Project Consistency Analysis
	envisioned for the future of the West Athens-Westmont area. The project's vision is to create a connected, comfortable, and thriving area that offers a blend of commercial uses that serve the neighborhoods of West Athens and Westmont. Street improvements are proposed to make access to transit, employment centers, shopping centers, and schools easier and safer. Improvements to the Metro Green Line station are proposed to create better connections into the community, increase ridership and reduce vehicle miles traveled. Proposed residential uses would include affordable housing options that provide stability, security and a sense of community. Overall, the development standards and design guidelines would ensure future development create a safe, cohesive, and aesthetically pleasing community.
Goal 4: To establish land use patterns which foster economic revitalization in the commercial and industrial areas which are suffering from deteriorated conditions. Goal 5: To create opportunities for increased employment for area residents.	Consistent: Goal 3 of the proposed Specific Plan is to create a diverse economy in the community. Objectives to achieve this goal include encouraging employment-generating uses by promoting commercial development along the major corridors; encouraging the expansion and retention of Los Angeles Southwest College and supportive educational and service industries; enhancing the street frontages of commercial corridors to encourage active pedestrian activity to support their economic activity; and working with Los Angeles Southwest College to offer job-training, continuing education courses, recreational opportunities, and programs for local residents. Additionally, the West Athens-Westmont community is connected to major employment centers via the existing Metro Green Line Vermont station, a future planned bus rapid transit line along Vermont Avenue that would terminate at the existing West Athens-Westmont station, and future planned extensions of the Green Line to Torrance to the west and the Norwalk Metrolink station to the east. There is also potential for the Green Line to extend to LAX, further increasing the connectivity of West Athens and Westmont with regional employment centers. Therefore, the development of the community into a TOD would connect it to increased employment opportunities both locally and regionally.
Goal 6: To fully exploit increased access opportunities associated with the Century Freeway and light rail station. Goal 7: To encourage the development of mixed-use facilities, particularly near the light rail station.	Consistent: The overall purpose of the Connect Southwest LA project is to create a more walkable, transit-oriented area with a mix of land uses that is accessible by all modes of transportation, including transit, walking, and bicycling. The County identified the West Athens-Westmont community specifically as a potential TOD to leverage the community's assets (i.e., the Metro Green Line Vermont station), connect uses and activities, and attract future investment to create a more engaging and vibrant place. Thus, the proposed zoning districts include mixed-use development along the community's commercial corridors and near the Metro Green Line station.
Goal 8: To provide land for clustered commercial development which could better and more safely serve community retail shopping needs. Goal 13: To strengthen existing, viable commercial centers. Goal 14: To improve the viability and usefulness of commercial areas through store front renovation programs and by employing safety design techniques tailored for high crime areas.	Consistent: See response to Land Use Goal 4 above. Additionally, Objective 3.3 of the Specific Plan requires that street frontages of commercial uses are located and designed to promote active pedestrian activity in order to bolster their economic activity. The proposed design guidelines also detail permitted frontage types for residential and nonresidential uses along Vermont Avenue, Imperial Highway, and Normandie Avenue. Frontage types can include shopfront, forecourt, terrace, and stoop frontages.

Table 5.7-2 West Athens-Westmont Community Plan Goals Consistency Analysis

Applicable Community Plan Goals	Project Consistency Analysis
Housing Goals	
Goal 1: To preserve existing stable residential neighborhoods.	Consistent: See response to Land Use Goal 1 above. Guiding Principle 4 of the Specific Plan is related to ensuring compatible development throughout the project site. New development should respect and respond to the existing scale and density of the neighborhood.
Goal 3: To provide a safe environment for residents.	Consistent: Several guiding principles of the Specific Plan are related to creating a safe environment for residents. Guiding Principle 2 strives to improve the public right-of-way by increasing mobility options for pedestrians and bicyclists and creating new sidewalks and bike facilities to provide safe and secure connections to destinations that are integrated into the transit system. Guiding Principle 3 strives to enhance the sense of safety through design and programmatic improvements that promote safety and decrease criminal activity.
Goal 4: To encourage infill and help the community form and appearance.	Consistent: See responses to Land Use Goals 3, 4, and 6 above.
Economic Goals	
Goal 1: To retain and expand the number of small businesses. Goal 3. To increase employment opportunities, particularly among minority populations. Goal 6: To promote economic revitalization of commercial and industrial areas through redevelopment and rehabilitation.	Consistent: See responses to Land Use Goals 4, 6, and 8 above.
Goal 7: To incorporate safety and aesthetic design standards in development and redevelopment projects.	Consistent: See response to Land Use Goal 3 above.
Circulation Goals	
Goal 1: To coordinate the future transportation needs with current community development policies. Goal 2: To coordinate the current transportation system with the planned light rail station. Goal 3: To develop viable transportation alternatives to serve the needs of the transit dependent. Goal 4: To improve the public transportation services to persons and areas not presently being adequately served by existing systems. Goal 5: To develop a transportation planning process which considers the level of access required by various land use activities.	Consistent: See responses to General Plan Policies M 1.1 and M 2.1 through M 2.5 in Table 5.7-1, and response to Land Use Goal 6 above.
Environmental Management Goals	
Goal 2: To minimize hazards to public health, safety and welfare and prevent loss of life, bodily injury and property damage resulting from natural and man-made phenomena.	Consistent: As analyzed in Section 5.5, *Hazards and Hazardous Materials*, of this DEIR, the proposed project would not create significant sources of hazards to the public through the transport, use, disposal, or accidental release of hazardous materials into the environment. The project also would not introduce new hazards or exacerbate existing hazards in the project area.

Table 5.7-2 West Athens-Westmont Community Plan Goals Consistency Analysis

Applicable Community Plan Goals	Project Consistency Analysis
Goal 3: To reduce noise levels produced by all types of motor vehicles. Goal 4: To reduce the impact of construction and industrial noise.	Consistent: As analyzed in Section 5.8, *Noise*, construction noise associated with buildout of the Specific Plan would result in temporary noise increases in the vicinity of the project; operational noise, including traffic and stationary sources, would have less than significant noise impacts. Mitigation to reduce construction noise impacts include prohibiting construction activities between the hours of 7 PM and 7 AM on weekdays and Saturdays, or any time on Sundays or holidays, and requiring a project-level construction noise analysis for all projects within 500 feet of noise-sensitive receptors (e.g., residences, hospitals, schools), which may conclude that best management practices related to noise reduction are required. Mitigation Measures N-1 and N-2 would reduce construction noise impacts to the extent feasible.
Goal 5: To minimize adverse environmental impacts.	Consistent: Chapter 5 of this DEIR analyzes the proposed project's environmental impacts and incorporates mitigation measures to minimize and reduce environmental impacts.

Source: Los Angeles County 1990.

SCAG 2016-2040 RTP/SCS Consistency

Table 5.7-3 provides an assessment of the proposed project's relationship to pertinent 2016-2040 SCAG RTP/SCS goals.

Table 5.7-3 SCAG 2016-2040 RTP/SCS Goals Consistency Analysis

RTP/SCS Goal	Project Consistency Analysis
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent: Goal 3 of the proposed Specific Plan is to create a diverse economy in the community. Strategies to achieve this goal include encouraging employment-generating uses by promoting commercial development along the major corridors; encouraging the expansion and retention of Los Angeles Southwest College and supportive educational and service industries; enhancing the street frontages of commercial corridors to encourage active pedestrian activity to support their economic activity; and working with the Los Angeles Southwest College to offer job training, continuing education courses, recreational opportunities and programs for local residents. Additionally, the West Athens-Westmont community is connected to major employment centers via the Metro Green Line Vermont station, a planned bus rapid transit line along Vermont Avenue that would terminate at the Metro Green Line Vermont station, Torrance to the west, and the Norwalk Metrolink station to the east. There is also potential for the Metro Green Line to extend to LAX, further increasing the connection of West Athens and Westmont with regional employment centers. Therefore, the development of the community into a TOD would connect it to increased employment opportunities both locally and regionally.
RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: The Specific Plan's mobility element includes strategies for providing improvements and increased accessibility for all users. Strategy 1 aims to improve accessibility to transit

Table 5.7-3 SCAG 2016-2040 RTP/SCS Goals Consistency Analysis

RTP/SCS Goal	Project Consistency Analysis
	through streetscape improvements, high-quality bicycle and pedestrian infrastructure, wayfinding signage, and other enhancements, and Strategy 2 aims to design streets that facilitate safe and accessible connections between major destinations for multiple modes of transportation. In Strategy 2, safe and accessible modes of transportation can be achieved by implementing complete street designs that prioritize safety and multimodal networks; providing safe and comfortable pedestrian and bicycle connections between the Metro Green Line and Los Angeles Southwest College; creating safe and comfortable transit waiting areas; incorporating streetscape improvements and bicycle/pedestrian facilities that support transit operations; locating transit stops in areas that are active and visible; and prioritizing roadway improvement projects that improve access to transit and the Metro Green Line Station.
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: Several guiding principles of the Specific Plan are related to creating a safe environment. Guiding Principle 2 strives to improve the public right-of-way by increasing mobility options for pedestrians and bicyclists and creating new sidewalks and bike facilities that are safe and secure connections to destinations that are integrated with the transit system. Guiding Principle 3 strives to enhance the sense of safety through design and programmatic improvements that promote safety and decrease criminal activity.
RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.	Consistent: See responses to RTP/SCS G1 through G3 above. The Specific Plan's mobility strategies are intended to provide a framework for establishing and maintaining a sustainable circulation network that supports both motorized and nonmotorized modes of transportation in an integrated system. This includes improving accessibility to transit through the provision of streetscape improvements, high-quality bicycle and pedestrian infrastructure, wayfinding signage, and other enhancements consistent with Metro's "First Last Mile Strategic Plan" and designing streets to facilitate safe, accessible, connections between major destinations for multiple modes of transportation.
RTP/SCS G5: Maximize the productivity of our transportation system.	Consistent: See responses to RTP/SCS G1 through G4 above. Overall, the proposed circulation network would connect to transit and maximize multimodal benefits and efficiencies.
RTP/SCS G6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: Many of the proposed Specific Plan's guiding principles are related to improving the community's connections through multimodal transportation improvements. For example, Guiding Principle 2 encourages improving the public right-of-way to increase mobility options for bicyclists and pedestrians. By creating new and expanded sidewalks, installing amenities and streetscape designs for pedestrians and bicyclists, and designing safe routes throughout the community, the Specific Plan directly promotes community health and physical activity. Goal 5 of the Specific Plan is related to creating a safe and healthy community. Objectives include installing better lighting and visibility along streets and sidewalks; implementing traffic-calming features; supporting safe routes to schools and parks; locating

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Table 5.7-3 SCAG 2016-2040 RTP/SCS Goals Consistency Analysis

RTP/SCS Goal	Project Consistency Analysis
	transit stops in visible and safe areas; supporting programs aimed at promoting physical fitness and access to healthy foods; and promoting production and distribution of locally grown foods. Overall, the Specific Plan proposes mixed-use and higher density development along and adjacent to major commercial and transit corridors to lay the foundation for a more livable and sustainable corridor that works to improve air quality, traffic congestion, and mobility. The Specific Plan introduces wider sidewalks, landscaping, street trees, bicyclist/pedestrian amenities and improvements, and a multiuse trail connecting the Los Angeles Southwest College campus to the Metro Green Line Vermont station to support active modes of transportation. Overall, the Specific Plan substantially enhances the active transportation network in the project area.
RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.	Consistent: The proposed Specific Plan includes sustainability and resource conservation strategies as part of the design guidelines. Strategies include designing and constructing buildings using sustainable, energy-efficient materials; installing white and green roofs as much as possible; planting shade trees in parking lots, open spaces, and along streets; utilizing energy-efficient and natural lighting; maximizing daylighting through window placement and building orientation; installing water-conserving irrigation systems; and including photovoltaic arrays on parking structure decks.
RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: The project is a transit-oriented district specific plan for the West Athens-Westmont community in the County's Metro Planning Area. Its main purpose is to provide opportunities for transit-oriented development and improve multimodal connections within the community by increasing access to transit and establishing pedestrian and bicycle networks that link residential neighborhoods, schools, retail corridors, and employment centers. The proposed zoning map includes opportunities for residential uses of various densities along transit corridors and within the Metro Green Line Vermont Station area under the Mixed Use 1 and 2 Zones.
RTP/SCS G9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: Improvements along the transportation network, including landscaping, street lights, and street furnishings (e.g., wayfinding signage, transit signs, shelters, bicycle racks, and bus benches), not only improve the aesthetic appeal of the circulation network and street frontages but enhance public safety for pedestrians, bicyclists, and transit users. Implementation of additional crosswalks, pedestrian safety islands, curb extensions, curb ramps, and pedestrian signage encouraged in the Specific Plan would also enhance security, safety, and accessibility for pedestrians. Additionally, the Specific Plan proposes to add approximately 11 miles of bikeways to the existing network and construct a multiuse path from Los Angles Southwest College to the Metro Green Line station at Vermont Avenue. The multiuse path would follow I-105 and provide a safe path for students to access transit in the area. Additional proposed bicycle infrastructure includes bicycle parking, crossing signals,

Table 5.7-3 SCAG 2016-2040 RTP/SCS Goals Consistency Analysis

RTP/SCS Goal	Project Consistency Analysis
	and wayfinding signage.

Source: SCAG 2016.

Overall, the proposed project would be consistent with the County of Los Angeles General Plan, West Athens-Westmont Community Plan, and SCAG 2016-2040 RTP/SCS goals and policies.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.7-2 would be less than significant.

Impact 5.7-3: The proposed project would not conflict with current County zoning for the project site. [Threshold LU-3]

Impact Analysis: The Los Angeles County Code of Ordinances, Section 22, classifies and defines the Specific Plan area with the following zones (see Figure 4-3, *Existing Zoning*):

- Light Agriculture (A-1) – 93.7 acres
- Buffer Strip (B-1) – 3.0 acres
- Restricted Business (C-1) – 0.4 acre
- Neighborhood Business (C-2) – 60.5 acres
- General Commercial (C-3) – 7.3 acres
- Open Space (O-S) – 0.3 acre
- Single-Family Residence (R-1) – 186.9 acres
- Two-Family Residence (R-2) – 91.8 acres
- Limited Density Multiple Residence (R-3-U) – 18 acres
- Residential Planned Development (RPD) – 6.9 acres

In addition, Title 22 Section 44 (Community Standards District) of the County Code, adds the West Athens-Westmont Community Standards District as a zoning overlay to the Specific Plan area. This zoning overlay establishes a means of implementing special development standards necessary to ensure the goals and policies of the West Athens-Westmont Community Plan.

Upon adoption of Connect Southwest LA by the Los Angeles County Board of Supervisors, the existing zoning districts would be replaced by the following (see Figure 3-5, *Proposed Zoning Districts*):

- Single-Family Residence Zone
- Residential Planned Development Zone
- Two-Family Residence Zone
- Limited Multiple Residence Zone
- Mixed Use 1 Zone

- Mixed Use 2 Zone
- Neighborhood Commercial Zone
- Civic Center Zone
- Public-Institutional Zone
- Buffer Strip Zone

The proposed zoning districts would be compatible with current zoning onsite and in the project area. Most of the Specific Plan area would remain single- to two-family residential. As shown on Figure 3-6, *Proposed Zoning Areas of Change*, the areas of change would be predominantly along the commercial corridors of Western Avenue, Vermont Avenue, and Imperial Highway to allow for a mix of land uses that would help promote transit-oriented development. Additionally, some areas of zone changes would rezone the existing use to a more appropriate designation. For example, Los Angeles Southwest College and County facilities east of the college are currently zoned Light Agriculture and Commercial; they would be rezoned more appropriately to Public/Institutional and Civic Center (see Figures 4-3, *Existing Zoning*, and 3-6, *Proposed Zoning Areas of Change*). Thus, future development pursuant to the Specific Plan would be consistent with the project's zoning districts.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.7-3 would be less than significant.

Impact 5.7-4: The proposed project would not conflict with the County's Hillside Management Area Ordinance or Significant Ecological Areas Ordinance. [Threshold LU-4]

Impact Analysis: The project site is predominantly built out and located in the Metro Planning Area of Los Angeles County. The Metro Planning Area is in the geographic center of the County and defined by its urbanized environment and proximity to downtown Los Angles. The site is nearly flat, and there are no hillside management areas or significant ecological areas in or near the project site. Thus, development of the project would not conflict with these County ordinances.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.7-4 would be less than significant.

5.7.5 Cumulative Impacts

Implementation of the proposed project, in conjunction with other cumulative development in accordance with the County's General Plan, could cause countywide land use and planning impacts. However, upon adoption of Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, the proposed project would be consistent with applicable plans, goals, policies, and regulations of the County's General Plan, West Athens-Westmont Community Plan, County Code, and SCAG's RTP/SCS, as shown in detail above. As with future development in accordance with the proposed project, cumulative development projects in accordance with the County's General Plan would be subject to compliance with the regional and local plans reviewed in this section. Therefore, implementation of cumulative development projects would not combine with the proposed project to result in cumulatively considerable land use impacts.

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.7-1, 5.7-2, 5.7-3, and 5.7-4.

5.7.7 Mitigation Measures

No mitigation measures are required.

5.7.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.7.9 References

Los Angeles, County of. 1990, March 15. West Athens/Westmont Community Plan. http://planning.lacounty.gov/assets/upl/data/pd_west-athens.pdf.

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Southern California Association of Governments (SCAG). 2016, April. The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf.

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5.8 NOISE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (proposed project; Connect Southwest LA project) to result in noise impacts in the County of Los Angeles. This section discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise impacts associated with the project; and provides mitigation to reduce noise impacts at sensitive residential locations. This evaluation uses procedures and methodologies as specified by Caltrans and the Federal Highway Administration (FHWA).

5.8.1 Environmental Setting

The following subsections describe noise and vibration fundamentals, existing regulations, and pertinent technical standards. Also, Appendix F of this DEIR provides supplementary, project-specific background information, construction effects calculation worksheets, and project-generated traffic operations noise modeling results.

5.8.1.1 SOUND FUNDAMENTALS

When an object vibrates, it radiates part of its energy in the form of a pressure wave. Sound is that pressure wave transmitted through the air. Technically, airborne sound is a rapid fluctuation or oscillation of air pressure above and below atmospheric pressure that creates sound waves. Sound is described in terms of loudness or amplitude (measured in dB), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration or time variations (measured in seconds or minutes).

Amplitude

The range of pressures that causes airborne vibrations (i.e., sound) is quite large and would be cumbersome to measure lineally. Therefore, noise is measured on a logarithmic scale, which has a more manageable range of numbers, and a decibel (dB) is the standard unit for measuring sound pressure amplitude.[1] All noise levels in this study—reported in terms of dB—are relative to the industry-standard reference sound pressure of 20 micropascals.

On a logarithmic scale, an increase of 10 dB is 10 times more intense than 1 dB, 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud). Changes of 1 to 3 dB are detectable under quiet, controlled conditions, and changes of less than 1 dB are usually not discernible (even under ideal conditions). A 3 dB change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A

[1] The commonly held threshold of audibility is 20 micropascals, and the threshold of pain is around 200 million micropascals, a ratio of one to 10 million. By converting these pressures to a logarithmic scale (i.e., decibels), the range becomes a more convenient 0 dB to 140 dB.

change of 5 dB is readily discernible to most people in an exterior environment, and a 10 dB change is perceived as a doubling (or halving) of the sound. These relationships are summarized in Table 5.8-1.

Table 5.8-1 Noise Perceptibility

± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies and Hansen 2009.

Frequency

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all, but "felt" more as a vibration. Similarly, though people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz.

When describing sound and its effect on a human population, A-weighted (dBA) sound levels are typically used to approximate the response of the human ear. The term "A-weighted" refers to a filtering of the noise signal in a manner corresponding to the way the human ear perceives the intensities of different frequencies of sound. The A-weighted noise level has been found to correlate well with people's judgments of the "noisiness" of different sounds and has been used for many years as a measure of community and industrial noise.

Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level number means. To help relate noise level values to common experience, Table 5.8-2 shows typical noise levels from noise sources.

Table 5.8-2 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2009.

Although the A-weighted scale and the energy-equivalent metric are commonly used to quantify the range of human response to individual events or general community sound levels, the degree of annoyance or other response also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- General nature of the existing conditions (e.g., quiet rural or busy urban)
- Difference between the magnitude of the sound event level and the ambient condition
- Duration of the sound event
- Number of event occurrences and their repetitiveness
- Time of day that the event occurs

Temporal Effects

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time; half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_2, L_8 and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour, respectively. These "n" values are typically used to demonstrate compliance for stationary noise sources with many cities' noise ordinances. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period, respectively.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and many local jurisdictions use an adjusted 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment (or "penalty") of 5 dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24-hour level, with the CNEL being only slightly more restrictive (i.e., higher). The CNEL or L_{dn} metrics are commonly applied to the assessment of roadway and airport-related noise sources.

Propagation

Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single-point source, sound levels decrease by approximately 6 dB for each doubling of distance from the source (conservatively neglecting ground attenuation effects, air absorption factors, and barrier shielding). For example, if a backhoe at 50 feet generates 84 dBA, at 100 feet the noise level would be 79 dBA, and at 200 feet it would be 73 dBA. This drop-off rate is conservative and is appropriate for noise generated by onsite operations from stationary equipment/activities at a project site. This approach is commonly used for construction equipment noise evaluations. For more detailed assessments, if ground-level absorptive vegetation or other "soft site" conditions are considered, the distance attenuation (drop-off) rate would be increased by 1.5 dB per distance doubling; for a total of 7.5 dB per propagation distance doubling.

If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dB for each doubling of distance over a reflective ("hard site") surface such as concrete or asphalt. Line source noise in a relatively flat environment with ground-level absorptive vegetation decreases by 4.5 dB for each doubling of distance.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system.

Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for hearing protection regulations in the workplace. When the noise level reaches 120 dBA, an unpleasant "tickling" sensation occurs in the human ear; even with short-term exposure. This is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation becomes painful, and this is called the threshold of pain. A sound level of 160 to 165 dBA will result in dizziness or loss of equilibrium. In community environments, the ambient or background noise problem is widespread, though generally worse in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance.

Loud noise can be annoying and it can have negative health effects (USEPA 1978). The effects of noise on people fall into three general categories:

- Subjective effects, i.e., annoyance, nuisance, dissatisfaction.
- Interference with activities such as speech, sleep, learning.
- Physiological effects such as startling and hearing loss (temporary and permanent).

In most cases, environmental noise produces effects in the first two categories only. However, unprotected workers in some industrial work settings may experience noise effects in the last category.

5.8.1.2 VIBRATION FUNDAMENTALS

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities stemming from operations of railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers.

Like noise, vibration is transmitted in waves, but through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard. Vibration can either be natural, as in earthquakes, volcanic eruptions, sea waves, and landslides, or man-made, as from explosions, the action of heavy machinery, or heavy vehicles such as trains. Both natural and man-made vibration may be continuous, such as from operating machinery, or transient, as from an explosion. As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized in three ways: displacement, velocity, and acceleration.

Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is the velocity, and the rate of change of the speed is the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the root mean square (RMS) velocity. PPV is the maximum instantaneous peak of the vibration signal, and RMS is the

square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, and RMS is typically more suitable for evaluating human response.

The units for PPV and RMS velocity are normally inches per second (in/sec). However, vibration is often presented and discussed in dB units in order to compress the range of numbers. In this study, PPV and RMS velocities are in in/sec, and vibration levels are in dB relative to 1 microinch per second (abbreviated as VdB). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Man-made vibration problems are therefore usually confined to relatively short distances from the source (500 to 600 feet or less).

Vibrations also vary in frequency, and this affects perception. Typical construction vibrations fall in the 10 to 30 Hz range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies; however, buses often generate frequencies around 3 Hz at high vehicle speeds due to their suspension systems. It is less common, but possible, to measure traffic frequencies above 30 Hz.

The way in which vibration is transmitted through the earth is called propagation. Propagation of groundborne vibrations is complicated and difficult to predict because of the endless variations in the soil and rock through which waves travel. There are three main types of vibration propagation: surface, compression and shear waves. Surface waves, or Raleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. Compression waves, or P-waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. Shear waves, or S-waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or side-to-side and perpendicular to the direction of propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area so that the energy level striking a given point decreases with distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

As with airborne sound, annoyance with vibrational energy is a subjective measure, depending on the level of activity and the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Persons accustomed to elevated ambient vibration levels, such as in an urban environment, may tolerate higher vibration levels. Table 5.8-3 displays the human response and the effects on buildings resulting from continuous vibration (in terms of various levels of PPV).

Table 5.8-3 Human Reaction to Typical Vibration Levels

Vibration Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of "architectural" (i.e. not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans 2004.

Human response to ground vibration has been correlated best with the velocity of the ground, typically expressed in terms of the vibration decibel or VdB.[2] The US Federal Transit Administration (FTA) has developed rational vibration limits that can be used to evaluate human annoyance to groundborne vibration. These criteria are primarily based on experience with rapid transit and commuter rail systems (FTA 2006). Railroad and transit operations are potential sources of substantial ground vibration depending on distance, the type and the speed of trains, and the type of track. Trains generate substantial vibration due to their engines, steel wheels, heavy loads, and wheel-rail interactions.

Similarly, construction operations generally include a wide range of activities that can generate groundborne vibration, which varies in intensity. In general, blasting and demolition as well as pile driving and vibratory compaction equipment generate the highest vibrations. Because of the impulsive nature of such activities, PPV is used to measure and assess groundborne vibration and assess the potential of vibration to induce structural damage and annoyance for humans. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, and differential settlement of pavement all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions (Caltrans 2004).

5.8.1.3 RELEVANT PROGRAMS AND REGULATIONS

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

[2] The reference velocity is 1 x 10^{-6} in/sec RMS, which equals 0 VdB, and 1 in/sec equals 120 VdB.

Federal

US Environmental Protection Agency

In addition to FHWA standards, the US Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA Office of Noise Abatement and Control was originally established to coordinate federal noise-control activities. The office issued the Federal Noise Control Act of 1972, which set programs and guidelines to identify and address the effects of noise on public health and welfare, and the environment. Although the primary responsibility of regulating noise was transferred to state and local governments in 1982, the EPA provided guidelines for noise levels that would be considered safe for community exposure without the risk of adverse health or welfare effects.

The EPA found that to prevent hearing loss over the lifetime of a receptor, the yearly average L_{eq} should not exceed 70 dBA. Interference with activity and annoyance will not occur if exterior levels are maintained at an L_{eq} of 55 dBA and interior levels at or below 45 dBA. While these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA also set 55 dBA L_{dn} as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving a goal of 55 dBA L_{dn}, have settled on the 65 dBA L_{dn} level as their standard. At 65 dBA L_{dn}, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Such limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA L_{dn} as a desirable maximum exterior standard for residential units developed under HUD funding. (This level is also generally accepted within the State of California.) While HUD does not specify acceptable interior noise levels, residential dwellings constructed under Title 24 standards typically provide in excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dBA.

Aircraft Noise Standards

Public Law 96 193 directs the Federal Aviation Administration (FAA) to identify land uses that are "normally compatible" with various levels of noise from aircraft operations. Because of the size and complexity of many major hub airports and their operations, FAR Part 150 identifies a large number of land uses and their

attendant noise levels. However, since the operations of most heliports and helistops tend to be much simpler and the impacts more restricted in area, Part 150 does not apply to heliports/helistops not located on airport property. Instead, the FAA recommends exterior noise criteria for individual heliports based on the types of surrounding land uses. These recommended noise levels are included in Table 5.8-4.

The maximum recommended cumulative sound level ($L_{eq(24)}$) from the operations of helicopters at any new site should not exceed the ambient noise already present in the community at the site of the proposed heliport or the sound levels in Table 5.8-4, whichever is lower.

Table 5.8-4 Normally Compatible Community Sound Levels

Type of Area	$L_{eq(24)}$
Residential	
Suburban	57
Urban	67
City	72
Commercial	72
Industrial	77

Source: FAA Advisory Circular Number 150-5020-2, 1983.

State

The California Department of Health Services' Office of Noise Control (ONC) has studied the correlation of noise levels and their effects on various land uses. As a result, a set of generalized exterior and interior noise standards was generated for residential, commercial, institutional/public, and open space land uses.[3] These noise standards, in terms of the CNEL noise metric, are summarized in Appendix F of this DEIR.

The ONC also prepared a land use compatibility chart for community noise which is intended to provide urban planners with a tool to gauge the compatibility of land uses relative to existing and future noise levels. The table identifies "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. A conditionally acceptable or normally unacceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. These noise compatibility guidelines, also in terms of the CNEL noise metric, are shown in Table 5.8-5.

The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels, requires that residences' interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-

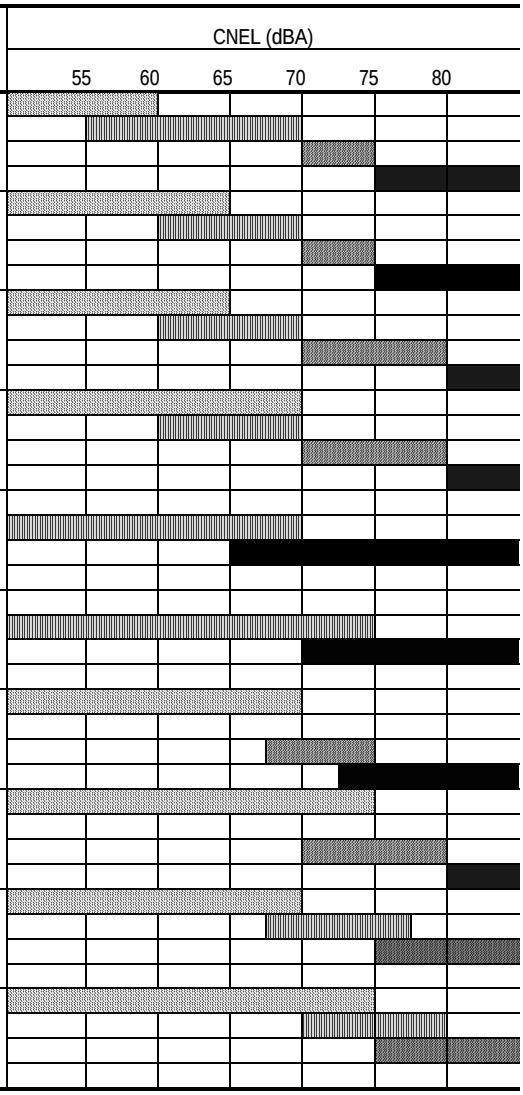
[3] Residential includes single and multifamily, duplex, and mobile homes; Commercial includes hotel, motel, transient housing, commercial retail, bank, restaurant, office building, research and development, professional offices, amphitheater, concert hall, auditorium, movie theater, gymnasium (multipurpose), sports club, manufacturing, warehouse, wholesale, utilities, and movie theaters uses; Institutional / Public includes, hospital, school classrooms/playground, church, and library uses; and Open Space includes parks.

night average sound level (L_{dn}) or the community noise equivalent level (CNEL), using the noise metric that is consistent with the noise element of the particular local general plan.

The California Green Building Standards Code, Chapter 5, Division 5.5, has additional requirements for insulation that affect exterior-interior noise transmission for nonresidential structures (which include multifamily structures 4 stories or greater). Pursuant to section 5.507.4.1, Exterior Noise Transmission, Prescriptive Method, wall and roof-ceiling assemblies exposed to the noise source and making up the building or addition envelope or altered envelope shall meet:

- A composite sound transmission class (STC) rating of at least 50, or
- A composite outdoor-indoor transmission class (OITC) rating of no less than 40 with exterior windows of a minimum STC of 40, or
- OITC of 30 if the project location is within the 65 dBA CNEL or L_{dn} noise contour of an airport (military, public, private, or heliport), freeway, expressway, railroad, industrial source, or fixed-guideway source (as determined by the noise element of the general plan).

Table 5.8-5 Community Noise and Land Use Compatibility



Explanatory Notes

	Normally Acceptable: With no special noise reduction requirements assuming standard construction.		**Normally Unacceptable:** New construction is discouraged. If new construction does not proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.		**Clearly Unacceptable:** New construction or development should generally not be undertaken.

Source: California Office of Noise Control. *Guidelines for the Preparation and Content of Noise Elements of the General Plan.* February 1976. Adapted from the US EPA Office of Noise Abatement Control, Washington D.C. Community Noise. Prepared by Wyle Laboratories. December 1971.

Local

The entire Specific Plan area is in unincorporated Los Angeles County. However, one of its primary development areas surrounds the Vermont/Athens LA Metro Green Line station, which is bordered to the east by the City of Los Angeles. Throughout the development of the Specific Plan, operational and/or construction noise due to future development in the planning area could potentially affect receptors in the City of Los Angeles. Additionally, individual project development near the southwestern border of the planning area could potentially affect receptors in the City of Hawthorne. Therefore, for this project, the pertinent noise and vibration thresholds in this environmental assessment will include the County of Los Angeles, City of Los Angeles, and City of Hawthorne municipal code standards, as applicable.

County of Los Angeles Noise Standards

The County of Los Angeles includes noise standards and guidelines in its General Plan Noise Element, and the Code of Ordinances, as discussed below:

County General Plan Noise Element

The County of Los Angeles 2035 General Plan Noise Element is the guiding document for the County's noise policy. The purpose of the noise element is to reduce and limit the exposure of the general public to excessive noise levels. The noise element provides noise mitigation regulations and delineates federal, state and city jurisdictions relative to rail, automotive, aircraft, and nuisance noise. It also sets forth noise management goals, objectives, policies, and programs of the County of Los Angeles. The applicable Los Angeles County noise element standards are implemented and enforced by the County code.

Policies in the noise element promote land use compatibility (N 1.2), aim to maintain compliance with County Code noise standards (N 1.5), ensure noise impacts do not exceed healthy levels (N 1.6), minimize transportation noise (N 1.7, N 1.8), and require barriers, buffers, and proper design and orientation for noise-sensitive uses when necessary (N 1.9, N 1.10, N 1.11). However, it is important to note that with the California Supreme Court decision regarding the assessment of the environment's impacts on proposed projects (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) [Case No. S213478]), issued December 17, 2015, CEQA does not require the analysis of existing environmental conditions on any given project. Noise compatibility for future developments within the planning area should be assessed on an individual basis.

County Code of Ordinances

The county applies the Noise Control Ordinance in Chapters 12.08 and 12.12 of the Los Angeles County Code, which is designed to protect people from objectionable nontransportation noise sources such as music, construction activity, machinery, pumps, and air conditioners. The Noise Control Ordinance includes standards for stationary noise sources, such as nontransportation fans, blowers, pumps, turbines, saws, engines, and other (similar) machinery. These standards do not gauge the compatibility of developments in the noise environment, but provide restrictions on the amount and duration of noise generated at a property; as measured at the property line of the noise receptor. The county's exterior noise standards for stationary sources are presented in Table 5.8-6.

Exterior Noise

The noise standards in Table 5.8-6, County of Los Angeles Exterior Noise Standards, apply to all property within a designated noise zone; unless otherwise indicated.

Table 5.8-6 County of Los Angeles Exterior Noise Standards

Noise Zone	Noise Level Standard (dBA)[1,2]	
	7 AM to 10 PM	10 PM to 7 AM
Noise-Sensitive Area	45	45
Residential Properties	50	45
Commercial Properties	60	55
Industrial Properties	70	70

Source: Los Angeles County Code, Section 12.08.390.

[1] According to Section 12.08.390, if the ambient noise levels exceed the exterior noise standards above, then the ambient noise level becomes the noise standard. If the source of noise emits a pure tone or impulsive noise, the exterior noise levels limits shall be reduced by five decibels.

[2] If the measurement location is on a boundary property between two different zones, the noise limit shall be the arithmetic mean of the maximum permissible noise level limits of the subject zones; except when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the subject receptor property.

The following adjustments are applicable to the exterior standards in Table 5.8-6;noise levels at sensitive receptors may not exceed the standards:

- for a cumulative period of more than thirty minutes in any hour (L_{50});
- plus 5 dB for a cumulative period of more than fifteen minutes in any hour (L_{25});
- plus 10 dB for a cumulative period of more than five minutes in any hour (L_8);
- plus 15 dB for a cumulative period of more than one minute in any hour (L_2); or
- plus 20 dB for any period of time (L_{max})

If the ambient noise level exceeds the noise level standard for any of the above noise metrics, then the ambient noise level becomes the noise level standard for that noise metric. If the measurement location is on a boundary property between two different zones, the exterior noise level standard shall be the arithmetic mean of the noise levels standards for the two zones. Except as provided above, when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the subject receptor property.

Interior Noise

Section 12.08.400 of the County Code presents interior noise standards for multifamily residential uses. This section states that no person shall operate or cause to be operated within a dwelling unit, any source of sound, or allow the creation of any noise that causes the noise level when measured inside a neighboring receiving dwelling unit to exceed the standards in Table 5.8-7.

Table 5.8-7 County of Los Angeles Interior Noise Standards

Noise Zone	Noise Level Standard (dBA)[1]	
	7 AM to 10 PM	10 PM to 7 AM
Multi-family Residential	45	40

Source: County of Los Angeles Code of Ordinances, Section 12.08.400.
[1] According to Section 12.08.400, if the ambient noise level reflected by the L50 exceeds that permissible within any of the interior noise standards in subsection A of Section 12.08.390, the allowable interior noise level shall be increased in 5dB increments in each standard as appropriate to reflect said ambient noise level (L50)

The following adjustments are applicable to the exterior standards in Table 5.8-7:

Noise levels at sensitive receptors may not exceed the standards

- for a cumulative period of more than five minutes in any hour (L_8);
- plus 5 dB for a cumulative period of more than one minute in any hour (L_2); or
- plus 10 dB for any period of time (L_{max}).

Construction Noise

Los Angeles County Code Section 12.08.440 includes restrictions on construction noise. The County prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7 PM and 7 AM, or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line. Exceptions are provided for emergency work of public service utilities or if a variance is issued by the Health Officer. The County also sets maximum noise level limits for mobile equipment (nonscheduled, intermittent, short-term operations for less than 10 days) as summarized in Table 5.8-8, *County of Los Angeles Mobile Construction Equipment Noise Limits*.

Table 5.8-8 County of Los Angeles Mobile Construction Equipment Noise Limits

Time of Day	Single-Family Residential	Multi-family Residential	Semi-residential/ Commercial	Business Structures
Daily, except Sundays and legal holidays, 7 AM to 8 PM	75 dBA	80 dBA	85 dBA	85 dBA
Daily, 8 PM to 7 AM and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA	85 dBA

Source: Los Angeles County Code, Section 12.08.440. For nonscheduled, intermittent, short-term operations for less than 10 days.

Maximum noise levels from stationary equipment (repetitively scheduled and relatively long-term operations of 10 days or more) are summarized in Table 5.8-9, *County of Los Angeles Stationary Construction Equipment Noise Limits*.

Table 5.8-9 County of Los Angeles Stationary Construction Equipment Noise Limits

Time of Day	Single-Family Residential	Multi-Family Residential	Semi-residential/ Commercial	Business Structures
Daily, except Sundays and legal holidays, 7 AM to 8 PM	60 dBA	65 dBA	70 dBA	n/a
Daily, 8 PM to 7 AM and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA	n/a

Source: Los Angeles County Code, Section 12.08.440. For repetitively scheduled and relatively long-term operations of ten days or more.

City of Los Angeles

The following noise standards and guidelines relative to the City of Los Angeles' General Plan Noise Element and Municipal Code.

Municipal Code

The City's noise ordinance is designed to protect people from objectionable nontransportation noise sources such as music, machinery, pumps, and air conditioners. According to Section 112.01 and 112.02 of the City's noise ordinance, stationary noise sources such as radios, television sets, and similar devices; air conditioning, refrigeration, heating, pumping, and filtering equipment are prohibited from causing the ambient noise level to increase by more than 5 dB. According to municipal code Section 111.03, where actual ambient levels are lower than shown in Table 5.8-10, the presumed ambient noise levels in the table are used as the baseline ambient noise level. For the purposes of noise compliance, noise produced within the planning area shall not exceed the measured ambient noise level or the minimum ambient noise level in Table 5.8-10 for each respective land use category (whichever is greater) by 5 dB.

Table 5.8-10 City of Los Angeles Ambient Noise Criteria

Zoning Categories	Minimum Ambient Noise Level (dBA Leq)	
	10:00 p.m. to 7:00 a.m.	7:00 a.m. to 10:00 p.m.
Residential: A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	40	50
Commercial: P, PB, CR, C1, C1.5, C2, C4, C5, and CM	55	60
Industrial: M1, MR1, and MR2	55	60
Industrial: M2 and M3	65	65

Notes: Residential: A1 and A2: Agriculture; RA and RS: Suburban; RE Residential Estate; RD: Restricted Density Multiple Dwelling; RW1 and RW2: Residential Waterways; R1: One-family; R2: Two-family; R3, R4, and R5: Multiple Dwelling.
Commercial P: Automobile Parking; PB Parking Building; CR, C1, and C1.5: Limited Commercial; C2, C4, and C5: Commercial Zone; CM: Commercial Manufacturing.
Light Industrial: M1: Limited Industrial; MR1: Restricted Industrial; MR2: Restricted Light Industrial, M2: Light Industrial; M3: Heavy Industrial.

Additionally, according to municipal code Section 113.01, trash collecting within 200 feet of a residential building is prohibited between the hours of 9:00 PM and 6:00 AM. Further, per Section 114.03, loading/unloading of commercial vehicles is prohibited between the hours of 10:00 PM and 7:00 AM within 200 feet of a residential building.

Construction Noise Standards

Chapter IV, Section 41.40 and Chapter XI, Section 112.05 of the City of Los Angeles Municipal Code govern construction-related noise in the City.

Section 41.40 of the municipal code specifies hours allowed for construction activities for the purposes of noise control. Construction activities are constrained to the daytime hours from 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays, and prohibited on Sundays.

Section 112.05 of the Los Angeles Municipal Code Noise Ordinance also specifies the maximum noise level for construction equipment. In accordance with Section 112.05 and Section 41.40, construction equipment, including 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 items, shall not produce a maximum noise level exceeding 75 dBA at a distance of 50 feet between the hours of 7:00 AM and 9:00 PM. The City allows construction noise exceeding these noise limits if compliance is technically infeasible. However, the burden of proving that compliance is technically infeasible includes showing that noise limitations cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

City of Hawthorne

Noise standards and guidelines from the applicable Hawthorne Municipal Code are provided below.

Municipal Code

The City of Hawthorne provides qualitative limits for noise-generating activities in the city. Municipal code Section 9.35.010, "Disturbances caused by loud, unnecessary and unusual noise," states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area. The standard that may be considered in determining whether a violation of the provisions of this section exists may include, without limitation:

A. The level of noise
B. Whether the nature of the noise is usual or unusual
C. Whether the origin of the noise is natural or unnatural
D. The level and intensity of the background noise
E. The proximity of the noise to residential sleeping facilities
F. The nature and zoning of the area within which the noise emanates
G. The density of the inhabitation of the area within which the noise emanates
H. The time of the day and night the noise occurs
I. The duration of the noise
J. Whether the noise is recurrent, intermittent, or constant
K. Whether the noise is produced by a commercial or noncommercial activity

Due to the qualitative nature of the City of Hawthorne Noise Ordinance, operational noise and construction noise due to future developments within the planning area will be primarily subject to the County of Los Angeles Noise standards.

Vibration Standards

Los Angeles County Code

The County Code, Section 12.08.560, prohibits the operation of any device that creates vibration that is above 0.01 in/sec at or beyond the property boundary of the source, if on private property, or at 150 feet from the source, if on a public space or public right-of-way. This criterion is pertinent to the evaluation of vibration-annoyance impacts from ongoing industrial uses to nearby sensitive receptors. For temporary construction-generated vibration levels, the FTA guidelines shown in Table 5.8-11 will be used for annoyance criteria.

Table 5.8-11 Groundborne Vibration Criteria: Human Annoyance

Land Use Category	Max Lv (VdB)	Description
Workshop	90	Distinctly felt vibration. Appropriate to workshops and non-sensitive areas
Office	84	Felt vibration. Appropriate to offices and non-sensitive areas.
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	72	Vibration not felt, but groundborne noise may be audible inside quiet rooms.

Source: FTA 2006.
Note: Max Lv (VdB): Lv is the velocity level in decibels, as measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz.

It is also pertinent to assess potential architectural damage, beyond just annoyance effects, due to vibrational energy. In lieu of established vibration damage criteria in the County Code, the FTA guidelines shown below in Table 5.8-12 will be used for architectural damage criteria.

Table 5.8-12 Groundborne Vibration Criteria: Architectural Damage

Building Category	PPV (in/sec)	Lv (VdB)
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source FTA 2006.
Note: Lv (VdB): Lv is the velocity level in decibels, as measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz.

Project-related construction activities that would generate vibration that are strong enough to cause vibration-induced architectural damage to the nearest buildings (which are commercial and light industrial) should be limited to 0.5 PPV in/sec for reinforced concrete, steel buildings without plaster. For residential structures

(which fall in the category of nonengineered timber and masonry buildings), the FTA criterion is 0.2 PPV in/sec.

5.8.1.4 EXISTING NOISE ENVIRONMENT

The West Athens-Westmont Community is in the southwestern portion of the Metro Planning Area, described in the 2035 General Plan as the geographic center of Los Angeles County. The Specific Plan area is approximately 3.1 square miles, and is bounded on the north and south by unincorporated Los Angeles County, on the east by the City of Los Angeles, and on the west by the City of Hawthorne.

The West Athens-Westmont Community is bisected by Interstate 105 (I-105). The Metro Green Line (commuter rail line) runs in the median of the I-105 for the majority of its route, extending from the City of Norwalk to the City of Redondo Beach. The Vermont/Athens Green Line station platform is in the median of I-105 below Vermont Avenue.

The Specific Plan area is also traversed by other major roadways, such as Imperial Highway, Normandie Avenue, and Vermont Avenue. Additionally, the Specific Plan area is less than a mile east of the Hawthorne Municipal Airport and less than four miles east of Los Angeles International Airport.

I-105 Freeway Transit Corridor

The controlling noise source throughout the specific plan area is roadway noise from the I-105 freeway/transit corridor. A traffic noise analysis was conducted on the nearest segment of I-105 based on the FHWA Highway Traffic Noise Prediction Model (FHWA, 1978). The average daily traffic flow data along I-105 was available through Caltrans (Caltrans, 2015). Additionally, rail noise from the Metro Green Line is noticeable throughout the planning area. A rail noise analysis for the nearest segment of the Metro Green Line was conducted using the CREATE Freight Noise and Vibration Model (FRA, 2006). The daily rail line trips for the Metro Green Line were available through the LA Metro Website (LA Metro, 2017). Since outputs for the rail noise model are only available in the L_{dn} noise level metric, traffic noise levels will be presented here and throughout this chapter in the L_{dn} metric, rather than the more common CNEL metric.[4]

The sound pressure levels of traffic-generated noise and rail-generated noise were summed to give the overall transportation-generated noise level. The results of these transit noise analyses as they affect receptors at various distances from the transit corridor are presented in Table 5.8-13.

Table 5.8-13 Transit Noise Analysis (L_{dn})

	Noise Receiver Location		
	Closest receptors to I-105	Center of Planning Area	Furthest Receptors from I-105
Receptor Example	Budlong Ave at 115th Pl	Normandie Ave at Imperial Hwy	Western Ave at 110th St
Distance from source to receiver	50 feet	1,600 feet	3,200 feet

[4] Note: L_{dn} and CNEL are comparable noise metrics used to describe 24-hour average noise levels. Values typically only differ by 1-2 dB.

I-105 Freeway Noise Contribution	88 dBA	65 dBA	55 dBA
Metro Green Line Noise Contribution	81 dBA	58 dBA	54 dBA
Total Noise Exposure due to Freeway and Rail Line	89 dBA	66 dBA	58 dBA

To adjust for estimated 2017 traffic based on the Caltrans 2015 document, a traffic increase of 2.64 percent per year was used, based on the 2014 to 2015 traffic trend increase.

According to Table 5.8-13, the Specific Plan area is exposed to transportation-generated noise levels in the range of 58 to 89 dBA L_{dn}. The levels presented in the table include the source values plus distance attenuation, and do not take barrier attenuation into account. The presence of intervening structures and/or berms is expected to lower noise levels experienced at receptors by an additional 5 to 10 dB.

At receivers at greater distances from the I-105 and Metro Green Line, ambient noise levels would be primarily influenced by traffic on nearby roadways and/or stationary noise sources. Noise level estimates along major roadways throughout the planning area are presented below, in Table 5.8-14.

Roadway Vehicles

Existing average daily traffic volumes along major roadways throughout the planning area were provided by IBI Group and were used to estimate existing traffic noise. These traffic noise estimates were based on the FHWA-RD77-108 roadway noise calculation method. The results of this modeling indicate that average noise levels along arterial segments currently range from approximately 63 dBA to 73 dBA L_{dn} as calculated at 50 feet from the centerline of the road. Noise levels for existing conditions along analyzed roadways are presented in Table 5.8-14.

Table 5.8-14 Existing (2017) Traffic Noise Levels (dBA L_{dn})

Roadway Segment	ADT Volumes	L_{dn} (dBA @ 50 ft)	Distance to L_{dn} Contour (feet from centerline)		
			65 dBA	70 dBA	75 dBA
Century Boulevard between Prairie Avenue and Crenshaw Boulevard	29,254	72.4	72	155	335
Century Boulevard between Western Avenue and Normandie Avenue	29,596	72.4	73	157	337
Century Boulevard between Hoover Avenue and Figueroa Avenue	32,537	72.8	77	167	359
Van Ness Avenue between Century Boulevard and 108th Avenue	19,854	67.9	36	78	168
Normandie Avenue between Century Boulevard and 108th Avenue	23,586	70.0	50	108	232
108th Avenue between Van Ness Avenue and Western Avenue	8,685	62.7	16	35	75
Crenshaw Boulevard between 108th Avenue and Imperial Hwy	31,929	71.3	61	131	283
Western Avenue between 108th Avenue and Imperial Hwy	27,334	69.2	45	96	207
Vermont Avenue between 108th Avenue and Imperial Hwy	35,852	70.6	55	118	254

Table 5.8-14 Existing (2017) Traffic Noise Levels (dBA L_{dn})

Roadway Segment	ADT Volumes	L_{dn} (dBA @ 50 ft)	Distance to L_{dn} Contour (feet from centerline)		
			65 dBA	70 dBA	75 dBA
Imperial Hwy between Prairie Avenue and Crenshaw Boulevard	29,643	69.7	47	102	220
Imperial Hwy between Van Ness Avenue and Western Avenue	33,264	70.2	51	110	238
Imperial Hwy between Normandie Avenue and Vermont Avenue	33,986	70.3	52	112	241
Imperial Hwy between Hoover Avenue and Figueroa Avenue	34,449	70.3	52	113	244
Imperial Hwy between Main Avenue and San Pedro Avenue	29,362	69.6	47	102	219
Van Ness Avenue between Imperial Hwy and 120th Avenue	23,071	68.6	40	86	186
Normandie Avenue between Imperial Hwy and 120th Avenue	17,854	68.8	42	89	193
120th Avenue between Normandie Avenue and Vermont Avenue	10,464	65.1	24	51	109
Crenshaw Boulevard between 120th Avenue and El Segundo Boulevard	43,639	72.6	75	162	348
Western Avenue between 120th Avenue and El Segundo Boulevard	24,337	68.7	41	89	191
Vermont Avenue between 120th Avenue and El Segundo Boulevard	20,564	68.2	38	81	175
El Segundo Boulevard between Van Ness Avenue and Western Avenue	40,862	72.6	74	160	344
El Segundo Boulevard between Normandie Avenue and Vermont Avenue	39,304	72.4	72	156	335
Normandie Avenue between El Segundo Boulevard and 135th Avenue	18,987	69.1	43	93	201
Crenshaw Boulevard between 135th Avenue and Rosecrans Avenue	31,471	71.2	60	130	280

Notes: Noise levels calculated by FHWA-RD77-108 Calculation Method.
Traffic volumes from IBI Group, July 2017.
ADT = average daily traffic

Aircraft Noise

The Specific Plan area is less than a mile east of the Hawthorne Municipal Airport and less than four miles east of Los Angeles International Airport. However, based on the airport-related noise contour maps provided by each jurisdiction, the entire planning area is outside of the 65 dBA CNEL noise contours for each of the airports (Los Angeles World Airports 2017; Hawthorne 2014). While operations at these airport facilities may, at times, be audible in the planning area, aircraft flyovers are expected to be limited and sporadic. Therefore, aircraft noise contributes negligible amounts of community noise to the planning area.

Stationary Source Noise

Stationary sources of noises may occur from all types of land uses. Residential uses would generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses would generate noise from heating, ventilation, air conditioning (HVAC) systems, loading docks, and other sources. Industrial uses may generate noise from HVAC systems, loading docks, and possibly machinery. Noise generated by residential or commercial uses are generally short and intermittent. Industrial uses may generate noise on a more continual basis due to the nature of their activities. For the developed land within the planning area, land uses are primarily residential, with retail along major roadways and industrial uses in the western portion of the planning area. Noise from stationary sources is regulated through the Los Angeles County Code, as presented above.

5.8.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would result in:

N-1 Exposure of persons to or generation of noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 21, Chapter 12.08) or applicable standards of other agencies.

N-2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

N-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas.

N-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems.

N-5 For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

N-6 For a project within the vicinity of a private airstrip, expose people residing or working the project area to excessive noise levels.

5.8.3 Plans, Programs, and Policies

5.8.3.1 REGULATORY REQUIREMENTS

RR N-1 The buildout of the Specific Plan will be constructed in accordance with Section 12.08 of the County Code, which generally prohibits construction activities that generate noise that could create a disturbance across a residential or commercial property line between 7:00 PM

and 7:00 AM on weekdays, or at any time on Sunday or a federal holiday. Additionally, Section 12.12 of the noise ordinance sets limits on construction noise as it affects sensitive receptors, based on the duration of the construction activities and the receptor's land use type.

RR N-2 The buildout of the Specific Plan will operate in accordance with Section 12.08.390 and Section 12.08.400 of the Los Angeles County Code. Section 12.08.390 of the noise ordinance limits noise exposure from stationary sources as it affects various receptor types; Section 12.08.440 limits noise from within multifamily residential buildings.

RR N-3 The buildout of the Specific Plan will be constructed in accordance with Section 12.08.560 of the County Code, which generally limits perceptible levels of vibration within Los Angeles County.

RR N-4 As required by the Los Angeles County Code, Section 12.08.430, construction activities are prohibited between the hours of 7 PM and 7 AM on weekdays and Saturdays, or at any time on Sundays or holidays. Construction is also required to comply with the maximum noise levels from mobile equipment specified in Section 12.08.430. If applicable, construction activities may also be subject to the construction noise ordinance of the City of Los Angeles or the City of Hawthorne.

5.8.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.8-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-4]

Impact Analysis: This impact discusses the potential construction-related noise impacts resulting from land use developments accommodated by the Specific Plan. Buildout of the Specific Plan would occur over an approximately 20-year period and would consist of many different projects with their own construction time frames and equipment. Individual construction projects within the Specific Plan area would have their own schedule and would only affect areas near the construction site. Residential areas are considered noise sensitive and would have the potential to be affected by construction activities during implementation of the Specific Plan. Other land uses may also be sensitive to high levels of construction noise, but the residential receptors within and near the boundaries of the planning area would be the most noise-sensitive land uses.

Los Angeles County limits the use of construction equipment to the daytime hours of 7:00 AM to 7:00 PM, not including Sundays or holidays. Additionally, the County's noise ordinance sets limits on construction noise as it affects sensitive receptors, based on the duration of the construction activities, and the receptor's land use type. These countywide construction noise standards are outlined in Table 5.8-8 and Table 5.8-9, above.

The entire Specific Plan area is in unincorporated Los Angeles County. However, one of its primary development areas surrounds the Vermont/Athens LA Metro Green Line station, which is bordered to the east by the City of Los Angeles. Additionally, the City of Hawthorne is along the western border of the planning area and may also be exposed to noise from future developments in the planning area. Future projects that could affect receptors in adjacent jurisdictions would be subject to the noise ordinance of that jurisdiction. The City of Los Angeles limits construction activities to the hours of 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays, and prohibits construction activity on Sundays. Additionally, the City's noise ordinance sets a 75 dBA noise level limit for various construction equipment items. Additional detail on the City of Los Angeles Municipal Code noise ordinance is presented above in Section 5.8.1.3, *Relevant Programs and Regulations*. Since the City of Hawthorne does not provide standards specific to construction noise, construction activities that may affect receptors within the City of Hawthorne will be subject to the applicable Los Angeles County noise ordinance.

Given the lack of specific details about the future developments within the planning area, a generalized, program-level set of construction equipment items were used to evaluate construction-related noise impacts. Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities.

The Specific Plan would increase the number of permitted residential units within the Specific Plan area to 4,518 units—roughly 1,061 more than existing conditions. The Specific Plan also increases potential nonresidential building square footage to approximately 3.5 million square feet (a net increase of approximately 1.7 million square feet over existing conditions). Additional details about the Specific Plan development potential are presented in the project description (Chapter 3 of this DEIR).

Two types of temporary noise impacts could occur during construction activities associated with buildout of the Specific Plan. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. The second type of temporary noise impact is related to demolition, site preparation, grading, and/or physical construction. Construction is performed in distinct steps, each of which has its own mix of equipment and noise characteristics. Table 5.8-15, *Construction Equipment Noise Emission Levels*, lists typical construction equipment noise levels recommended for noise-impact assessments, based on a distance of 50 feet between the equipment and noise receptor.

Table 5.8-15 Construction Equipment Noise Emission Levels

Construction Equipment	Typical Max Noise Level (dBA L_{eq})[1]	Construction Equipment	Typical Max Noise Level (dBA L_{eq})[1]
Air Compressor	81	Pile-Driver (Impact)	101
Backhoe	80	Pile-Driver (Sonic)	96
Ballast Equalizer	82	Pneumatic Tool	85
Ballast Tamper	83	Pump	76
Compactor	82	Rail Saw	90
Concrete Mixer	85	Rock Drill	98
Concrete Pump	82	Roller	74
Concrete Vibrator	76	Saw	76
Crane, Derrick	88	Scarifier	83

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Table 5.8-15 Construction Equipment Noise Emission Levels

Construction Equipment	Typical Max Noise Level (dBA L_{eq})[1]	Construction Equipment	Typical Max Noise Level (dBA L_{eq})[1]
Crane, Mobile	83	Scraper	89
Dozer	85	Shovel	82
Generator	81	Spike Driver	77
Grader	85	Tie Cutter	84
Impact Wrench	85	Tie Handler	80
Jack Hammer	88	Tie Inserter	85
Loader	85	Truck	88
Paver	89		

Source: FTA 2006.
[1] Measured at 50 feet from the source.

As shown in Table 5.8-15, construction equipment generates high levels of noise, with averages ranging from 74 dBA to 101 dBA at 50 feet. Construction of individual development projects associated with the Specific Plan would temporarily increase the ambient noise environment and would have the potential to affect noise-sensitive land uses in the vicinity of that project. Significant noise impacts may occur from operation of heavy earthmoving equipment and truck hauling that would occur with construction of individual development projects. Implementation of the Specific Plan would result in an increase in development intensity throughout the Specific Plan area. Construction noise levels depend on the specific locations, site plans, and construction details of individual development projects. Construction-related noise would be localized and would occur intermittently for varying periods of time. Although the Specific Plan would take approximately 20 years to build out, it is anticipated that exposure of individual receptors to elevated construction noise levels would occur for much shorter periods (e.g., a few months).

The specific locations, duration, and equipment required for individual projects are unknown. Therefore, it cannot be specifically determined how noise-sensitive uses within and near the Specific Plan area would be affected. Future developments within 500-feet of noise-sensitive receptors would be required to conduct project-specific construction noise impact assessments in accordance with Mitigation Measure N-1.

The County of Los Angeles and other nearby jurisdictions exempt construction activities from the general noise standards of their noise ordinance and provide standards that are specific to construction noise activities. Even with these specialized standards, construction activities associated with any individual development may occur in close proximity to noise-sensitive receptors, and noise disturbances may occur for prolonged periods of time. Therefore, construction noise impacts are considered potentially significant.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.8-1 would be potentially significant.

Impact 5.8-2: Project implementation would result in long-term operation-related noise that would not exceed local standards. [Thresholds N-1 and N-3]

Impact Analysis: Implementation of the proposed project would have a significant impact if it would expose new and existing receptors to incompatible levels of noise from both the operations and increased traffic resulting from future development of the project.

Traffic Noise

With respect to projected-related increases, noise impacts can be broken down into three categories. The first is "audible" impacts, which refer to increases in noise levels that are perceptible to humans. Audible increases in general community noise levels generally refer to a change of 3 dB or more since this level has been found to be the threshold of perceptibility in exterior environments. The second category, "potentially audible" impacts, refers to a change in noise level between 1 and 3 dB. The last category includes changes in noise level of less than 1 dB that are typically "inaudible" to the human ear except under quiet conditions in controlled environments. Only "audible" changes in noise levels at sensitive receptor locations (i.e., 3 dB or more) are considered potentially significant. Note that a doubling of traffic flows (i.e., 10,000 vehicles per day to 20,000 per day) would be needed to create a 3 dB increase in traffic-generated noise levels. A significant impact would occur if the project would result in an increase in traffic noise levels of 3 dB or more.

Future development in accordance with the Specific Plan would cause increases in traffic along local roadways. Traffic noise increases may affect various sensitive land uses, including residences, schools, churches, and medical uses. Commercial and industrial areas are not considered noise sensitive and generally have higher tolerances for exterior and interior noise levels.

The traffic noise levels for existing conditions and future-plus-project conditions were estimated using the FHWA Highway Traffic Noise Prediction Model (FHWA 1978). The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic flows, vehicle speeds, car/truck mix, length of exposed roadway, and road width. The distances to the 70, 65, and 60 L_{dn} contours for selected roadway segments in the vicinity of the Specific Plan are shown in Appendix F of this DEIR.

Table 5.8-16, *Specific Plan Buildout Traffic Noise Increases*, presents the noise level increases on roadways over existing conditions at 50 feet from the centerline of each roadway segment due to the project. The "2035 Plus Project" traffic noise levels include effects of future regional ambient growth and growth due to the project (IBI 2017). "Project Contribution" represents the effect the project would have on future noise levels by comparing the difference between "2035 Plus Project" noise levels and future noise levels due exclusively to ambient growth. Appendix F includes tables showing traffic noise levels for all four scenarios: Existing-No-Project, Existing-Plus-Project, 2035-No-Project, and 2035-Plus-Project.

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Table 5.8-16 Specific Plan Buildout Traffic Noise Increases

Roadway	Segment	L_{dn} @ 50 ft. (dBA)		Increase (dB)	
		Existing No Project	2035 Plus Project	Overall Increase	Project Contribution
Century Boulevard	Between Prairie Ave and Crenshaw Blvd	72.4	72.6	0.2	0.2
Century Boulevard	Between Western Ave and Normandie Ave	72.4	72.6	0.2	0.2
Century Boulevard	Between Hoover Ave and Figueroa Ave	72.8	73.0	0.2	0.2
Van Ness Avenue	Between Century Blvd and 108th Ave	67.9	68.1	0.2	0.2
Normandie Avenue	Between Century Blvd and 108th Ave	70.0	70.2	0.2	0.2
108th Avenue	Between Van Ness Ave and Western Ave	62.7	62.8	0.2	0.2
Crenshaw Boulevard	Between 108th Ave and Imperial Hwy	71.3	71.5	0.2	0.2
Western Avenue	Between 108th Ave and Imperial Hwy	69.2	69.5	0.2	0.2
Vermont Avenue	Between 108th Ave and Imperial Hwy	70.6	70.8	0.2	0.2
Imperial Hwy	Between Prairie Ave and Crenshaw Blvd	69.7	69.9	0.2	0.2
Imperial Hwy	Between Van Ness Ave and Western Ave	70.2	70.7	0.5	0.2
Imperial Hwy	Between Normandie Ave and Vermont Ave	70.3	70.7	0.4	0.2
Imperial Hwy	Between Hoover Ave and Figueroa Ave	70.3	70.6	0.3	0.2
Imperial Hwy	Between Main Ave and San Pedro Ave	69.6	69.8	0.2	0.2
Van Ness Avenue	Between Imperial Hwy and 120th Ave	68.6	68.7	0.2	0.2
Normandie Avenue	Between Imperial Hwy and 120th Ave	68.8	69.1	0.3	0.2
120th Avenue	Between Normandie Ave and Vermont Ave	65.1	65.6	0.5	0.2
Crenshaw Boulevard	Between 120th Ave and El Segundo Blvd	72.6	72.8	0.2	0.2
Western Avenue	Between 120th Ave and El Segundo Blvd	68.7	69.1	0.4	0.2
Vermont Avenue	Between 120th Ave and El Segundo Blvd	68.2	68.4	0.3	0.2
El Segundo Boulevard	Between Van Ness Ave and Western Ave	72.6	72.8	0.2	0.2
El Segundo Boulevard	Between Normandie Ave and Vermont Ave	72.4	72.6	0.2	0.2
Normandie Avenue	Between El Segundo Blvd and 135th Ave	69.1	69.3	0.3	0.2
Crenshaw Boulevard	Between 135th Ave and Rosecrans Ave	71.2	71.4	0.2	0.2

Notes: Noise levels calculated by FHWA-RD77-108 Calculation Method.
Traffic volumes from IBI Group, July 2017.
The L_{dn} and CNEL noise descriptors are very similar, and typically only vary by 1-2 dB

Table 5.8-16 shows that traffic noise increases resulting from the project contribution would be approximately 0.2 dB L_{dn} at all analyzed roadways within the planning area, and overall increases due to both the project and regional growth would range from 0.2 to 0.5 dB L_{dn}. Based on the estimated traffic conditions provided by IBI Group, no segments would experience substantial noise increases greater than 3 dBA over existing conditions. Therefore, impacts would be less than significant and no mitigation measures are necessary.

Stationary-Source Noise

For the purposes of stationary noise sources within the planning area, the Los Angeles County Code Section 12.08.390 establishes exterior noise limits ranging from 45 dBA to 70 dBA, on the time of day and the land use types of the source and the receiver. The noise standards included in the Los Angeles County Code are presented above in Table 5.8-6. Additionally, as the cities of Los Angeles and Hawthorne are adjacent to the Specific Plan area, future development that could affect receptors within adjacent jurisdictions would be subject to their respective noise ordinances. Additional detail on the City of Los Angeles Municipal Code noise ordinance and the City of Hawthorne Municipal Code noise ordinance is presented above in Section 5.8.1.3, *Relevant Programs and Regulations*. A significant stationary-source impact would occur if the activities or equipment associated with a project within the Specific Plan area produce noise levels at nearby sensitive receptors in excess of local code standards.

Buildout of the Specific Plan would result in an increase in residential, mixed use, neighborhood commercial, public-institutional, and civic center development in the planning area. The primary stationary noise sources associated with these land uses are landscaping and maintenance activities, HVAC systems, mechanical equipment, and operational noise from residents and/or patrons. As mentioned above, traffic noise generally dominates the noise environment around the Specific Plan area. Noise generated by stationary sources associated with residential, commercial, mixed use, office, or public-recreational uses is generally short and intermittent, and these uses are not a substantial source of noise compared to roadway sources. Through the enforcement of the County Code, stationary-source noise from these types of proposed land uses would not substantially increase the noise environment in the Specific Plan area. Long-term operational noise would not exceed local standards and the impact would be less than significant.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.8-2 would be less than significant.

Impact 5.8-3: The project would create short-term groundborne vibration and groundborne noise. [Threshold N-2]

Impact Analysis: The potential vibration impacts resulting from development of the Specific Plan with respect to construction, vehicle flows, and stationary sources are addressed separately.

Construction Vibration Impacts

Buildout of the Specific Plan would occur over an approximately 20-year period and would consist of many different projects with their own construction time frames and equipment. Individual construction projects within the Specific Plan area would have their own schedule and would only affect areas near the construction site. The most vibration-sensitive structures within the Specific Plan area would be existing and future residential uses within the immediate vicinity of individual projects developed in accordance with the Specific Plan.

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the

construction site depends on soil type, ground strata, and receptor building location. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.8-17 lists vibration levels for typical construction equipment.

Table 5.8-17 Vibration Levels for Typical Construction Equipment

Equipment	Approximate Velocity[1] Level at 25 Feet (VdB)	Approximate PPV at 25 Feet (in/sec)
Pile Driver (impact) Upper Range	112	1.518
Pile Driver (impact) Lower Range	104	0.644
Pile Driver (sonic) Upper Range	105	0.734
Pile Driver (sonic) Lower Range	93	0.170
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Jackhammer	79	0.035
Small Bulldozer	58	0.003
Loaded Trucks	86	0.076
Vibration Thresholds	VdB Limit	PPV Limit (in/sec)
FTA Criteria: Human Annoyance (Daytime/Nighttime)	78/72	—
FTA Criteria: Structural Damage	—	0.200

Source: FTA 2006.
[1] RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch/second.

As shown in Table 5.8-17, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria of 78 VdB for human annoyance and 0.200 in/sec for structural damage. However, groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers (FTA 2006). Construction details and equipment for individual development projects are not known at this time. Vibration impacts may occur from construction equipment associated with development in accordance with the implementation of the Specific Plan. Therefore, construction vibration impacts are considered potentially significant.

Roadway-Related Vibration Impacts

Operation of new commercial land uses could generate additional truck trips over existing conditions, which could potentially generate various levels of vibration along the traveled roadways. Additionally, truck trips could also be generated during construction of new development projects in the Specific Plan area. Caltrans has studied the effects of vehicle vibration on sensitive land uses and notes that "heavy trucks, and quite frequently buses, generate the highest earth borne vibrations of normal traffic" (Caltrans 2002). Caltrans also notes that the highest traffic-generated vibration is along freeways and state routes and finds that "vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 2.0 mm/s per second, with the worst combinations of heavy trucks" (Caltrans 2002). Further, trucks do not typically generate high levels of vibration because they travel on rubber wheels and do not have vertical movement, which generates ground vibration (Caltrans 2002). Given these observations and guidance notes

from Caltrans, trucks travelling on roadways in the Specific Plan area are not expected to generate excessive vibration. Therefore, there would be no impact due to roadway-related vibration.

Other Operations Vibration Impacts

Light industrial and commercial operations can possibly generate varying degrees of ground vibration, depending on the operational procedures and equipment. Specific project-level information is not available at this time for individual development projects that would be accommodated by the Specific Plan. However, project-specific operational vibration levels would be required to meet applicable Los Angeles County and FTA criteria, as provided under 'Vibration Standards' in Section 5.8.1.3 above. Through the enforcement of these applicable criteria, vibration potentially generated by these types of proposed land uses would not result in levels of vibration that would cause annoyance or architectural damage. Therefore, operations-related vibration impacts associated with implementation of the Specific Plan would be less than significant.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.8-3 would be potentially significant.

Impact 5.8-4:	The proximity of the project site to an airport or airstrip would result in exposure of future resident and/or workers to airport-related noise. [Thresholds N-5 and N-6]

Impact Analysis: As stated above under *Existing Conditions*, the Specific Plan area is less than a mile east of the Hawthorne Municipal Airport and less than four miles east of the Los Angeles International Airport (Airnav 2017). However, based on the airport-related noise contour maps provided by each jurisdiction, the entire planning area is outside of the 65 dBA CNEL noise contours for each of the airports (Los Angeles World Airports 2017; Hawthorne 2014). While operations at these airport facilities may, at times, be audible within the planning area, aircraft flyovers are expected to be limited and sporadic. Additionally, there are no major private airport or heliport facilities within two miles of the Specific Plan area. Aircraft noise contributes negligible amounts of community noise to the Specific Plan area. Aircraft noise around the Specific Plan area would not be modified with implementation of the Specific Plan.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.8-4 would be less than significant.

5.8.5 Cumulative Impacts

Cumulative noise impacts occur when multiple sources of noise, though individually not substantial, combine to result in excessive, cumulative noise exposure at noise-sensitive uses.

Short-Term Construction Noise and Vibration

Cumulative construction noise impacts have the potential to occur when multiple construction projects in the same general area generate noise within the same time frame and contribute to increases in the ambient noise environment. The details of individual development projects within the approximately 20-year buildout period for the Specific Plan area are currently unknown. Therefore, it cannot be determined whether multiple,

close-proximity projects within the Specific Plan area will be developed simultaneously or what the extent of their potential noise and vibration emissions might be. Therefore, cumulative impacts related to construction-generated noise levels would be potentially significant.

Long-Term Operation

To estimate the Specific Plan's contribution to traffic noise, existing noise levels were compared to those projected with buildout of the Specific Plan. As demonstrated under Impact 5.8-2, the Specific Plan's contribution to increases in ambient noise levels over the 20-year buildout period would be less than significant, even when accounting for traffic increases forecast within the Specific Plan area.

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.8-2 and 5.8-4

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.8-1 Construction activities would result in temporary noise increases in the vicinity of the project.
- Impact 5.8-3 The project would create short-term groundborne vibration and groundborne noise

5.8.7 Mitigation Measures

Impact 5.8-1

N-1 Prior to the issuance of demolition, grading and/or construction permits, applicants for individual development projects within 500 feet of noise-sensitive receptors (e.g., residences, hospitals, schools) shall conduct a project-level construction noise analysis to evaluate potential impacts on sensitive receptors. The analysis shall be conducted once the final construction equipment list that will be used for demolition and grading activities is determined. The project-level noise analysis shall be prepared, reviewed, and approved by the County of Los Angeles, City of Los Angeles, and/or City of Hawthorne, as applicable. If the analysis determines that demolition and construction activities would result in an impact to identified noise-sensitive receptors, then specific measures to attenuate the noise impact shall be outlined in the analysis and reviewed and approved by the County. Specific measures may include, but are not limited to, the following best management practices:

- Post a construction site notice near the construction site access point or in an area that is clearly visible to the public. The notice shall include the: job site address; permit number, name, and phone number of the contractor and owner; dates and duration of construction activities; construction hours allowed; and the County of Los Angeles and

construction contractor phone numbers where noise complaints can be reported and logged.

- Consider the installation of temporary sound barriers for construction activities immediately adjacent to occupied noise-sensitive structures.
- Restrict haul routes and construction-related traffic to the least noise-sensitive times of the day.
- Reduce nonessential idling of construction equipment to no more than five minutes.
- Ensure that all construction equipment is monitored and properly maintained in accordance with the manufacturer's recommendations to minimize noise.
- Fit all construction equipment with properly-operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions.
- If construction equipment is equipped with back-up alarm shut offs, switch off back-up alarms and replace with human spotters, as feasible.
- Stationary equipment (such as generators and air compressors) and equipment maintenance and staging areas shall be located as far from existing noise-sensitive land uses as feasible.
- To the extent feasible, use acoustic enclosures, shields, or shrouds for stationary equipment such as compressors and pumps.
- Shut off generators when they are not needed.
- Coordinate deliveries to reduce the potential of trucks waiting to unload and idling for long periods of time.
- Grade surface irregularities on construction sites to prevent potholes from causing vehicular noise.
- Minimize the use of impact devices such as jackhammers, pavement breakers, and hoe rams. Where possible, use concrete crushers or pavement saws rather than hoe rams for tasks such as concrete or asphalt demolition and removal.

The final noise-reduction measures to be implemented shall be determined by the project-level construction noise analysis. The final noise-reduction measures shall be included on all construction and building documents and/or construction management plans and submitted for verification to the County of Los Angeles; implemented by the construction contractor through the duration of the construction phase; and discussed at the predemolition, pregrade, and/or preconstruction meetings.

Impact 5.8-3

N-2 Prior to issuance of grading and construction permits, applicants for individual development projects that involve vibration-intensive construction activities—such as pile drivers, jack hammers, and vibratory rollers—within 100 feet of off-site, vibration-sensitive receptors (e.g., residences, schools, medical facilities, and houses of worship) and/or structures (e.g., historical buildings, audio/video recording studios, and laboratory facilities), shall prepare and submit to the County of Los Angeles an acoustical study to evaluate potential construction-related vibration damage impacts. The vibration assessment shall be prepared by a qualified acoustical engineer and be based on the Los Angeles County vibration perception threshold and the Federal Transit Administration (FTA) vibration-induced architectural damage criterion. If the acoustical study determines a potential exceedance of the applicable thresholds, measures shall be identified that ensure vibration levels are reduced to below the thresholds. Measures to reduce vibration levels can include use of less-vibration-intensive equipment (e.g., drilled piles and static rollers) and/or construction techniques (e.g., nonexplosive rock blasting and use of hand tools) and preparation of a preconstruction survey report to assess the preconstruction, existing conditions of the potentially affected sensitive receptor or structure. Identified measures shall be included on all construction and building documents and submitted for verification to the County.

5.8.8 Level of Significance After Mitigation

Impact 5.8-1

With implementation of Mitigation Measure N-1, construction noise impacts due to construction activities would be reduced to the extent feasible. However, feasible mitigation may not be effective at reducing construction-generated noise received at sensitive receptors to levels below the County Code thresholds throughout all periods of construction and at all receptors. Given the expected noise levels and the length of the construction activities, significant construction noise impacts would remain. Impact 5.8-1 would remain ***significant and unavoidable***.

Impact 5.8-3

With the implementation of Mitigation Measure N-2, which would place limitations on certain equipment and/or their use at certain distances, construction vibration impacts would be reduced to less than significant after mitigation.

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5.9 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (DEIR) examines the potential for socioeconomic impacts of the proposed Connect Southwest LA project in the County of Los Angeles, including changes in population, employment, and housing.

5.9.1 Environmental Setting

5.9.1.1 RELEVANT PROGRAMS AND REGULATIONS

State

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code § 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates each county's share of California's projected population growth based on California Department of Finance population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council of governments then assigns a share of the regional housing need to each of its cities and counties, and HCD oversees the process. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations.

State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower income households the publicly assisted multifamily housing developments in each community.

California housing element laws (California Government Code §§ 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. It is a regional planning agency and serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment.

Regional Transportation Plan/Sustainable Communities Strategy

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2016 (SCAG 2016). Major themes in the 2016 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth, and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

Local

Los Angeles County Housing Element

The Los Angeles County 2014-2021 Housing Element was adopted by the County Board of Supervisors of February 4, 2014, and certified by HCD on April 30, 2014. The housing element serves as a policy guide to address the comprehensive housing needs of the unincorporated County areas. The primary focus is to ensure decent, safe, sanitary, and affordable housing for current and future residents, including those with special needs.

5.9.1.2 EXISTING CONDITIONS

Population

The estimated and forecast populations of the County's Metro Planning Area and unincorporated areas are detailed in Table 5.9-1. As shown, the Metro Planning Area is anticipated to grow slightly faster than the total unincorporated County.

Table 5.9-1 Population Estimates and Forecasts

Area	Population			Population Change, 2013-2035 [2012-2040]	Percent Change, 2013-2035 [2012-2040]
	2013 [2012]	2016[3]	2035 [2040]		
Metro Planning Area[1]	235,990	--	301,073	65,083	27.6%
Unincorporated Los Angeles County[2]	[1,040,700]	1,051,989	[1,273,700]	[233,000]	[22.4%]

Sources:
1 Los Angeles County General Plan Update Draft EIR, June 2014.
2 SCAG 2016.
3 DOF 2016.

The communities of West Athens and Westmont are census designated places; therefore, SCAG does not provide population estimates or projections. However, according to the U.S. 2010 Census, the communities of West Athens and Westmont had populations of 8,729 and 31,853, respectively (Census 2010a). American Community Survey 5-Year Estimates from 2011 to 2015 estimate the populations to now be approximately 8,320 residents in West Athens and 32,566 residents in Westmont, totaling 40,886 residents (Census 2015). Collectively, the population in West Athens and Westmont has remained static with an increase of only 304 residents in five years. However, the according to other sources of population data, the communities of West Athens and Westmont showed -5.34 and -2.49 percent population growth from 2000 to 2014, respectively (USA 2014a, 2014b).

Currently, the population of the Specific Plan area, which spans portions of both West Athens and Westmont, is estimated to be approximately 11,158 residents.

Housing

Estimated and forecast housing units in the Metro Planning Area and unincorporated County are detailed in Table 5.9-2.

Table 5.9-2 Housing Estimates and Forecasts

Area	Housing Units			Housing Change, 2013-2035 [2012-2040]	Percent Change, 2013-2035 [2012-2040]
	2012 [2013]	2016[3]	2035 [2040]		
Metro Planning Area[1]	[73,068]	--	92,158	19,090	26.1%
Unincorporated Los Angeles County[2]	292,700	311,784	[392,400]	99,700	34.1%

Sources:
1 Los Angeles County General Plan Update Draft EIR, June 2014.
2 SCAG 2016.
3 DOF 2016.

Since the communities of West Athens and Westmont are census designated places, SCAG and the California Department of Finance do not provide housing estimates or projections for them. However, according to the U.S. 2010 Census, the communities of West Athens and Westmont had 2,691 and 10,588 housing units,

respectively (Census 2010a). The American Community Survey 2011-2015 5-Year Estimates now estimates approximately 2,779 units in West Athens and 11,082 units in Westmont, totaling 13,861 housing units (Census 2015). This represents an approximate increase of 582 units over five years.

Currently, there are approximately 3,457 housing units within the Specific Plan area.

Regional Housing Needs Assessment

The RHNA is mandated by state housing law as part of the periodic process of updating housing elements of local general plans. State law requires that housing elements identify RHNA targets set by HCD to encourage each jurisdiction in the state to provide its fair share of very low, low, moderate, and upper income housing. State law does not require the jurisdiction to build housing; rather, it requires cities and counties to adopt zoning regulations and standards that provide the opportunity for housing development. The RHNA does not promote growth, but provides a long-term outline for housing in the context of local and regional trends and housing production goals.

SCAG determines total housing need for each community in southern California based on three general factors: 1) the number of housing units needed to accommodate future population and employment growth; 2) the number of additional units needed to allow for housing vacancies; and 3) the number of very low, low, moderate, and above moderate income units needed in the community. Additional factors used to determine the RHNA include tenure, the average rate of units needed to replace housing units demolished, and other factors.

The County of Los Angeles' quantified objectives for construction, preservation, and financial assistance over the 2014-2021 planning period are shown in Table 5.9-3. The County is required to ensure that sufficient sites planned and zoned for housing are available to accommodate its need and to implement proactive programs that facilitate and encourage the production of housing commensurate with its housing needs.

Table 5.9-3 Quantified Objectives, Los Angeles County Housing Element 2014-2021

Program	Extremely Low (30% AMI and below)	Very Low (50% AMI and below)	Lower (80% AMI and below)	Moderate (120% AMI and below)	Above Moderate (120% AMI and below)	Total
RHNA	3,927	3,927	4,650	5,060	12,581	30,145
Section 8 Rental Assistance	1,560	2,340	0	0	0	3,900
Family Self Sufficiency	25	75	0	0	0	100
First 5 LA	560	0	0	0	0	560
New Construction Countywide						
- Affordable Rental Housing Construction	175	175	43	0	0	350
- AHOP	0	0	43	0	0	43
Homebuyer Assistance	0	200	425	425	0	1,050
Ownership Housing Rehabilitation	1,265	1,050	1,050	0	0	3,365
Public Housing Modernization	972	973	0	0	0	1,945
Preservation of At-Risk	24	662	263	0	0	949

Housing						
Total	8,508	9,402	6,474	5,485	12,581	42,407

Source: Los Angeles County House Element 2014-2021.
Notes: AMI= area mean income
In the absence of income data for extremely low income households, 50% of the very low income units are assumed to be extremely low-income.

Employment

Estimated and forecast jobs in the Metro Planning Area and unincorporated County are detailed in Table 5.9-4.

Table 5.9-4 Employment Estimates and Forecasts

Area	Jobs		Employment Change, 2013-2035 [2012-2040]	Percent Change, 2013-2035 [2012-2040]
	2012 [2013]	2035 [2040]		
Metro Planning Area[1]	[59,359]	100,906	41,547	70.0%
Unincorporated Los Angeles County[2]	222,900	[288,400]	65,500	29.4%

Sources:
[1] Los Angeles County General Plan Update Draft EIR, June 2014.
[2] SCAG 2016.

Since the communities of West Athens and Westmont are not incorporated cities, SCAG does not have estimated and forecast employment for the communities. However, Census data for 2010 estimate approximately 1,181 and 1,830 in West Athens and Westmont respectively (Census 2010b). Census data for 2014 estimate approximately 1,374 and 1,524 jobs in West Athens and Westmont, respectively (Census 2014). Collectively, the two communities had an approximate decrease of 113 jobs from 2010 to 2014.Overall, the two communities currently have about 2,898 jobs, of which the vast majority are within the Specific Plan area.

Currently, there are approximately 2,265 jobs within the Specific Plan area.

Jobs-Housing Balance

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. The balance of jobs and housing in an area—in terms of the total number of jobs and housing units as well as the type of jobs versus the price of housing—has implications for mobility, air quality, and the distribution of tax revenues. The jobs/housing ratio is one indicator of a project's effect on growth and quality of life in the project area. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

> Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced…. Job-rich subregions

> have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average.
>
> Ideally, job-housing balance would… assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

Jobs-housing goals and ratios are advisory only. No ideal jobs-housing ratio is adopted in state, regional, or City policies. The American Planning Association (APA) is an authoritative resource for community planning best practices, including recommendations for assessing jobs-housing ratios. Although the APA recognizes that an ideal jobs-housing ratio will vary from jurisdiction to jurisdiction, its recommended target for an appropriate jobs-housing ratio is 1.5, with a recommended range of 1.3 to 1.7 (Weltz 2003).

Jobs-housing balance applies to regions and not to small geographic areas and/or small populations. The jobs-housing balance for the Specific Plan area, Metro Planning Area, and unincorporated Los Angeles County are detailed in Table 5.9-5. As shown, the jobs-housing ratio for the Specific Plan area would increase and improve from 0.66 to 1.15. The Metro Planning Area is anticipated to increase its jobs-housing ratio by 2035 while unincorporated Los Angeles County would slightly reduce its jobs-housing ratio by 2040.

Table 5.9-5 Jobs-Housing Balance

	Year	Employment	Households	Jobs-Housing Ratio
Specific Plan Area	2015	2,265	3,457	0.66
Metro Planning Area[1]	2013	59,359	73,068	0.81
	2035	100,906	92,158	1.09
Unincorporated Los Angeles County[2]	2012	222,900	292,700	0.76
	2040	288,400	392,400	0.73

[1] Los Angeles County General Plan Update Draft EIR, June 2014.
[2] SCAG 2016.

5.9.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

P-1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

P-2 Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere.

P-3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

P-4 Cumulatively exceed official regional or local population projections.

5.9.3 Plans, Programs, and Policies

No project design features or regulatory requirements are applicable to population and housing.

5.9.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.9-1: The proposed project would introduce approximately 3,204 additional residents and 2,949 additional workers into the Specific Plan area. [Threshold P-1 and P-4]

Impact Analysis: Buildout of the Specific Plan area in accordance with the proposed zoning district would allow up to 1,061 additional residential units and 1,690,638 additional square feet of nonresidential development, and thereby introduce 3,204 additional residents and 2,949 additional workers.

Population Growth

Although population projections within the communities of West Athens and Westmont are not available, Table 5.9-1 details population projections for the Metro Planning Area and unincorporated Los Angeles County. The project's anticipated net population increase of 3,204 residents is well within both the forecast population growths for the Metro Planning Area for 2013 to 2035 (65,083 residents) and unincorporated Los Angeles County for 2012 to 2040 (233,000 residents)—representing only 4.9 and 1.4 percent of the forecast population increase, respectively. Therefore, population growth impacts of the proposed project would be less than significant.

Housing

Currently, the Specific Plan area has approximately 3,457 residential units. The proposed Specific Plan would allow development of up to 4,518 units or 1,061 additional units compared to existing conditions. Housing forecasts for the Metro Planning Area and unincorporated Los Angeles County are detailed in Table 5.9-2. As shown, the Metro Planning Area is anticipated to increase housing units between 2013 and 2035 by 19,090 units, and unincorporated Los Angeles County is anticipated to increase housing units between 2012 and 2040 by 99,700 units. The additional 1,061 housing units allowed under the Specific Plan would be within both housing forecasts for the Metro Planning Area and unincorporated Los Angeles County, representing only 5.6 and 1.1 percent of each area's increase, respectively. Thus, project impacts on housing would be less than significant as well.

Employment

Employment projections for the Metro Planning Area between 2013 and 2035 and for unincorporated Los Angeles County between 2012 and 2040 are approximately 41,547 and 65,500 jobs, respectively (see Table 5.9-4). The Specific Plan is expected to generate 2,949 additional jobs from development of up to 1,690,638 additional square feet of nonresidential development. Therefore, the proposed project represents 7.1 and 4.5

percent of the projected employment increases in the Metro Planning Area and unincorporated Los Angeles County, respectively. Project impacts to employment growth would be less than significant.

Jobs-Housing Balance

Development of the proposed project would introduce 2,949 additional employees and 1,061 additional dwelling units in the Specific Plan area. Table 5.9-6 compares the jobs-housing balance of the Specific Plan area under existing conditions to project buildout by 2035. As shown, buildout of the proposed project would improve the Specific Plan area's jobs-housing balance by increasing it from 0.66 to 1.15.

Table 5.9-6 Jobs-Housing Balance in the Specific Plan Area

	Existing Conditions (2015)	Project Buildout (2035)
Jobs	2,265	5,214
Households	3,457	4,518
Jobs-Housing Balance	0.66	1.15

More typically, jobs-housing balance applies to regions and not to small geographic areas and/or small populations (i.e., the Specific Plan area). Thus, as detailed in Table 5.9-7, the jobs-housing ratio in the Metro Planning Area in 2035 would increase from 1.09 to 1.11 with buildout of the proposed project. This is a slightly favorable impact. Therefore, no adverse impact on jobs-housing balance would occur.

Table 5.9-7 Project Impacts on Jobs-Housing Balance

	Metro Planning Area Buildout	Specific Plan Buildout Net Increase	Metro Planning Area + Specific Plan Buildout
Jobs	100,906	2,949	103,855
Households	92,158	1,061	93,219
Jobs-Housing Balance	1.09	--	1.11

Source: Los Angeles County Department of Regional Planning. 2014. Los Angeles County General Plan Update Draft EIR.
[1] Numbers of households is estimated based on estimated/forecast dwelling units and the estimated 4.7 percent vacancy rate in 2012 in the South Bay Cities Subregion.
[2] Based on net increase of 2,271 housing units and a 3.5-percent vacancy rate in West Carson obtained from the 2010 US Census.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.9-1 would be less than significant.

Impact 5.9-2: Implementation of the Specific Plan would not result in displacing substantial numbers of people or housing. [Threshold P-2 and P-3]

Impact Analysis: The proposed Specific Plan would change the General Plan designations and zoning onsite to increase residential and nonresidential development. Future projects in accordance with the Specific Plan may redevelop properties by demolishing homes or structures. However, Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont is a planning document used to guide future development in the project area and would not implement any individual development project. Redevelopment would add

housing to the project area. Therefore, implementation of the Specific Plan would not significantly displace people or housing. Overall, buildout of the proposed project would increase residential development by 1,061 units and nonresidential development by 1,690,638 square feet. Thus, impacts would be less than significant.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.9-2 would be less than significant.

5.9.5 Cumulative Impacts

Future development projects associated with buildout of the County's 2035 General Plan would include the development of residential and nonresidential uses in unincorporated Los Angeles County. SCAG projections for net increases in population, housing, and employment between 2012 and 2040 are discussed above in Section 5.9.2, *Existing Conditions*. Compared to SCAG's 2040 population projection for unincorporated Los Angeles County, net buildout of the proposed project would represent only 0.3 percent of the projected population (1,273,700 residents), 0.3 percent of the projected housing (392,400 homes), and 1.0 percent of the projected employment (288,400 jobs).

The proposed project is small within the context of unincorporated Los Angeles County and would nominally change the SCAG-projected jobs-housing ratio from 0.73 to 0.74 by 2040. In consideration of the preceding factors, the project's contribution to cumulative population growth impacts would be less than significant, and project impacts would not be cumulatively considerable.

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.9-1 and 5.9-2.

5.9.7 Mitigation Measures

No mitigation measures are required.

5.9.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.9.9 References

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5.10 PUBLIC SERVICES

This section of the Draft Environmental Impact Report (DEIR) addresses the potential for implementation of the proposed Connect Southwest LA project to impact public services providing fire protection and emergency services, police protection, school services, and library services. Park services are addressed in Section 5.11, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.14, *Utilities and Service Systems*.

The information in this section is based partly on responses to service provider questionnaires, included as Appendix G of this DEIR.

5.10.1 Fire Protection and Emergency Services

5.10.1.1 ENVIRONMENTAL SETTING

Relevant Programs and Regulations

State

California Fire Code

The California Fire Code (CFC) comprises Part 9 of Title 24 of the California Code of Regulations. The CFC is updated on a three-year cycle; the 2016 CFC took effect on January 1, 2017. Fire flow requirements are in CFC Appendix B, Table B105.1. Fire hydrant location and distribution requirements are in CFC Appendix C.

California Building Code

The California Building Code comprises Title 24, California Code of Regulations, Part 2. The CBC is updated on the same cycle as the CFC. Hospitals are classified by the CBC as essential facilities, defined as "Buildings and other structures that are intended to remain operational in the event of extreme environmental loading from flood, wind, snow or earthquakes."

Existing Conditions

Fire Stations, Staffing, and Apparatus

The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical services to the communities of West Athens and Westmont. The nearest LACoFD station to the project site is Station 14 at 1401 W. 108th Street, Los Angeles, approximately 0.2 miles north of the project site's northern boundary (see Table 5.10-1).

Table 5.10-1 Fire Stations Serving the Project Site

Station and Address	Equipment	Daily Staffing	Distance to Project Site Boundary (miles)
Station #14 1401 West 108th Street, Los Angeles	1 four-person paramedic engine 1 two-person paramedic squad	6	0.2
Station #162 12151 Crenshaw Boulevard, Hawthorne	1 three-person engine	3	0.8
Station #170 10701 South Crenshaw Boulevard, Inglewood	1 four-person truck 1 two-person engine (respond in tandem as Light Force)	6	0.8
Station #159 2030 West 135th Street, Gardena	1 three-person assessment engine (an engine company with limited paramedic capability)	3	1.1

Source: Takeshita 2017.

LACoFD has no plans to build new or expanded fire stations that would serve the project area. Current stations, equipment, and facilities are considered adequate (Takeshita 2017).

Response Times

LACoFD's response time goals in urban areas are five minutes or less for the first responding unit for fire and emergency medical responses, and eight minutes or less for the advanced life support (paramedic) unit.

Actual average response times to emergencies from the four nearest fire stations in 2016 were (Takeshita 2017):

- Station 14: 4:19 minutes
- Station 162: 5:06 minutes
- Station 170: 4:18 minutes
- Station 159: 5:14 minutes

Funding

The majority of the LACoFD's operational budget is funded by property taxes and charges for services. LACoFD charges a special tax added to annual property tax bills.[1] The special tax rates are based on land use types (i.e., single-family residential, multifamily residential, commercial/industrial, and high rise).

[1] Special Tax rates per parcel for 2016-17 include:
Single-family residential: $65.08
Multi-family residential, 3 stories or less: $82.20 per unit + 0.0083 per square foot over 1,555 square feet
Commercial/Industrial, 3 stories or less: $78.76 + 0.053 per square foot over 1,555 square feet
Four stories or higher (most land uses): $95.87 + 0.0648 per square foot over 1,555 square feet (LACoFD 2017).

5.10.1.2 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

FP-1 Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

5.10.1.3 PLANS, PROGRAMS, AND POLICIES

Regulatory Requirements

RR PS-1 The proposed project will be designed and constructed in accordance with the County of Los Angeles Fire Code (Los Angeles County Code, Title 32), which incorporates by adoption the 2016 California Fire Code, and the regulations of the Los Angeles County Fire Department, which include standards for building construction that would reduce the creation of fire hazards and facilitate emergency response.

5.10.1.4 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-1: The proposed project would introduce new residents, workers, and structures into the Los Angeles County Fire Department's service boundaries, thereby increasing demands on fire protection facilities and personnel. [Threshold FP-1]

Impact Analysis: Specific Plan buildout would allow development of up to 1,061 additional residential units and approximately 1.7 million additional square feet of nonresidential development. The increase in residential and nonresidential development is expected to increase typical fire and emergency service calls and may lead to the need for new or expanded fire stations, additional equipment, and additional personnel in order to maintain adequate response times.

LACoFD's response time goals in urban areas are five minutes or less for the first responding unit for fire and emergency medical responses, and eight minutes or less for paramedic responses. The closest responding unit to the project site would be Station 14, about 0.2 miles north of the project site's northern boundary. The average response time for Station 14 in 2016 was 4:19 minutes. Station 162 is second closest to the project site's boundary and had an average response time of 5:06 minutes. Thus, the two closest fire stations are meeting LACoFD's average response time goals for fire and paramedic responses.

LACoFD states that development in accordance with the proposed project could be served with current firefighting resources in the project area, and that no new or expanded fire stations or increases in staff or equipment would be required (Takeshita 2017).

Development in accordance with the Specific Plan would also be required to pay the special tax added to annual property tax bills, which would contribute towards proportionally increasing LACoFD's operational budget.

Additionally, during the County's development review and permitting process, LACoFD would review and approve individual development projects to ensure that adequate facilities, infrastructure, and access are provided to serve the needs of LACoFD. Specific fire and life-safety requirements for the construction phase of future development projects that would be accommodated under the proposed project would be addressed at the building and fire plan check review stage for each development project. Further, all development projects would be required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of Los Angeles County and the State of California per regulatory requirement RR PS-1.

Level of Significance before Mitigation: Upon implementation of regulatory requirement RR PS-1, Impact 5.10-1 would be less than significant.

5.10.1.5 CUMULATIVE IMPACTS

LACoFD serves 58 cities in addition to unincorporated areas of the County. The department's service area is divided into 22 battalions organized into 9 divisions. The area considered for cumulative impacts is LACoFD's Divisions I and VI. Division I, consisting of Battalions 7, 14, and 18, serves 9 incorporated cities and all unincorporated areas in a region west of the I-710 and almost entirely south of the I-105, plus Santa Catalina Island. Division VI, consisting of Battalions 14 and 20, serves six incorporated cities and unincorporated areas in an area stretching from the City of Inglewood on the west to the City of South Gate on the east (LACoFD 2012).

Future cumulative projects in the service area of Divisions I and VI would increase residential and nonresidential uses in accordance with the County General Plan, thus increasing demands for fire protection and emergency medical services. Such demands would create needs for additional equipment and staffing and could require construction of new or expanded fire stations. Increased property and sales tax from future new developments would increase the County's General Funds in rough proportions, providing funding for capital improvements necessary to maintain adequate fire protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, LACoFD would be able to ensure that its performance objectives are consistently met. Furthermore, as with the proposed Specific Plan, individual development projects pursuant to the County's General Plan would be reviewed by the County and LACoFD and would be required to comply with the requirements in effect at the time building permits are issued, including the payment of developer impact fees. Regulatory requirement RR PS-1 also applies to future projects and would ensure projects are designed and constructed in accordance with the County of Los Angeles Fire Code and the regulations of the LACoFD.

Thus, the proposed project's increased demand for fire protection services, in conjunction with the increased demand for cumulative development pursuant to the County's General Plan, would not result in significant cumulative impacts.

5.10.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.10-1 would be less than significant.

5.10.1.7 MITIGATION MEASURES

No mitigation measures are required.

5.10.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.10.2 Police Protection

5.10.2.1 ENVIRONMENTAL SETTING

Existing Conditions

The Los Angeles County Sheriff's Department (LASD) provides police protection to the communities of West Athens and Westmont. The project site is in the service area of LASD Central Patrol Division's South Los Angeles Station at 1310 W. Imperial Highway, Los Angeles, within the Specific Plan area.

Patrol Operations – South Los Angeles Station

The Central Patrol Division serves several unincorporated communities and incorporated cities stretching east to west across much of central Los Angeles County—from the Community of Marina Del Rey on the west to the Community of East Los Angeles and the City of Commerce on the east—in addition to Santa Catalina Island. Patrol services are based from six stations, five on the mainland and one on Santa Catalina Island.

Located within the project site, the South Los Angeles Station serves the communities of West Athens, Del Aire, Lennox, and Alondra Park, in addition to the City of Lawndale (LASD 2014). South Los Angeles Station staff consists of 156 sworn officers and 51 civilian employees. Approximately 6 officers per shift patrol the West Athens-Westmont community.

Response Times

Response times for the South Los Angeles Station are shown in Table 5.10-2. As demonstrated, LASD is currently meeting its response time goals.

Table 5.10-2 LASD South Los Angeles Station Response Times

	Response Time Goal (minutes)	Actual Response Time (minutes)
Emergency	7	3–5
Priority	12	6.3–9.3
Routine	55	30.5–40

Source: Strong 2017.

Mutual Aid and Funding

Los Angeles County has mutual aid agreements with nearby cities including Los Angeles, Torrance, and Gardena. The Los Angeles County Sheriff is the mutual aid coordinator for the Los Angeles County Operational Area.

Patrol operations in unincorporated areas of Los Angeles County are mostly funded through State Proposition 172 public safety funds, which in turn are financed by a 0.5-cent state sales tax (County 2016).

5.10.2.2 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

PP-1 Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

5.10.2.3 PLANS, PROGRAMS, AND POLICIES

Regulatory Requirements

No regulatory requirements apply to police protection services.

5.10.2.4 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-2: The proposed project would introduce new residents, workers, and structures into the Los Angeles County Sheriff's Department service boundaries, thereby increasing the demand on police protection facilities and personnel. [Threshold PP-1]

Impact Analysis: Specific Plan buildout would allow up to 1,061 additional residential units and approximately 1.7 million square feet of additional nonresidential development. Project buildout would thus increase demands for police protection, causing increased response times. Improvements to transit

infrastructure encouraged by the Specific Plan could also potentially require additional law enforcement services provided by LASD's Transit Services Bureau (Bateman 2017). To accommodate the increase in demand, LASD would be required to hire additional police officers and administrative staff to ensure response times are not adversely impacted. For planning purposes, LASD uses the generally accepted law enforcement service ratio of one patrol deputy per one 1,000 residents. Applying this service ratio, LASD calculates that buildout of the Specific Plan would require approximately six additional deputies and three two-person cars (Tardy 2017). However, LASD estimates that approximately 9.79 sworn officers would be required to staff three 2-person patrol cars to meet the demands of the proposed project (Strong 2017).

Operational funding for the LASD is derived from various types of tax revenue (property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees, etc.), which are deposited in the County's General Fund. The County Board of Supervisors then allocates the revenue for various County-provided public services, including LASD's services. As future development occurs, tax revenues from property and sales taxes would be generated and deposited in the County's General Fund and the State Treasury. A portion of these revenues would be allocated to the LASD during the County's annual budgeting process to ensure adequate staffing and equipment are provided to adequately serve project-related increases in service-call demands.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.10-2 would be less than significant.

5.10.2.5 CUMULATIVE IMPACTS

LASD's patrol operations are based from 23 patrol stations in four divisions. The area considered for cumulative impacts is the Central Patrol Division, which extends from Marina Del Rey east to East Los Angeles and includes Santa Catalina Island. The Central Patrol Division operates out of six stations—from west to east these are Marina Del Rey, South Los Angeles, Century, Compton, and East Los Angeles, and Avalon on Santa Catalina Island.

The Central Patrol Division provides patrol services in seven incorporated cities and all unincorporated areas in the division's service area (LASD 2014, 2017). Other projects in the division's service area would develop residential units and nonresidential building area, thus increasing demands for police protection. Other projects would also generate additional funding available for LASD operations, including Proposition 172 public safety funds supported by sales taxes. Patrol operations in incorporated cities are funded from sources including sales taxes and property taxes. Cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

5.10.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.10-2 would be less than significant.

5.10.2.7 MITIGATION MEASURES

No mitigation is needed.

5.10.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.10.3 School Services

5.10.3.1 ENVIRONMENTAL SETTING

Relevant Programs and Regulations

State

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Senate Bill 50

Senate Bill (SB 50) (California Government Code Section 65996, passed in 1998) provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases. The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount developers will be charged. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed "full and complete school facilities mitigation."

Under this legislation, there are three levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level II fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the state runs out of bond funds, allowing the governing school district to impose 100 percent of the cost of school facility or mitigation, minus any local dedicated school monies, on the developer.

Existing Conditions

The Los Angeles Unified School District (LAUSD) provides public K-12 education for the project site. LAUSD is organized into six local districts; the project site is near the southeast corner of Local District West. The project site is in the attendance areas of schools listed in Table 5.10-3. The elementary and high

schools serving the project site are schools for which adequacy of capacity is measured in terms of resident enrollment—that is, the total number of students living in the school's attendance area and who are eligible to attend the school plus students enrolled at any on-site magnet centers. The two middle schools serving the project site are charter schools that do not have defined attendance areas, and resident enrollments are not calculated for those schools. Therefore, in Table 5.10-3, capacity overage/(shortage) for the two charter schools is shown in terms of actual enrollment, not resident enrollment.

Table 5.10-3 LAUSD Schools Serving the Project Site: Enrollments and Capacities, 2016-2017

School and Address	Current Enrollment	Resident Enrollment	Maximum Capacity	Remaining Capacity
Elementary Schools				
West Athens Elementary School (K-5) 1110 W. 119th Street, West Athens	720	888	853	(35)
Cimarron Avenue Elementary School (K-5) 11559 Cimarron Avenue, City of Hawthorne	288	187	335	148
Century Park Elementary (K-5) 10935 S Spinning Avenue, City of Inglewood	312	377	338	(39)
Woodcrest Elementary School (K-5) 1151 W 109th Street, Los Angeles	836	1,021	909	(112)
Washington Primary Center (K-1) 860 W 112th Street, Los Angeles	146	147	168	21
Figueroa Street Elementary (2-5) 510 W 111th Street, Los Angeles	448	443	496	53
Subtotal	*2,750*	*3,063*	*3,099*	*36*
Middle Schools				
Animo Western Charter Middle School (6-8) 12226 S Western Avenue, West Athens	631	---	697	66
Animo Phillis Wheatley Charter Middle School (6-8) 12226 S Western Avenue, West Athens	597	---	666	69
Subtotal	*1,228*	*---*	*1,363*	*135*
High Schools				
George Washington Preparatory Senior High School (9-12) 10860 S Denker Avenue, West Athens	958	2,570	2,300	(270)
Subtotal	*958*	*2,570*	*2,300*	*(270)*

Source: Perez 2017.

SB 50 Developer Fees

LAUSD currently charges Level I developer fees under SB 50 of $3.48 per square foot for residential units (single family and multifamily) and $0.56 per square foot for commercial and industrial uses.

5.10.3.2 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

SS-1 Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for school services.

5.10.3.3 PLANS, PROGRAMS, AND POLICIES

RR PS-2 Pursuant to California Government Code Section 65995, the individual applicants shall pay developer fees to the appropriate school districts at the time building permits are issued; payment of the adopted fees would provide full and complete mitigation of school impacts. Alternatively, the applicant may enter into a school finance agreement with the school district(s) to address mitigation to school impacts in lieu of payment of developer fees. The agreement shall establish financing mechanisms for funding facilities to serve the students from the project. If the applicant and the affected school district(s) do not reach a mutually satisfying agreement, then project impacts would be subject to developer fees.

5.10.3.4 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-3: The proposed project would introduce 488 additional students into area schools of the Los Angeles Unified School District. [Threshold SS-1]

Impact Analysis: Specific Plan buildout would allow development of up to 1,061 additional residential units and about 1.7 million square feet of additional nonresidential land uses. The additional residential units are proposed mostly in the two mixed-use zones as multifamily units; thus, student generation factors for apartment units are utilized in Table 5.10-4. Overall, project buildout is estimated to generate approximately 488 students, consisting of 233 elementary school students, 106 middle school students, and 149 high school students (see Table 5.10-4).

Table 5.10-4 Estimated Project Student Generation

Housing Unit Type	Net Increase	Student Generation[1]							
		Elementary School (K-5)		Middle School (6-8)		High School (9-12)		Total	
		Generation Factor	Total	Generation Factor	Total	Generation Factor	Total	Generation Factor	Total
Apartment	1,061 units	0.22	233	0.10	106	0.14	149	0.46	488

[1] All student generation factors are from the City of Los Angeles CEQA Thresholds Guide (2006).

By adding the total number of students that would be generated at full project buildout to the existing facilities' student enrollment, the 233 additional elementary school students would exceed elementary school capacity by 197 students. The 106 additional middle school students would be adequately accommodated by the two Amino charter middle schools and have additional space for 29 future students. Lastly, the 149

additional high school students would exceed the student capacity at Washington High School by 419 students (see Table 5.10-5).

Table 5.10-5 LAUSD School Capacities at Project Buildout

School Level	Current/Resident Enrollment	Project Student Generation	Current Enrollment + Project Student Generation	Maximum Capacity	Remaining Capacity
Elementary	3,063	233	3,296	3,099	(197)
Middle	1,228	106	1,334	1,363	29
High	2,570	149	2,719	2,300	(419)

Sources: Perez 2017.

According to LAUSD, there are no schools planned in the project area to accommodate the additional elementary and high school students generated at buildout of the Specific Plan, and the data provided already takes into account portable classrooms onsite, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools (Perez 2017).

However, it should be noted that the exceedance in student capacity at West Athens, Century Park, and Woodcrest Elementary Schools and George Washington High School are based on resident enrollment (total number of students living in the school's attendance area and who are eligible to attend the school), not current enrollment. Utilizing "on the ground" current enrollment for the 2016-2017 student school year, the three elementary schools and one high school would not exceed their respective maximum student capacity. Instead, West Athens Elementary School would have 133 remaining seats, Century Park Elementary School would have 26 remaining seats, Woodcrest Elementary School would have 73 remaining seats, and George Washington High School would have 1,342 remaining seats. Thus, based on current student enrollment, the LAUSD schools serving the project site would be able to adequately serve the 488 additional students generated at buildout of the Specific Plan. Additionally, the projected student generation is based on buildout of the Specific Plan. Development is expected to occur incrementally over the next 20 plus years. Enrollment fluctuates over time as students graduate, thereby allowing additional capacity.

Additionally, SB 50 developer fees would be collected by LAUSD for every new residential development in the project area, which would contribute towards LAUSD's funds to construct new or expand existing school facilities.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.10-3 would be less than significant.

5.10.3.5 CUMULATIVE IMPACTS

The LAUSD is organized into six local districts. The area considered for cumulative impacts is Local District West, which extends from the City of Gardena on the south to Griffith Park and the Santa Monica Mountains in the north, and is bounded by the Pacific Ocean and District boundary on the west. LAUSD districtwide enrollment is forecast to decrease about 2 percent—that is, from about 650,000 to about

637,000—between 2014 and 2024 (LAUSD 2014). Enrollment forecasts for the West District are not available. However, the Westside Cities Subregion of Los Angeles County, which contains most of Local District West, is forecast to increase in population by 18.3 percent between 2004 and 2040 (LACMTA 2009), approximately the same as the County as a whole, which is forecast to increase by 17.3 percent between 2010 and 2040 (SCAG 2016). Thus, the West District enrollment trend between 2014 and 2024 is not expected to be substantially different than the 2 percent forecast decrease in districtwide enrollment.

As discussed above, under state law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 has been found by the legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act…on the provision of adequate school facilities" (Government Code Section 65995[h]). Therefore, the increase in demand for school facilities and services due to cumulative development would be adequately mitigated to a less than significant level by the payment of SB 50 fees.

5.10.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.10-3 would be less than significant.

5.10.3.7 MITIGATION MEASURES

No mitigation measures are required.

5.10.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.10.4 Library Services

5.10.4.1 ENVIRONMENTAL SETTING

Relevant Programs and Regulations

Local

Los Angeles County Code Section 22.72.030

This section of the County Code establishes a library facilities mitigation fee to mitigate any significant adverse impacts of increased residential development upon public library facilities. The fee is applicable to all new residential developments in the unincorporated County areas and is based on the estimated cost of providing library services in each library planning area. The project area is in the Southwest Planning Area (Planning Area 6), which has a current mitigation fee of $916 per dwelling unit. The mitigation fees are reviewed annually by the County librarian, in consultation with the County auditor-controller.

Existing Conditions

The Los Angeles County Public Library (LACPL) operates 87 community libraries serving unincorporated areas of Los Angeles County, including the communities of West Athens and Westmont, as well as 49 incorporated cities. Overall, the LACPL serves 3.5 million residents in a service area of more than 3,000 square miles (LACPL 2017). The LACPL is a member of the Southern California Library Cooperative, a consortium of 38 independent city, county, and special district public libraries in Los Angeles and Ventura counties that cooperate in providing library service to the residents of all participating jurisdictions.

The closest LACPL library to the project site is the Woodcrest Library at 1340 West 106th Street in West Athens. The Woodcrest Library is approximately 7,254 square feet and has 12 public computers and children and teen services. The Woodcrest Library's collection comprises 30,304 items and is open six days per week, Monday through Saturday.

Service Standards

The LACPL uses the following library service level guidelines to determine adequacy of library services:

- Building size: 0.5 gross square foot per capita
- Land: two gross square foot per capita
- Collection: 2.75 items per capita
- Computer: 1 computer per 1,000 capita

Based on LACPL's service level guidelines, the Woodcrest Library has a 13,613 square foot facility size deficit, 114,766 collection items deficit, and a 30 computer deficit (Munoz 2017).

Funding

LACPL is a special fund department under the jurisdiction of the County Board of Supervisors. The LACPL system is financed primarily by a dedicated share of property tax from its service areas; other revenues include a general fund contribution, a parcel tax, grants, and fees. The project site is subject to the county library's special tax rate of $30.97 per parcel for FY 2017-18. The special tax may increase annually on July 1. The county library's special tax currently affects the unincorporated areas, excluding the unincorporated area in the Altadena Library District, the Palos Verdes Library District, and 10 cities served by the county library.

LA County Mitigation Fees

In addition, LACPL collects a one-time library facilities mitigation fee on new construction in unincorporated Los Angeles County to help offset demand for library services due to population growth. The project area is in the Southwest Planning Area (Planning Area 6). The current fee for the LACPL Southwest Planning Area is $916 per new residential unit in FY 2017-18.

5.10.4.2 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

LS-1 Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for library services.

5.10.4.3 PLANS, PROGRAMS, AND POLICIES

RR PS-3 The County applies a library facilities mitigation fee to new residential developments in the unincorporated areas. This fee is intended to mitigate the significant adverse impacts of increased residential development on the Los Angeles County Library System. The library facilities mitigation fee is based on the estimated cost of providing the projected library facility needs in each library planning area, defined in Section 22.72.030 of the County's Zoning Code. There are seven library planning areas—the project area falls in the Southwest Planning Area. The current mitigation fee for the Southwest Library Planning Area is $916 per dwelling unit.

5.10.4.4 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-4: The proposed project would not substantially increase demand for services at local libraries maintained by the Los Angeles County Public Library. [Threshold LS-1]

Impact Analysis: The proposed Specific Plan would allow development of up to 1,061 additional residential units. This would introduce up to 3,204 additional residents in the project area.

The increase in residents within the project area may increase demands for library services provided at the Woodcrest Library. Based on the LACPL's service level guidelines, the introduction of 3,204 additional residents would require 1,602 additional square feet of building area, 8,811 additional collection items, and 3 additional computers. This would contribute to LACPL's current deficiency at Woodcrest Library. However, other library branches in the LACPL system would be available for future residents. LACPL branch libraries close to the project area include A.C. Bilbrew Library and Willowbrook Library in unincorporated West Rancho Dominguez-Victoria and Willowbrook, respectively. Additionally, library patrons are able to borrow collection items from any library within the LACPL system through interlibrary loan.

In addition, future residential and nonresidential development built in accordance with the Specific Plan would be required to pay the LACPL's special tax rate of $30.97 per parcel for the 2017-2018 fiscal year, which may increase annually. Future residential development would also be required to pay the County's

library facilities mitigation fee per Section 22.72.030 of the County's Zoning Code as detailed in Regulatory Requirement RR PS-3. Payments of the special taxes and mitigation fees, both of which are dedicated towards LACPL, would fund the acquisition, expansion, or new construction of library facilities as required by LACPL.

Development of additional library facilities, including construction and operation, could result in impacts on the environment. However, it is assumed that additional library capacity would be developed near an existing library site or within an allowed land use, which has been considered as part of the Specific Plan throughout this DEIR. Note that until the time when the precise location and type of facility are identified, the potential significant impacts cannot be meaningfully identified and evaluated. Addressing potential significant impacts associated with any potential sites or facilities of unknown size would be too speculative at this time. Therefore, no significant impacts associated with the construction and operation of new library facilities to address the future shortfall in library service standards can conclusively be identified at this time.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.10-4 would be less than significant.

5.10.4.5 CUMULATIVE IMPACTS

The area considered for cumulative impacts is LACPL service boundary. LACPL branch libraries that serve the County's Metro Planning Area include:

- Compton Library, City of Compton
- East Rancho Dominguez Library (unincorporated East Rancho Dominguez)
- A.C. Bilbrew Library (unincorporated West Rancho Dominguez-Victoria)
- Willowbrook Library (unincorporated Willowbrook)
- Graham Library (unincorporated Florence-Firestone)
- Florence Library (unincorporated Florence-Firestone)
- City Terrace Library (unincorporated East Los Angeles)
- Anthony Quinn Library (unincorporated East Los Angeles)
- El Camino Real Library (unincorporated East Los Angeles)
- East Los Angeles Library (unincorporated East Los Angeles)

In addition to these LACPL branch libraries, the City of Los Angeles, also in the Metro Planning Area, operates its own library facilities.

Cumulative development in accordance with the County's General Plan would increase residential development and introduce new residents that may increase demand on existing library services in the Metro Planning Area. The County applies a library facilities mitigation fee to new residential developments in the unincorporated areas, which would mitigate the significant adverse impacts of increased residential development on the library system. The library facilities mitigation fee is based on the estimated cost of providing the projected library facility needs in each of the seven library planning areas, per Section 22.72.030

of the County's Zoning Code. Therefore, cumulative impacts to library facilities and services would be less than significant, and project impacts would not be cumulatively considerable.

5.10.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.10-4 the would be less than significant.

5.10.4.7 MITIGATION MEASURES

No mitigation is required.

5.10.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

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5.11 RECREATION

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Connect Southwest LA project to impact public parks and recreational facilities in the County of Los Angeles. The information in this section is based partly on responses to service provider questionnaires included as Appendix G of this DEIR.

5.11.1 Environmental Setting

5.11.1.1 RELEVANT PROGRAMS AND REGULATIONS

State

Quimby Act

The 1975 Quimby Act (California Government Code Section 66477) authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. A 1982 amendment (AB 1600) requires agencies to clearly show a reasonable relationship between the public's need for the recreation facility or parkland, and the type of development project upon which the fee is imposed. Cities and counties with a high ratio of park space to inhabitants can set a standard of up to five acres per 1,000 people for new development. Cities and counties with a lower ratio can only require the provision of up to three acres of park space per 1,000 people. The calculation of a city or county's park space to population ratio is based on a comparison of the population count of the last federal census to the amount of city/county-owned parkland.

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

The Mello-Roos Community Facilities Act of 1982

The Mello-Roos Community Facilities Act provides an alternative method of financing certain public capital facilities and services, especially in developing areas and areas undergoing rehabilitation. This state law empowers local agencies to establish Community Facilities Districts as a means of obtaining community funding.

Landscaping and Lighting Act of 1972, California Streets and Highway Code Section 22500–22509

The California Landscaping and Lighting Act of 1972 authorizes local legislative bodies to establish benefit related assessment districts, or Landscaping and Lighting Districts (LLADs) and to levy assessments for the

construction, installation, and maintenance of certain public landscaping and lighting improvements. LLADs may be established to maintain local public parks.

Local

Los Angeles County Code

In addition to containing regulations on the operation of park facilities, the County Code contains provisions that regulate the provision of parklands for new subdivisions, in accordance with the Quimby Act. County Code Section 21.24.340 (Residential Subdivisions, Local Park Space Obligation, Formula) contains the methodology used to determine the amount of parkland required to be dedicated by the subdivider as a part of the subdivision map approval process. In accordance with Section 21.28.140, the developer may also choose to pay a fee in lieu of the provision of parkland. Additionally, the developer may choose to provide less than the required amount of parkland, but develop it with amenities equal to the value of what the in-lieu fee would be. In order to determine the local park space obligation for a subdivision, a formula is used that considers the number of dwelling units in the subdivision, the average household size by Park Planning Area (PPA) (which differs for single-family, multifamily, and mobile home developments as well as by PPA), and the adopted ratio of three acres of parkland per 1,000 residents, per the Quimby Act. However, it should be noted that, as discussed in the County's General Plan, as a condition of zone change approval, general plan amendment, specific plan approval, or development agreement, the County may require a subdivider to dedicate land according to the General Plan goal of three acres of local parkland per 1,000 residents, and six acres of regional parkland per 1,000 residents.

Once the local park space obligation is determined, County Code Section 21.24.350 (Residential Subdivisions, Provision or Local Park Sites) contains regulations pertaining to the siting of park facilities as well as provisions that give the option to subdividers of 50 units or less to choose to provide the obligatory amount of parkland, any excess of which would be credited to the subdivision, or otherwise allow any remaining obligation to be satisfied by the payment of park fees in accordance with the provisions of Section 21.28.140.

Section 21.28.140 (Park Fees Required When – Computation and Use) contains provisions regarding the payment of in-lieu fees for any portion of the dedication obligation not satisfied by the subdivider. These fees would be enforced as a condition of approval on the final approval of the subdivision. The in-lieu fee is determined by multiplying the amount of park space not satisfied by the representative land value for the appropriate PPA. As of July 1, 2016, the representative land value for the West Athens/Westmont PPA (PPA 19) is $339,692. Park fees shall be used only for acquiring local park land or developing new or rehabilitating existing recreational facilities. This section also makes it the responsibility of the Los Angeles County Department of Parks and Recreation to develop a schedule specifying how, when, and where it will use the land or fees, or both, from each subdivision to develop park or recreational facilities within the applicable PPA.

Park Planning Area and Parkland Standard

The communities of West Athens and Westmont are in PPA 19, West Athens/Westmont. The local park space obligations in acres per residential unit for residential subdivisions in PPA 19 are identified in Table

5.11-1. The extent of local park space obligation to be satisfied by land, fees, land and amenities, or a combination of these, is determined by the following formula:

Local park space obligation (acres) = Total approved dwelling units x Acres per residential unit (per Table 5.11-1)

Table 5.11-1 West Athens/Westmont PPA 19 Parkland Obligation for Residential Subdivisions

Residential Unit Type	Average Household Size	Acres per Resident	Acres per Residential Unit
Single-Family (detached or attached)	3.45	0.003	0.01035
Multi-Family (2–4 units)	2.54	0.003	0.00762
Multi-Family (5+ units)	2.76	0.003	0.00828
Mobile Home	3.73	0.003	0.01119

Source: Jung 2017.

Los Angeles County General Plan Park Standard

Policy 3.1 of the Los Angeles County 2035 General Plan Parks and Recreation Element sets forth the following standards for acres of parkland per population: three acres of local parkland per 1,000 residents in the unincorporated areas and six acres of regional parkland per 1,000 residents of the total population of Los Angeles County.

Proposition A: Safe Neighborhood Parks Proposition of 1992 and 1996

Proposition A created the Los Angeles County Regional Park and Open Space District. The district's boundaries are coterminous with the boundaries of Los Angeles County. The proposition authorized an annual assessment on nearly all of the 2.25 million parcels of real property in Los Angeles County. Proposition A funded $540 million for the acquisition, restoration, or rehabilitation of real property for parks and park safety; senior recreation facilities; gang prevention; beaches; recreation, community, or cultural facilities; trails, wildlife habitats, or natural lands; and maintenance and servicing of those projects. In 1996, voters approved another Proposition A to fund an additional $319 million for parks and recreation projects and additional funds to maintain and service those projects. Proposition A funds may be used to fund the development, acquisition, improvement, restoration, and maintenance of parks; recreational, cultural and community facilities; and open space lands.

Measure A

Los Angeles County Measure A, passed by voters in November 2016, placed a 1.5-cent per square foot property tax levy on improved property in Los Angeles County, to take effect on July 1, 2017. Tax proceeds shall be used to develop or implement programs with projects consistent with the 2016 Countywide Park Needs Assessment, including but not limited to: projects protecting, developing, enhancing, and preserving parks, play areas, beaches, open space lands, natural areas, waterways, water resources, and equestrian facilities; promoting health and encouraging community use, including for seniors and youth; investing in areas with high-needs for parks; developing and improving local and regional recreational facilities; maintaining and improving park safety, healthiness, and accessibility; and providing and facilitating safe places to play,

afterschool programs, career development, job training, educational, and cultural resources (Ballotpedia 2016). Measure A funds will be allocated for expenditure in both incorporated cities and unincorporated areas.

Los Angeles Countywide Parks and Recreation Needs Assessment

Adopted by the Board of Supervisors on July 5, 2016, the Parks Needs Assessment was a historic and significant undertaking to engage all communities within Los Angeles County in a collaborative process to gather data and input for future decision-making on parks and recreation. The primary goal of the assessment was to quantify the magnitude of needs for parks and recreational facilities, and determine the potential costs of meeting that need. The final report uses a transparent, best-practices approach to evaluate park and recreation needs and is the product of an engagement process that involved the public, cities, unincorporated communities, community-based organizations, and other stakeholders. Specifically, the *Parks Needs Assessment*:

- Uses a set of metrics to measure and document park needs for each study area;
- Establishes a framework to determine the overall level of park need for each study area;
- Offers a list of priority park projects for each study area;
- Details estimated costs for the priority park projects by study area;
- Builds a constituency of support and understanding of the park and recreational needs and opportunities; and
- Informs future decision-makers regarding planning and funding for parks and recreation.

West Athens-Westmont is an area of very high park needs. According to the Parks Needs Assessment, this study area has 7 acres of parkland per 41,288 residents, which translates to 0.2 acres per 1,000 residents. This is significantly below the Countywide average of 3.3 acres per 1,000 residents. Additionally, only 26 percent of West Athens-Westmont residents are within a half-mile distance of a park, as compared to the County average of 49 percent.

West Athens-Westmont Community Parks and Recreation Plan

The County's Department of Parks and Recreation received a Sustainable Communities Planning Grant from the California Strategic Growth Council, which allows the County to develop community parks and recreation plans for six unincorporated communities in Los Angeles County that have significant parks and recreation deficits, including West Athens-Westmont. The plan was completed in February 2016 and provides a guide toward developing new green spaces and enhancing existing recreational amenities in West Athens-Westmont, and more importantly, recommends potential sites and site types for acquisitions and development of new park projects. Two park projects identified in the plan are currently in the planning stage—the Normandie Avenue Pocket Park and the Woodcrest Liberty Park - Plaza.

County of Los Angeles Park Design Guidelines and Standards

The Park Design Guidelines and Standards document is intended to give design professionals, County staff, and other agencies guidance on how to design and develop parks that meet County standards and

expectations. It incorporates input from Department of Parks and Recreation staff, other County departments, as well as outside partners such as non-profit organizations and private developers that have an interest in park design. This manual addresses topics such as spatial organization, buildings, circulation, recreational facilities, landscaping, storm water management, utilities, preferred manufacturing products to be used at parks, and preferred plant lists for potable and recycled water.

5.11.1.2 EXISTING CONDITIONS

The Los Angeles County Department of Parks and Recreation owns and maintains 180 parks and miles of trails throughout the County, including community regional parks, regional parks, nature centers and wildlife sanctuaries, golf courses, and equestrian centers. The County's park system, including facilities that are owned, operated, and maintained by the County, totals approximately 70,000 acres (Los Angeles 2015). The County's parks and recreation resources fall under two systems:

- **Local Park System:** Consists of parks of varying sizes that meet local needs and offer opportunities for daily recreation. This system includes community parks, neighborhood parks, pocket parks, and park nodes.

- **Regional Park System:** Intended to meet the parks and recreation needs of residents and visitors throughout Los Angeles County. This system consists of community regional parks, regional parks, and special use facilities.

In addition to local and regional parks and trails, the County also provides parks and recreational opportunities through multibenefit parks, school sites, city parks and facilities, private recreational facilities, and greenways.

Parks Serving the Project Site

There are no County parks within the project site, and the only park in the West Athens-Westmont community is Helen Keller Park. Additional green space in the Specific Plan area includes the County-owned Chester Washington Golf Course and recreational facilities on the Los Angeles Southwest College campus.

- **Helen Keller Park:** A seven-acre park at 1045 S. 126th Street. Amenities include an office, community building with multipurpose room and computer lab, swimming pool, restrooms, group picnic shelter, lighted softball/baseball field, multipurpose field, fitness zone, basketball court, tot lot play area, playground, picnic tables, barbecues, drinking fountains and security lighting (Jung 2017).

- **Chester Washington Golf Course:** Located at 1930 W. 120th Street, an 18-hole golf course featuring level terrain, two lakes, and landscaped trees. Additional amenities include banquet facilities, cart and club rentals, cocktail lounge, coffee shop, driving range, pro shop, golf lessons, and practice putting greens.

- **Los Angeles Southwest College Campus:** Located along Imperial Highway east of Western Avenue and approximately 64 acres in size. The campus includes a number of sports facilities, including a football field and walking track, baseball and softball fields, and an aquatic center.

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RECREATION

The following additional green spaces are within one-half mile of the project site, which encompasses the service area distance of neighborhood parks, pocket parks, and park nodes, as defined by the County of Los Angeles. However, they are small community gardens rather than traditional parkland or recreational facilities.

- **Little Green Acres Park:** A 0.25-acre community garden park at 10420 S. Vermont Avenue in the City of Los Angeles.
- **West Athens Victory Garden:** A 0.5-acre community garden park at 1344 W. 105th Street in the community of West Athens.

Further, the County parks in Table 5.11-2 are within a five-mile radius of the project site.

Table 5.11-2 County Parks within 5-Miles of the Project Site

Park	Address	Acres
Alondra Community Regional Park	3850 W. Manhattan Beach Boulevard, Lawndale	53
Alondra Golf Course	16400 S. Prairie Avenue, Lawndale	Two 18-hole golf courses
Athens Park	12603 S. Broadway Avenue, Los Angeles	20
Bodger Park	14900 S. Yukon Avenue, Hawthorne	12
Colonel Leon H. Washington Park	8908 S. Maie Avenue, Los Angeles	10.8
Del Aire Park	12601 S. Isis Avenue, Hawthorne	7
Earvin Magic Johnson Park	905 E. El Segundo Boulevard, Los Angeles	104
El Parque Nuestro	1675 Gage Avenue, Los Angeles	0.6
Enterprise Park	13055 Clovis Avenue, Los Angeles	10
Faith and Hope Park	East 119th Street, Los Angeles	0.5
Franklin D. Roosevelt Park	7600 Graham Avenue, Los Angeles	21.5
Jesse Owens Community Regional Park	9651 S. Western Avenue, Los Angeles	20
Ladera Park	6027 Ladera Park Avenue, Los Angeles	16
Lennox Park	10828 S. Condon Avenue, Lennox	5.6
Martin Luther King Jr. Fitness Park	11833 S. Wilmington Avenue, Los Angeles	0.3
Mary M. Bethune Park	1244 E. 61st Street, Los Angeles	5.3
Mona Park	2291 E. 121st Street, Compton	8.4
Roy Campanella Park	14812 Stanford Avenue, Compton	9.5
Ted Watkins Memorial Park	1335 E. 103rd Street, Los Angeles	28
Walnut Nature Park	2642 Olive Street, Huntington Park	Part of Walnut Park Elementary School
	Total	332.5

Source: Los Angeles County 2017.

Golf Courses

The 9-hole Maggie Hathaway Golf Course is owned and operated by the County's Department of Parks and Recreation but is located within the City of Los Angeles just outside the boundaries of West Athens-Westmont. The 18-hole Chester Washington Golf Course is located within the West Athens-Westmont park planning area (PPA-19). Similar to the Maggie Hathaway Golf Course, it is owned and operated by the County and is open to the public. However, there are fees to use both courses or to hold events at the facilities. The Chester Washington Golf Course serves as one of the largest green spaces in the West Athens-Westmont area (Jung 2017).

Parkland Standard

According to the Los Angeles County General Plan, existing County parkland in the 10,160-acre Metro Planning Area, where the communities of West Athens and Westmont are located (see Figure 5.7-1, *County of Los Angeles Planning Areas*), includes 111 acres of local parks and 398 acres of regional parks, totaling 509 acres of parkland (Los Angeles 2014). Table 10.4 of the County's General Plan is reproduced below as Table 5.11-3 and details the surplus/deficit local and regional parkland acreage for the Metro Planning Area based on 2010 population data. As shown, based on the County's local and regional parkland goals, the Metro Planning Area has a large deficit of 1,116 acres of local parkland and 10,517 acres of regional parkland.

Table 5.11-3 Metro Planning Area Existing County Parkland, Year 2010

	Local Parkland Goal (4 acres per 1,000 residents)			Regional Parkland Goal (6 acres per 1,000 residents)		
Planning Area	Unincorporated Population (2010)	Parkland Acreage	Surplus/Deficit Acreage	Countywide Population (2010)	Parkland Acreage	Surplus/Deficit Acreage
Metro	306,768	111	-1,116	1,819,084	398	-10,517

Source: Los Angeles County General Plan Parks and Recreation Element, 2014.

According to the Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment (2016) Park Metrics section for West Athens-Westmont, the current population to parkland ratio is seven acres per 41,288 residents, which translates to 0.2 acres per 1,000 residents. This is significantly below the County average of 3.3 acres per 1,000 residents and the County General Plan goal of 4 acres per 1,000 residents. Additionally, only 16 percent of West Athens-Westmont residents are within walking distance (i.e., one-half mile) of a park, as compared to the County average of 49 percent (Jung 2017).

5.11.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project:

R-1 Would 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.

R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

R-3 Would interfere with regional open space connectivity.

In addition, Threshold PS-1 related to park services from Section 5.9, *Public Services*, is also analyzed in this section:

PS-1 Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for park services.

5.11.3 Plans, Programs, and Policies

There are no applicable project design features or regulatory requirements related to recreation.

5.11.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.11-1: The proposed project would allow development of up to 1,061 additional residential units and 3,204 additional residents that would increase the use of existing park and recreational facilities. [Threshold R-1 and PS-1]

Impact Analysis: Buildout of the Specific Plan would allow development of up to 4,518 units—1,345 single-family residences (of which 67 units would be part of a residential planned development), 1,432 two-family residences, and 1,740 multifamily residences. Compared to existing conditions, the proposed project would allow 103 fewer single-family residences and 45 fewer two-family residences, but 1,208 additional multifamily residences. Using the local park space obligation formula for Park Planning Area West Athens/Westmont (PPA 19) from County Code Section 21.24.340, the additional multifamily residences allowed under the Specific Plan would require dedication of approximately 10.0 acres of local parkland to satisfy the County's park standard. The parkland dedication can be in the form of parkland space, payment of in-lieu fees, or a combination thereof.

A major factor limiting new park development in urban areas is the ability to acquire new land. However, as stated above, the County recently completed the West Athens-Westmont Community Parks and Recreation Plan (CPRP) in February 2016 which identifies various potential parkland and trail opportunities in the community. Potential parkland opportunities identified by the CPRP are shown on Figure 5.11-1, *Potential Parkland Opportunity Types*, and detailed in Table 5.11-4.

Figure 5.11-1 - Potential Parkland Opportunity Types

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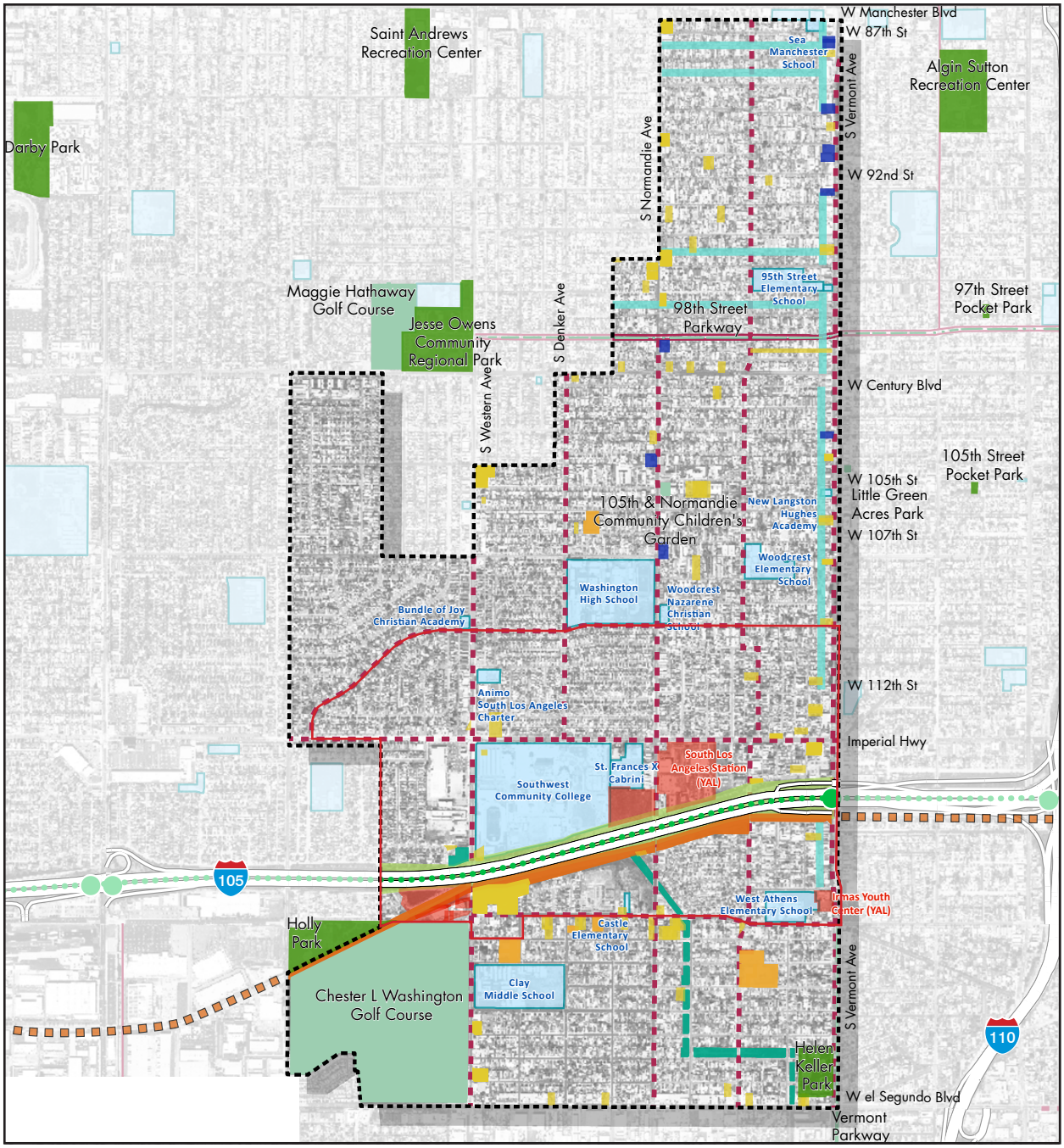

Source: DRP, 2016

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Table 5.11-4 Potential Parkland Opportunities in West Athens-Westmont

Parkland Opportunity Type	Parcels	Acres
Vacant Land or Buildings	111	23
Vacant Land or Buildings on Corner	32	18
School Sites*	13	138
College Campus	1	64
Public Agency	20	28
Utility Corridors and Sites	35	24
Rail Corridors*	22	24
Freeways	NA	NA
Sidewalks and Street Right-of-Ways	NA	NA
TOTAL	234 parcels	319 acres

Source: DPR 2016.
* The acreage for schools and rail corridors include acreage to accommodate school buildings and rail lines, respectively.

Two projects identified in the CPRP are currently in the planning stage—the Normandie Avenue Pocket Park and the Woodcrest Learning Center (Jung 2017).

- **Normandie Avenue Pocket Park:** A 0.16-acre site located at 9501 South Normandie Avenue was acquired by the County in 2016. The CPRP included various concept designs for sites of this size and character and incorporated features such as a basketball court, small skate park, play space for young children, shade structures and picnic tables, community art, splash pad, exercise equipment, grass areas, running/walking paths, and benches.

- **Woodcrest Learning Center:** This project would repurpose an underused entry plaza to the Woodcrest Library at 1340 West 106th Street. The learning center would include musical instruments, educational panels, sensory and physical play equipment, exercise equipment, an aromatic pollinating garden, a story telling node, power towers for internet connection, and shaded seating. The Los Angeles County Library and Department of Parks and Recreation would partner together to implement this project.

Development in accordance with the Specific Plan would require dedication of approximately 10.0 acres of local parkland to satisfy the County's park standard. As shown in Figures 3.2 through 3.5 of the Specific Plan, conceptual site plans for mixed-use development near the Metro Green Line Vermont/Athens station and Civic Center Districts include potential joint-use open space areas. Table 5.11-4 also shows that there are approximately 319 acres identified as future parkland opportunity sites. Within the Specific Plan area, there are opportunities for park development on vacant lands (vacant lands on corners are more ideal for park development); on schools sites through the development of joint-use agreements with Los Angeles Southwest College and West Athens Elementary School; and on public agency lands near the South Los Angeles Sheriff's station and near the Department of Social Services building south of I-105. A potential trail could also be developed along I-105 and the rail corridor. In total, the CPRP identifies 15.9 acres of potential parkland opportunity sites and 1.6 miles of potential trail opportunity in the Specific Plan area.

It is likely that future developers of projects in accordance with the Specific Plan would pay in-lieu fees rather than develop traditional park space. Per Section 21.28.140 of the County's Code of Ordinances, the in-lieu fee is determined by multiplying the amount of park space not satisfied by the representative land value for the appropriate PPA. As of July 1, 2017, the representative land value for the West Athens/Westmont PPA (PPA 19) is $348,815. Payment of the in-lieu fees would be enforced as a condition of approval on the final approval of the subdivision. Additionally, residential subdivisions, such as condominium units, are subject to the County's Quimby Code (Sections 21.24.340, 21.240.350, and 21.28.140 of the County's municipal code) (Jung 2017). These in-lieu fees can then be used by the County's Parks and Recreation Department to acquire local park land identified in Figure 5.11-1, *Potential Parkland Opportunity Types*, or enhance/rehabilitate existing recreational facilities.

Overall, future developers would be required to develop parkland or pay in-lieu fees to comply with the County Code. Utilizing the in-lieu fees, the County's Department of Parks and Recreation can acquire and develop new park sites identified in the CPRP to serve the future residents within the Specific Plan area and general West Athens-Westmont community.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.11-1 would be less than significant.

Impact 5.11-2: Project implementation would not result in environmental impacts to provide new and/or expanded recreational facilities. [Threshold R-2]

Impact Analysis: As analyzed in Impact 5.11-1, it is likely that future developers of residential subdivisions in accordance with the Specific Plan would pay in-lieu fees rather than provide new parkland to meet the County's local parkland standard, given the built-out nature of the project site. Additionally, there is no specific zoning district pertaining to park or open space use under the Specific Plan.

The County's Parks and Recreation Department would utilize in-lieu fees to acquire local park land or construct/expand existing recreational facilities. Development and operation of future new or expanded parks and recreational facilities may have an adverse physical effect on the environment, including impacts relating to air quality, biological resources, lighting, noise, and traffic. However, addressing the site-specific impacts of future park projects at this time would be speculative since the future locations are unknown at this time and beyond the scope of this programmatic EIR. Subsequent environmental review for individual park developments would be required when the County pursues them. Furthermore, it is expected that new parkland would be developed within an allowable land use designation on previously developed or vacant land. Thus, the proposed project would not result in significant impacts relating to new or expanded recreational facilities.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.11-2 would be less than significant.

Impact 5.11-3: Development in accordance with the proposed project would not interfere with regional open space connectivity. [Threshold R-2]

Impact Analysis: Figures 9.1, *Open Space Resources Policy Map*, and 9.2, *Regional Habitat Linkages*, of the County of Los Angeles General Plan identify regional open space areas in the County. These areas include the Angeles National Forest, Los Padres National Forest, and Santa Monica Mountains. The project site is in an urbanized area of southern Los Angeles and does not provide any regional habitat linkages between these open space areas. Thus, implementation of the Specific Plan in the communities of West Athens and Westmont would have no impact on regional open space connectivity.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.11-3 would be less than significant.

5.11.5 Cumulative Impacts

The area considered for cumulative impacts to parks and recreational facilities is the West Athens-Westmont Community Plan area. As detailed in Table 4-1, buildout of the West Athens-Westmont Community Plan would allow 11,185 residential units and 40,539 residents. Based on the County local parkland standard of three acres per 1,000 residents, the community plan area would need a total of approximately 122 acres of local parkland. Currently, the only park in the West Athens-Westmont Community Plan area is the seven-acre Helen Keller Park.

The extent to which the County can implement parks, trails, and other recreational facilities is related to the availability of funding. As discussed, the Quimby Act is a funding mechanism for parkland acquisition. As allowed by this act and pursuant to the County Code, residential subdivisions must dedicate parkland or pay in-lieu fees (or both, in some circumstances) to enable the County to acquire a ratio of three acres of local parkland for every 1,000 residents (Section 21.24.340). This provision ensures that the funding for parkland acquisition will be proportional to increases in population. Other regulations—including the Mello-Roos Community Facilities Act of 1982, the Landscaping and Lighting Act of 1972, and Los Angeles County Proposition A (Safe Neighborhood Parks Proposition of 1992 and 1996)—would serve as supplemental sources of funding for parkland. Additionally, per Policy P/R 3.3, the County can require the provision of additional parks in communities with insufficient local parkland. The County can require a subdivider to dedicate three acres of local parkland per 1,000 residents in unincorporated areas, and six acres of regional parkland per 1,000 residents in the unincorporated areas, per Los Angeles County Ordinance 2013-0009. Enforcement of the General Plan goal of three acres of local parkland for every 1,000 residents as a condition of approval where an appropriate nexus exists would serve to reduce the potential for deterioration of facilities by allowing for adequate funding.

Further, the Sustainable Communities Planning Grant received by the County's Department of Parks and Recreation from the California Strategic Growth Council will allow the County to develop community parks and recreation plans for six unincorporated communities in Los Angeles County that have significant parks and recreation deficits, including West Athens-Westmont. Upon completion of each plan, the County will be

able to better evaluate each community's existing deficits and potential park opportunity sites to be developed with the use of in-lieu fees.

Therefore, existing regulations ensure that future funding for parkland acquisition would be proportional to increases in population pursuant to the Quimby Act in the County, and impacts would be less than significant.

5.11.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-1, 5.11-2, and 5.11-3.

5.11.7 Mitigation Measures

No mitigation measures are required.

5.11.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.11.9 References

Ballotpedia. 2016, November 28. Los Angeles County, California, Parks and Open Space Parcel Tax, Measure A (November 2016). https://ballotpedia.org/Los_Angeles_County,_California,_Parks_and_Open_Space_Parcel_Tax,_Measure_A_(November_2016).

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5.12 TRANSPORTATION AND TRAFFIC

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the Connect Southwest LA project to result in transportation and traffic impacts in the County of Los Angeles and surroundings. The analysis in this section is based in part on the following technical report:

- *West Athens-Westmont TOD Specific Plan Traffic Impact Study,* IBI Group, September 15, 2017

A complete copy of this study is included in Appendix H of this Draft EIR.

5.12.1 Methodology

The study area intersections for the proposed project are in various jurisdictions; therefore, the traffic analysis for the Connect Southwest LA project follows the requirements and guidelines set forth by the County of Los Angeles, City of Los Angeles, City of Inglewood, City of Hawthorne, City of Gardena, and Caltrans. The intersection analysis methodology and performance criteria used in this analysis conform to the County's and cities' requirements for traffic impact studies prepared under the California Environmental Quality Act (CEQA).

The traffic analysis conducted for the Connect Southwest LA project includes an assessment of traffic conditions for 34 existing intersections in unincorporated Los Angeles County and the cities of Inglewood and Hawthorne. Analysis scenarios and anticipated year of each scenario (horizon years) are:

- Existing Year (2017) No Project
- Existing Year (2017) With Project
- Future Year (2035) No Project
- Future Year (2035) With Project

Traffic Count Data

The existing intersection turning movement counts were taken on Tuesday, May 16, 2017, at 52 intersections during the morning peak period (7:00 AM to 9:00 AM) and the afternoon peak period (4:00 PM to 6:00 PM). The AM and PM peak analyses are based on the hour with the highest total intersection volume during the morning and afternoon periods. Average daily traffic volumes at 24 study roadway segments were also conducted on Tuesday, May 16, 2017.

Travel Demand Forecasting

The horizon year 2035 volumes are derived based on the Southern California Association of Governments (SCAG) regional model, which is the accepted regional model for forecasting travel demand in Los Angeles County. The SCAG regional model was used to develop Existing Year (2017) No Project and Future Year (2035) No Project volumes. Growth rates between 2017 and future year were developed and applied to existing turning movement volumes to determine future year turning movement volumes. A growth factor of 1.04 was applied, and the equivalent compound growth rate was determined to be 0.22 percent.

Level of Service Analysis

The efficiency of traffic operations is measured in terms of Level of Service (LOS). LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of intersections involves the assignment of grades from "A" to "F," with LOS "A" representing the highest level operating conditions and LOS "F" representing extremely congested and restricted operations. Each letter grade corresponds to a range of volume-to-capacity (V/C) values, as described in Table 5.12-1.

Intersection Capacity Utilization

The ICU method is based on intersection V/C ratios. The V/C value for each movement is the observed or forecast volume divided by the saturation flow volume. The intersection ICU value is the sum of the V/C values for the critical movement on each leg, where critical movements are the pairs of conflicting movements with the highest combined V/C values. ICU is expressed as a decimal value (e.g., 0.740), where 1.00 represents saturated conditions, that is, the volume of traffic flow is equal to the capacity. The total intersection V/C ratio is then matched to the appropriate LOS based on the definitions in the signalized column of Table 5.12-1. Detailed methodologies used to calculate intersection LOS are in Section 3.4 of the traffic impact assessment (TIA; see Appendix H).

Highway Capacity Manual 2010: Unsignalized Intersections

The County of Los Angeles traffic study guidelines do not specify a method for assessing unsignalized intersections. In these instances, the Highway Capacity Manual (HCM) 2010 All-Way Stop Control method was employed using the Synchro 9 software.

The HCM unsignalized intersection delay was used to determine the intersection delay in seconds and corresponding LOS for the turning movements and intersection characteristics at the unsignalized intersections. The calculation of delay represents the amount of delay experienced by vehicles passing through the intersection. The unsignalized intersections were analyzed using the all-way stop method and the two-way stop method from the HCM 2010. Delay was calculated based on the worst-case approach (in the case of one- or two-way stop-controlled intersections) or average delay (in the case of all-way stop-controlled intersections) and used to find the corresponding LOS, as presented in the unsignalized column of Table 5.12-1.

Table 5.12-1 Intersection Level of Service (LOS) Criteria

LOS	Description	Signalized ICU Value (Volume/Capacity)	Unsignalized HCM Average Total Delay (seconds/vehicle)
A	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.	0.00–0.60	≤ 10.0
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.61–0.70	> 10.0 and ≤ 15.0
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles	0.71–0.80	> 15.0 and ≤ 25.0
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.81–0.90	> 25.0 and ≤ 35.0
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.91–1.00	> 35.0 and ≤ 50.0
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	>1.000	> 50.0

Source: IBI Group, September 2017.

City of Los Angeles Critical Movement Analysis

Per the traffic impact study guidelines of the City of Los Angeles, the critical movement analysis (CMA) method was utilized to assess intersection performance and impacts. The method was implemented with the Department of Transportation's (LADOT) CalcaDB software (CMA worksheets). Intersection phasing serving as the base upon which lane capacities are determined; therefore, lane capacities can vary. Per correspondence with LADOT, the number of phases input was determined to be the number of phase movements and not individual phases; the opposed phasing input was taken to be split phasing. A 10 percent increase in flow rate is taken into account on the worksheet when accounting for signal timing mitigations such as the implementation of Automated Traffic Surveillance and Control (ATSAC)/Adaptive Traffic Control System (ATCS). The V/C ratios for each LOS value corresponds with the ranges from the signalized ICU method. This methodology was used for signalized intersections in the jurisdiction of the City of Los Angeles.

Caltrans Highway Capacity Manual 2000: Signalized Intersections

The average control delay per vehicle is estimated for each land group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value. The criteria are listed in Table 5.12-2. The Synchro 9 software was used to implement this method. Standard settings were utilized. A 10 percent increase in flow rate was established when accounting for signal timing mitigations such as the implementation of ATSAC/ATCS. This methodology was used for signalized intersections in the jurisdiction of Caltrans.

Table 5.12-2 Signalized Intersections Level of Service Criteria

LOS	Control Delay per Vehicle
A	≤ 10
B	> 10–20
C	> 20–35
D	> 35–55
E	> 55–80
F	> 80

Source: IBI Group, September 2017.

Peak Hour Roadway Segments Level of Service Analysis

The peak hour roadway segments level of service analysis was conducted by calculating the traffic volume in each direction for a specified roadway segment. Roadway segment volumes were derived from the peak hour turning movement volumes between the two adjacent study intersections. A V/C ratio was taken, and the LOS letter grade was assigned using the range of V/C values shown in Table 5.12-1. LOS D is generally taken to be the minimum acceptable.

State Highway Analysis

Peak hour analyses for basic freeway segments and freeway off-ramps were conducted at locations designated by Caltrans to assess the regional impacts on freeway facilities by project traffic. Analyses were performed for Congestion Management Program (CMP) monitoring stations, freeway main lines, and freeway off-ramp queues. The CMP monitoring station analysis complied with the traffic impact analysis procedures in the 2010 Congestion Management Program for Los Angeles County (Metro 2010). The freeway main line analysis used the procedure in the HCM 2010. Lastly, the freeway off-ramp queue analysis complied with Caltrans procedure.

CMP Monitoring Station Analysis

Peak hour traffic conditions at three CMP monitoring stations were analyzed using the CMP method, which assesses a freeway segment based on the density-to-capacity ratio in the No Project and With Project scenarios for an analysis year. The designation of LOS based on the density-to-capacity ratio observed is summarized in Table 5.12-3. LOS F(1) through F(3) designations are assigned where severely congested conditions prevail for more than an hour.

Table 5.12-3 CMP Level of Service

LOS	V/C Ratio
A	0.00–0.35
B	> 0.35–0.54
C	> 0.54–0.77
D	> 0.77–0.93
E	> 0.93–1.00
F(0)	> 1.00–1.25
F(1)	> 1.25–1.35
F(2)	> 1.35–1.45
F(3)	> 1.45

Source: IBI Group, September 2017.

The CMP defines a significant impact as:

- An increase in the V/C of 0.02 or more that causes LOS F (V/C > 1.00); or
- An increase in the V/C of 0.02 or more when the freeway segment operates at LOS F (V/C > 1.00) in the No Project scenario.

Freeway Main Line Analysis

The HCM 2010 methodology used to assess the freeway segments was implemented using the HCS 2010 software. The methodology technical details are described in Section 3.5.1 of the TIA. The HCM 2010 methodology uses lane density (passenger car per mile per lane) as the measure to determine a freeway segment's level of service. The designation of LOS based on the density observed is outlined in Table 5.12-4. Caltrans maintains that the target LOS is the transition between LOS C and LOS D. It should be noted that because there is a linear relationship between freeway main-line density and queues, estimates for freeway main-line densities cannot be provided for severe traffic conditions (i.e. LOS F). When freeway demand conditions exceed capacity, it results in forced flow, and the formulas used to estimate density are not appropriate. As a result, estimates for freeway main-line density are not provided for severe LOS F conditions. An over-capacity (OVR) designation is assigned in these cases.

Table 5.12-4 Basic Freeway Segments Level of Service Definition (HCM 2010)

LOS	Density (vehicles/lane/mile)	Description
A	≤ 11	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
B	11–18	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.
C	18–26	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.
D	26–35	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.
E	35–45	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.
F	> 45	Represents a breakdown in flow.

Source: IBI Group, September 2017.

Significant impacts are determined as follows:

- The addition of project trips causes a change from LOS C or better to LOS D or worse; or
- The addition of 50 or more project trips to a freeway main-line segment operating at LOS F in the No Project scenario (based on discussion with Caltrans staff).

Freeway On-Ramp Queue Analysis

Per a response from Caltrans to the Notice of Preparation for the project, it was advised that the TIA analyze the storage for left-turn pockets at on-ramps where appropriate. As a result, left-turn queue capacities and forecast queues were assessed at freeway on-ramp locations. Freeway on-ramp queue analysis summaries are provided in the respective scenario section.

Freeway Off-Ramp Queue Analysis

Per Caltrans traffic study guidelines, a queue analysis is provided for freeway off-ramps at intersections within a reasonable distance of the project location. The queue analysis was performed at off-ramps identified by Caltrans as having the potential to be significantly affected by the addition of project traffic. It was performed in accordance with the methodology produced from correspondence with Caltrans in which 85 percent of the measured queue length is used as the threshold for determining a significant impact. The storage capacity of off-ramps was measured on scaled online images (Google Maps). Utilizing the Synchro 9 traffic modeling software, a queue analysis report was generated for each scenario, and 95th percentile queue lengths were taken from these reports. Queue analysis summaries are provided in each scenario section.

Vehicle Miles Traveled Analysis

The vehicle miles traveled (VMT) analysis used the California Emissions Estimator Model (CalEEMod), a statewide land use emissions model for quantifying potential criteria pollutant and greenhouse gas emissions associated with construction and operation of a project. The model calculates these emissions based on the

amount of direct and indirect vehicle miles traveled during the construction and operation of the project. Additionally, CalEEMod identifies emission-reducing mitigation measures and calculates the potential benefits of the measures selected.

The model was developed for the California Air Pollution Control Officers Association in collaboration with California air districts. Default data such as emission factors and trip lengths are provided by various air districts in order to take into account local requirements and conditions.

For the purposes of this report, CalEEMod was used to demonstrate the benefits of the TOD-associated development benefits in the existing-year and future-year scenarios. In particular, the model was used to assess the change in total VMT and VMT per capita for the No Project, With Project, and With Project + Pass-By and Project Design Features (PDFs) Trip Reduction scenarios.

The With Project scenarios for 2017 and 2035 were evaluated using the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA released by the Governor's Office of Planning and Research (OPR) in January 2016. The document outlines OPR's recommendations regarding methodology for VMT analysis and establishing thresholds for significant transportation impacts. These recommendations include:

- VMT is the primary metric for determining transportation impacts across the state.
- Land use development near transit or in VMT-efficient areas should be presumed to cause a less than significant impact.
- Transit, active transportation, and rehabilitation projects that do not add motor vehicle capacity should also be presumed to cause a less than significant impact.
- Implementation of a VMT metric should be phased in over time.

The County of Los Angeles has yet to adopt a VMT metric for assessing significant impacts . Therefore, a VMT metric and associated significance conclusion are not required or included in this section.

5.12.2 Environmental Setting

5.12.2.1 RELEVANT PROGRAMS AND REGULATIONS

A number of programs and regulations have been adopted by regional, County, and local agencies to promote the efficient transport of people or goods in the region. Those with direct relevance to traffic and circulation issues for the project are summarized below.

State

Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which created a process to change the analysis of transportation impacts under CEQA. On December 30, 2013, OPR released a preliminary evaluation of alternative methods of transportation analysis. In August 2014, OPR released a Preliminary Discussion Draft of Updates to CEQA Guidelines Implementing SB 743. The report recommends amendments to the CEQA Guidelines to replace the LOS, auto-delay-based standard with other metrics to measure transportation impacts. Other metrics may include VMT, VMT per capita, and automobile trips generated.

The SB 743 legislation does not authorize OPR to set thresholds, but it directs OPR to develop guidelines for determining the significance of transportation impacts for proposed projects. OPR circulated a revised guidance document in January 2016. It is unknown when the OPR amendment to the CEQA Guidelines will be officially adopted, thus no specific significance thresholds have yet been adopted for purposes of complying with SB 743. In addition, the OPR guidance does not preclude an agency from establishing its own significance thresholds prior to the adoption of the OPR amendment to the CEQA Guidelines and/or permitting additional analysis beyond the typical auto-delay-based standards in the interim.

The County of Los Angeles has not officially adopted elements of SB 743 into their current traffic study guidelines.

Regional/County

Regional Transportation Plan/Sustainable Communities Strategy

The 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) addresses the region's future needs for "mobility, economy, and sustainability." The RTP/SCS combines the need for mobility with a "sustainable future" through a reduction in the amount of emissions produced from transportation sources through the operation of low or no emission transportation systems by 2040.

To address the mobility challenge of the region's continuing roadway congestion, transportation investments will be made in transit, passenger and high-speed rail, active transportation, transportation demand management, transportation systems management, highways, arterials, goods movement, aviation and airport ground access, and operations and maintenance projects. These will indirectly create investment opportunities in the region. The RTP/SCS seeks to reduce GHG emissions; to create closer "high quality" transit for households; to decrease roadway congestion; to improve safety; and to generate average 539,900 jobs per year. This will improve and establish a platform for sustainable living for the region's existing and future population (SCAG 2016a).

Congestion Management Program for Los Angeles County

The Los Angeles County Metropolitan Transportation Authority (Metro) has developed and implements the Congestion Management Program for Los Angeles County. The CMP was last updated in 2010 and links

transportation, land use, and air quality decisions in the County and addresses the impact of local growth on the regional transportation system. The CMP calls for (1) monitoring the CMP highway and roadway system; (2) a multi-modal system performance analysis; (3) a transportation demand management program to promote alternative modes of transportation; (4) a land use analysis program; (5) a seven-year capital improvement program of proposed projects on the CMP highway and roadway system; and (6) a deficiency plan to maintain LOS standards.

The CMP requires monitoring of land use and roadway performance by individual jurisdictions and provides guidelines for conducting a TIA. The CMP sets the LOS standard in Los Angeles County at LOS E, except where base year LOS is worse than E (Metro 2010). US 101, Interstate 5 (I-5), I-10, and State Route 110 are all elements of the CMP highway system. The nearest CMP arterial roadway to the project site is the segment of Alameda Street extending south from US 101.

Los Angeles County General Plan Mobility Element

The mobility element in the Los Angeles County General Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. Each of the mobility element's seven goals has multiple policies that specify steps to achieve that goal. The seven transportation goals in the mobility element are:

- M1: Street designs that incorporate the needs of all users.
- M2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
- M3: Streets that incorporate innovative designs.
- M4: An efficient multimodal transportation system that serves the needs of all residents.
- M5: Land use planning and transportation management that facilitates the use of transit.
- M6: The safe and efficient movement of goods.
- M7: Transportation networks that minimizes negative impacts to the environment and communities.

Under Goal M4, Policy M4.7 presents minimum LOS standards: Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case-by-case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.

The mobility element also introduces several implementation programs that will increase the safety and efficiency of the Los Angeles County roadway network:

- Parking Ordinance
- Community Pedestrian Plans
- Safe Routes to School Program
- Multimodal Transportation Planning Function

The mobility element was prepared in compliance with the Complete Streets Act of 2008 (Assembly Bill 1358), which requires local jurisdictions to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

Los Angeles County Code

Title 15, Vehicles and Traffic, of the Los Angeles County Code regulates traffic signs and signals, traffic on public and private roads, parking restrictions, turning movement restrictions, allowable speed limit under different circumstances, crosswalks and bicycle lanes, etc.

5.12.2.2 EXISTING CONDITIONS

This section presents the Existing Year (2017) No Project scenario conditions of the project study area; this scenario will serve as the baseline by which all upcoming scenarios are assessed. The study area encompasses arterial roadways and signalized intersections within the project area as well as within a reasonable vicinity. A description of the study roadway segments and intersections and the results of the level of service analysis for the Existing Year (2017) are included in this section.

Existing Roadway Network

Selected arterials in the vicinity of the project corridor are described in this section. Items of note include existing geometry, pedestrian and bicycle facilities, and adjacent land uses.

Century Boulevard. Century Boulevard is classified as a Major Highway in the County Highway Plan and runs east-west within the Specific Plan boundaries. The land uses adjacent to the corridor are primarily residential, with small business, mixed use, and light industrial. The posted speed limit is 35 to 40 miles per hour. The roadway consists of three travel lanes in each direction. On-street parking is permitted along most but not all of the corridor within the project area. Metro operates bus lines along the corridor.

108th Street. 108th Street is classified as a Collector Street on the County Highway Plan and runs east and west within the Specific Plan boundary. Surrounding land uses are predominantly residential, with businesses and mixed use. The posted speed limit is 35 miles per hour. The roadway has one travel lane in each direction with a dedicated auxiliary lane in the center. Class II and Class III bike lanes are along the roadway in each direction. On-street parking is all along the corridor within the project area.

Imperial Highway. Imperial Highway is classified as a Major Highway (in the City of Los Angeles' Mobility Plan) that runs east and west in the project area. Surrounding land uses include residential, mixed use, light industrial, and public space. The posted speed limit is 35 to 40 miles per hour. Within the project boundaries, the roadway has three travel lanes in each direction, with a dedicated auxiliary and median strips along the center of the corridor. On-street parking is permitted along most, but not all of the corridor. Torrance Transit, Gardena Municipal, and Metro operate bus lines along the corridor.

El Segundo Boulevard. El Segundo Boulevard runs east and west and is classified as a Major Highway in the City of Los Angeles's Mobility Plan and the City of Gardena's General Plan. Surrounding land uses include residential, mixed use, light industrial, and public space. The posted speed limit within the study boundaries is 40 miles per hour. There are three lanes in each travel direction along the roadway with a dedicated auxiliary in the center. On-street parking is limited, but is permitted in certain areas of the corridor. Torrance Transit and Gardena Municipal operate bus lines along the roadway.

120th Street. 120th Street is classified as a Secondary Highway in the County Highway Plan and runs east and west within the project boundaries. Surrounding land uses are predominantly residential, with mixed use, light industrial, and public space. The posted speed limit is 30 to 40 miles per hour. In the project area, the roadway has two lanes in each direction, reduced to one lane in each direction further west. There is a dedicated auxiliary in the center of the roadway, and Class II bike lanes on both sides of the road, with a striped buffer between the general travel lanes and the bike lanes. On-street parking is along most of the roadway. The Torrance Transit route operates along the street.

Crenshaw Boulevard. Crenshaw Boulevard is classified as a Major Highway in the County Highway Plan and runs north and south. Surrounding land uses include residential, mixed use, light industrial, and public space. The posted speed limit is 40 miles per hour. There are three lanes running in each travel direction with a dedicated auxiliary and median strips. On-street parking is on much of the roadway. Torrance Transit and Metro operate bus routes along the corridor.

Van Ness Avenue. Van Ness Avenue is classified as a Secondary Highway in the County Highway Plan and runs north and south within the project boundary. Surrounding land uses include residential, mixed use, light industrial, and public space. The posted speed limit is 35 miles per hour. The roadway consists of two lanes in each direction where on-street parking is permitted along much, but not all of the corridor. Torrance Transit, Gardena Municipal, and Metro operate bus lines along the roadway.

Western Avenue: Western Avenue is classified as a Major Highway in the County Highway Plan and the City of Gardena General Plan. It runs north and south through the western project area. Surrounding land uses include residential, mixed use, light industrial, and public space. The posted speed limit is 40 miles per hour. The roadway has two travel lanes in each direction with a dedicated auxiliary in the center as well as median strips. On-street parking is permitted along much but not all of the corridor. Gardena Municipal and Metro operate bus lines along the corridor.

Hoover Street. Hoover Street is classified as a Collector Street in the City of Los Angeles' Mobility Plan and runs north and south within the project boundaries. Surrounding land uses are predominantly residential. On-street parking is available and permitted. The posted speed limit is 25 to 35 miles per hour. There is one travel lane in each direction with a dedicated auxiliary in the center of the roadway. Additionally, there are dedicated Class II bike lanes as well as Class III bike lanes.

135th Street. 135th Street is classified as a Secondary Highway in the City of Los Angeles's Mobility Plan and the City of Gardena's General Plan. It runs east and west. Surrounding land uses include residential, mixed used, light industrial, and public space. The posted speed limit is 40 miles per hour. There are two lanes in

each direction of the roadway. On-street parking is available and permitted along most, but not all of the corridor. Gardena Municipal and Metro operate bus lines along the corridor.

Vermont Avenue. Vermont Avenue is classified as a Major Highway on the County Highway Plan and runs north and south within the Specific Plan boundaries. Surrounding land uses include residential, mixed use, light industrial, and public space. The posted speed limit is 40 miles per hour. Within the project area, the roadway consists of two travel lanes in each direction with a dedicated auxiliary lane in the center. Class II striped bike lanes also exist in each direction within the project area. On-street parking is permitted along much, but not all of the corridor within the project area. Gardena Municipal and Metro operate bus lines along the corridor.

Normandie Avenue. Normandie Avenue is classified as a Secondary Highway on the County Highway Plan and runs north and south within the Specific Plan boundary. Surrounding land uses include residential, mixed use, and public space. The posted speed limit is 40 to 45 miles per hour. Within the project area, the roadway consists of two travel lanes in each direction with a dedicated auxiliary lane in the center. On-street parking is permitted along most, but not all of the corridor within the project area. Gardena Municipal and Metro operate bus lines along the corridor.

Figueroa Street. Figueroa Street is a Major Highway that runs north and south and is surrounded by commercial, residential, mixed use, and public space land uses. The posted speed limit ranges from 35 to 45 miles per hour. Within the project area, the roadway consists of two travel lanes in each direction divided by a center median. On-street parking is permitted along most but not all of the corridor. Dedicated Class II bike lanes run along the corridor. Torrance Transit and Metro operate bus routes along the corridor.

Study Area Intersections and Segments

In consultation with the County of Los Angeles, 52 existing intersections and 24 roadway segments were selected for analysis based on traffic impact and vehicle volumes. Figure 5.12-1, *Project Study Intersections,* and Figure 5.12-2, *Project Study Roadway Segments,* show the project location and the intersections and roadway segments analyzed. The existing study intersections are:

1. Century Boulevard and Prairie Avenue
2. Century Boulevard and Crenshaw Boulevard
3. Century Boulevard and Van Ness Avenue
4. Century Boulevard and Western Avenue
5. Century Boulevard and Normandie Avenue
6. Century Boulevard and Vermont Avenue
7. Century Boulevard and Hoover Street
8. Century Boulevard and Figueroa Street
9. Century Boulevard and I-110 SB Off-Ramp / Grand Avenue
10. Century Boulevard and I-110 NB On-Ramp / Olive Street
11. 108th Street and Crenshaw Boulevard
12. 108th Street and Van Ness Avenue
13. 108th Street and Western Avenue

14. 108th Street and Normandie Avenue
15. 108th Street and Vermont Avenue
16. 108th Street and Hoover Street
17. Imperial Highway and Crenshaw Boulevard
18. Imperial Highway and Van Ness Avenue
19. Imperial Highway and Western Avenue
20. Imperial Highway and Normandie Avenue
21. Imperial Highway and Vermont Avenue
22. Imperial Highway and Hoover Street
23. Imperial Highway and Figueroa Street
24. Imperial Highway and Grand Avenue / I-110 SB On-Ramp
25. Imperial Highway and Olive Street / I-110 NB Off-Ramp
26. Imperial Highway and Broadway
27. Imperial Highway and Main Street
28. Imperial Highway and Avalon Boulevard
29. I-105 WB Off-Ramp / 118th Place and Crenshaw Boulevard
30. I-105 WB Ramps and 120th Street
31. I-105 WB Ramps and Vermont Avenue
32. I-105 EB Off-Ramp / 116th Place and Vermont Avenue
33. I-105 EB On-Ramp / 116th Place and Hoover Street
34. 120th Street and Crenshaw Boulevard
35. 120th Street and Van Ness Avenue
36. 120th Street and Western Avenue
37. 120th Street and Normandie Avenue
38. 120th Street and Vermont Avenue
39. 120th Street and Hoover Street
40. 120th Street and Figueroa Street
41. El Segundo Boulevard and Crenshaw Boulevard
42. El Segundo Boulevard and Van Ness Avenue
43. El Segundo Boulevard and Western Avenue
44. El Segundo Boulevard and Normandie Avenue
45. El Segundo Boulevard and Vermont Avenue
46. El Segundo Boulevard and I-110 SB Ramps
47. El Segundo Boulevard and I-110 NB Ramps
48. El Segundo Boulevard and Figueroa Street
49. 135th Street and Crenshaw Boulevard
50. 135th Street and Normandie Avenue
51. Rosecrans Avenue and Crenshaw Boulevard
52. Rosecrans Avenue and Normandie Avenue

The existing roadway segments are:

1. Century Boulevard between Prairie Avenue and Crenshaw Boulevard
2. Century Boulevard between Western Avenue and Normandie Avenue
3. Century Boulevard between Hoover Street and Figueroa Street
4. Van Ness Avenue between Century Boulevard and 108th Street
5. Normandie Avenue between Century Boulevard and 108th Street
6. 108th Street between Van Ness Avenue and Western Avenue
7. Crenshaw Boulevard between 108th Street and Imperial Hwy
8. Western Avenue between 108th Street and Imperial Hwy
9. Vermont Avenue between 108th Street and Imperial Hwy
10. Imperial Highway between Prairie Avenue and Crenshaw Boulevard
11. Imperial Highway between Van Ness Avenue and Western Avenue
12. Imperial Highway between Normandie Avenue and Vermont Avenue
13. Imperial Highway between Hoover Street and Figueroa Street
14. Imperial Highway between Main Street and San Pedro Street
15. Van Ness Avenue between Imperial Highway and 120th Street
16. Normandie Avenue between Imperial Highway and 120th Street
17. 120th Street between Normandie Avenue and Vermont Avenue
18. Crenshaw Boulevard between 120th Street and El Segundo Boulevard
19. Western Avenue between 120th Street and El Segundo Boulevard
20. Vermont Avenue between 120th Street and El Segundo Boulevard
21. El Segundo Boulevard between Van Ness Avenue and Western Avenue
22. El Segundo Boulevard between Normandie Avenue and Vermont Avenue
23. Normandie Avenue between El Segundo Boulevard and 135th Street
24. Crenshaw Boulevard between 135th Street and Rosecrans Avenue

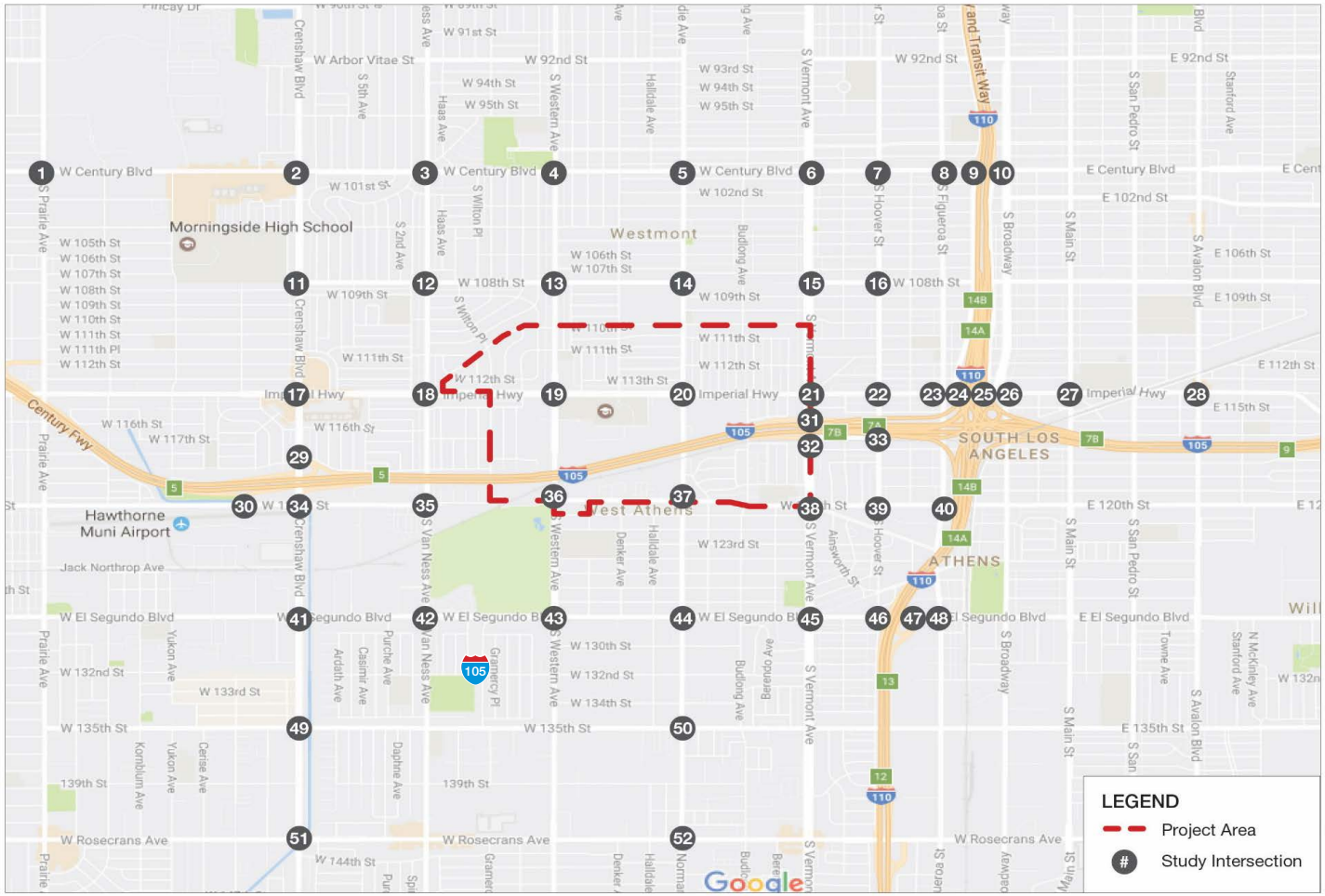
Existing Peak Hour Roadway Segments Level of Service

The level of service evaluation for roadway segments during the AM and PM peak hours is presented in Table 5.12-5. The following roadway segments are expected to operate at LOS E or worse:

- 21. El Segundo Boulevard between Van Ness Avenue and Western Avenue
- 22. El Segundo Boulevard between Normandie Avenue and Vermont Avenue

Figure 5.12-1 - Project Study Intersections

5. Environmental Analysis



Source: IBI Group, 2017

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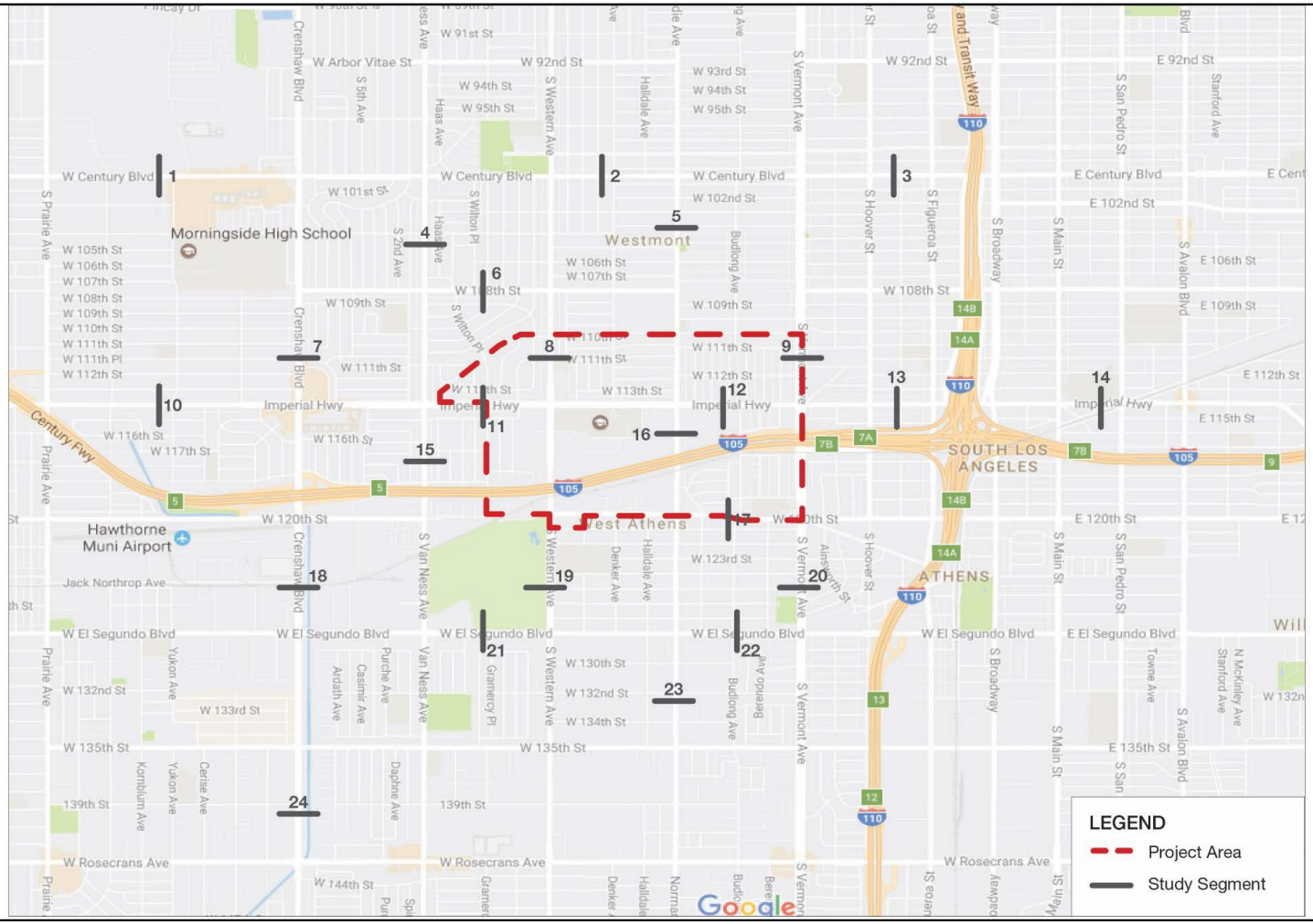
Figure 5.12-2 - Project Study Roadway Segments



Source: IBI Group, 2017

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Table 5.12-5 Existing Year (2017) No Project Roadway Segments Level of Service Analysis

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
AM Peak Hour													
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,034	870	0.646	0.544	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	783	1,266	0.489	0.791	A	C
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,012	1,594	0.422	0.664	A	B
4	Van Ness Avenue	Century Boulevard	108th Street	Secondary Highway	800	2	2	830	973	0.519	0.608	A	B
5	Normandie Avenue	Century Boulevard	108th Street	Secondary Highway	800	3	3	991	949	0.413	0.395	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	343	527	0.429	0.659	A	B
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,088	1,097	0.453	0.457	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,240	1,140	0.775	0.713	C	C
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,358	1,573	0.566	0.655	A	B
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	746	1,590	0.311	0.663	A	B
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	954	1,736	0.398	0.723	A	C
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	861	1,595	0.359	0.665	A	B
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	912	1,439	0.380	0.600	A	A
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	747	1,287	0.311	0.536	A	A
15	Van Ness Avenue	Imperial Highway	120th Street	Secondary Highway	800	2	2	891	1,079	0.557	0.674	A	B
16	Normandie Avenue	Imperial Highway	120th Street	Secondary Highway	800	2	2	896	871	0.560	0.544	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	Secondary Highway	800	2	2	410	643	0.256	0.402	A	A

Table 5.12-5 Existing Year (2017) No Project Roadway Segments Level of Service Analysis

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	1,973	1,085	0.822	0.452	D	A
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	946	947	0.591	0.592	A	A
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	863	935	0.360	0.390	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,067	2,408	0.445	1.003	A	F
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	989	2,303	0.412	0.960	A	E
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	706	777	0.441	0.486	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Secondary Highway	800	3	3	1,254	983	0.523	0.410	A	A
PM Peak Hour													
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,098	935	0.686	0.584	B	B
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	1,221	910	0.763	0.569	C	A
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,428	1,009	0.595	0.420	A	A
4	Van Ness Avenue	Century Boulevard	108th Street	Secondary Highway	800	2	2	896	788	0.560	0.493	A	A
5	Normandie Avenue	Century Boulevard	108th Street	Secondary Highway	800	3	3	971	875	0.405	0.365	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	574	283	0.718	0.354	C	A
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,250	1,062	0.521	0.443	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,116	1,014	0.698	0.634	B	B
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,557	1,226	0.649	0.511	B	A
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	1,447	921	0.603	0.384	B	A

Table 5.12-5 Existing Year (2017) No Project Roadway Segments Level of Service Analysis

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,478	1,008	0.616	0.420	B	A
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	1,435	1,120	0.598	0.467	A	A
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,352	1,007	0.563	0.420	A	A
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	1,451	948	0.605	0.395	B	A
15	Van Ness Avenue	Imperial Highway	120th Street	Secondary Highway	800	2	2	1,041	949	0.651	0.593	B	A
16	Normandie Avenue	Imperial Highway	120th Street	Secondary Highway	800	2	2	871	707	0.544	0.442	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	Secondary Highway	800	2	2	570	396	0.356	0.248	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	1,389	1,666	0.579	0.694	A	B
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	1,059	888	0.662	0.555	B	A
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	861	895	0.359	0.373	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,898	1,242	0.791	0.518	C	A
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	2,053	1,092	0.855	0.455	D	A
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	925	607	0.578	0.379	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Secondary Highway	800	3	3	1,122	1,360	0.468	0.567	A	A

Source: IBI Group, September 2017
Note: **Bold** = unacceptable LOS

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Intersections Existing Year (2017) Level of Service

The peak hour turning movement volumes were utilized in order to assess intersection performance. Intersection performance was determined using the methods outlined in Section 5.12.1 above. A summary of the AM and PM peak hour intersection level of service analysis results for the Existing Year (2017) No Project condition is presented in Table 5.12-6.

All 52 study intersections currently operate at an acceptable level of service during both peak hour time periods under their respective standards with the exception of:

- 29. I-105 WB Off-Ramp/118th Place and Crenshaw Boulevard (AM peak hour)
- 32. I-105 EB Off-Ramp / 116th Place and Vermont Avenue (AM peak hour)
- 35. 120th and Van Ness Avenue (AM peak hour)
- 42. El Segundo Boulevard and Van Ness Avenue (AM and PM peak hours)
- 46. El Segundo Boulevard and I-110 SB Ramps (AM peak hour)

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Table 5.12-6 Existing Year (2017) No Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	AM Peak Hour		PM Peak Hour	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.664	B	0.678	B
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.563	A	0.768	C
3	Century / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.826	D	0.819	D
4	Century / Western	County of Los Angeles [a]	ICU	Signalized	0.787	C	0.758	C
5	Century / Normandie	County of Los Angeles [a]	ICU	Signalized	0.881	D	0.854	D
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.672	B	0.590	A
		County of Los Angeles [a]	ICU	Signalized	0.665	B	0.594	A
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.517	A	0.433	A
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.810	D	0.697	B
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.347	A	0.358	A
		Caltrans	HCM	Signalized	12.3	B	12.7	B
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.443	A	0.341	A
		Caltrans	HCM	Signalized	14.0	B	12.0	B
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.547	A	0.518	A
12	108th / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.681	B	0.679	B
13	108th / Western	County of Los Angeles [a]	ICU	Signalized	0.695	B	0.658	B
14	108th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.595	A	0.515	A
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.487	A	0.403	A
		County of Los Angeles [a]	ICU	Signalized	0.550	A	0.472	A
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.454	A	0.246	A
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.846	D

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Table 5.12-6 Existing Year (2017) No Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	AM Peak Hour		PM Peak Hour	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
18	Imperial Hwy / Van Ness	City of Inglewood / County of Los Angeles / Hawthorne [a]	ICU	Signalized	0.787	C	0.842	D
19	Imperial Hwy / Western	County of Los Angeles [a]	ICU	Signalized	0.848	D	0.839	D
20	Imperial Hwy / Normandie	County of Los Angeles [a]	ICU	Signalized	0.842	D	0.758	C
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.699	B	0.720	C
		County of Los Angeles [a]	ICU	Signalized	0.689	B	0.706	C
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.391	A	0.385	A
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.714	C
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.489	A	0.515	A
		Caltrans	HCM	Signalized	19.9	B	22.2	C
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.465	A	0.562	A
		Caltrans	HCM	Signalized	21.0	C	16.7	B
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.600	A	0.509	A
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.573	A	0.679	B
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.723	C	0.765	C
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	1.971	F	0.724	C
		Caltrans	HCM	Signalized	14.5	B	19.8	B
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.798	C	0.733	C
		Caltrans	HCM	Signalized	29.2	C	26.5	C
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.847	D	0.816	D
		County of Los Angeles [a]	ICU	Signalized	0.781	C	0.638	B
		Caltrans	HCM	Signalized	26.6	C	21.9	C

Table 5.12-6 Existing Year (2017) No Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	AM Peak Hour		PM Peak Hour	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.541	A	0.419	A
		County of Los Angeles [a]	ICU	Signalized	0.944	E	0.471	A
		Caltrans	HCM	Signalized	19.8	B	16.0	B
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	14.2	B	12.8	B
		Caltrans	HCM	AWSC	14.2	B	12.8	B
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.769	C	0.774	C
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	1.021	F	0.888	D
36	120th / Western	County of Los Angeles [a]	ICU	Signalized	0.760	C	0.650	B
37	120th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.657	B	0.507	A
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.519	A	0.500	A
		County of Los Angeles [a]	ICU	Signalized	0.580	A	0.563	A
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.577	A	0.397	A
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.580	A	0.544	A
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.831	D	0.839	D
		City of Gardena	ICU	Signalized	0.831	D	0.839	D
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	1.042	F	0.949	E
		City of Gardena	ICU	Signalized	1.042	F	0.949	E
43	El Segundo / Western	County of Los Angeles [a]	ICU	Signalized	0.884	D	0.806	D
		City of Gardena	ICU	Signalized	0.884	D	0.806	D
44	El Segundo / Normandie	County of Los Angeles [a]	ICU	Signalized	0.861	D	0.834	D
		City of Gardena	ICU	Signalized	0.861	D	0.834	D

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Table 5.12-6 Existing Year (2017) No Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	AM Peak Hour		PM Peak Hour	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.775	C	0.699	B
		County of Los Angeles [a]	ICU	Signalized	0.752	C	0.686	B
		City of Gardena	ICU	Signalized	0.752	C	0.686	B
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.802	D	0.676	B
		Caltrans	HCM	Signalized	46.4	D	25.1	C
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.621	B	0.762	C
		Caltrans	HCM	Signalized	20.2	C	26.1	C
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.514	A	0.678	B
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.811	D	0.709	C
		City of Gardena	ICU	Signalized	0.811	D	0.709	C
50	135th / Normandie	City of Gardena	ICU	Signalized	0.770	C	0.718	C
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.757	C	0.810	D
		City of Gardena	ICU	Signalized	0.757	C	0.810	D
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.733	C	0.733	C

Source: IBI Group, September 2017.
Notes: [a] = Uses County of Los Angeles analysis methodology; AWSC = all way stop control; **Bold and shaded** = intersection operates at an unacceptable LOS using the methodology listed.

CMP Monitoring Station Analysis

The three CMP monitoring station locations include:

2. I-105 at Western Avenue
4. I-105 w/o I-710 (at Harris Avenue)
6. I-110 at Manchester Avenue

The CMP monitoring station analysis results for the AM and PM peak hours are summarized in Table 5.12-7. The analysis was performed in accordance with the methodology outlined above in Section 5.12.1. An unacceptable LOS (LOS F) was observed at the following locations:

- 2. I-105 at Western Avenue (PM peak hour)
- 6. I-110 at Manchester Avenue (AM and PM peak hours)

Table 5.12-7 Existing Year (2017) No Project CMP Monitoring Station Analysis

							AM Peak Hour			PM Peak Hour		
ID	Freeway	Segment	Station	Lanes	Capacity	Direction	Volume	V/C	LOS	Volume	V/C	LOS
2	I-105	at Western Avenue	1042	4	8,000	EB	6,434	0.804	D	8,219	1.027	F(0)
						WB	7,793	0.974	E	7,749	0.969	E
4	I-105	w/o I-710 (at Harris Avenue)	1043	4	12,000	EB	6,999	0.875	D	7,064	0.883	D
						WB	5,949	0.744	C	5,717	0.715	C
6	I-110	at Manchester Avenue	1046	4	12,000	NB	8,482	1.060	F(0)	9,325	1.166	F(0)
						SB	10,334	1.292	F(1)	11,379	1.422	F(2)

Source: IBI Group, September 2017
Note: **Bold** = unacceptable LOS

Freeway Main-Line Analysis

The ten freeway main-line study locations include:

1. I-105 at Hawthorne Boulevard
2. I-105 at Western Avenue
3. I-105 at Wilmington Avenue
4. I-105 west of I-719 (Harris Avenue)
5. I-110 south of I-10 (at Adams Boulevard)
6. I-110 at Manchester Avenue
7. I-110 north of I-105 (at 110th Street)
8. I-110 south of I-105 (at 126th Street)
9. I-110 at 135th Street
10. I-110 north of SR-91 (Gardena Boulevard)

The freeway main-line analysis results for the AM and PM peak hours are summarized in Table 5.12-8. The analysis was conducted using the methodology and settings outlined above in Section 5.12.1. All freeway segments operate at an unacceptable level of service (LOS D or worse).

Table 5.12-8 Existing Year (2017) Freeway Main Line Analysis

ID	Freeway	Location	Direction	AM Peak Hour		PM Peak Hour	
				Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
1	I-105	at Hawthorne Boulevard	EB	23.2	C	33.9	D
			WB	22.3	C	22.2	C
2	I-105	at Western Avenue	EB	26.9	D	44.2	E
			WB	25.7	C	25.6	C
3	I-105	at Wilmington Avenue	EB	OVR	F	OVR	F
			WB	45.0	F	45.0	F
4	I-105	w/o I-710 (Harris Avenue)	EB	31.8	D	32.5	D
			WB	24.7	C	23.5	C
5	I-110	s/o I-10 (at Adams Boulevard)	NB	21.3	C	23.8	C
			SB	30.5	D	30.0	D
6	I-110	at Manchester Avenue	NB	OVR	F	OVR	F
			SB	45.	F	45	F
7	I-110	n/o I-105 (at 110th Street)	NB	OVR	F	OVR	F
			SB	31.6	D	34.0	D
8	I-110	s/o I-105 (at 126th Street)	NB	33.1	D	31.4	D
			SB	45.0	F	45.0	F
9	I-110	at 135th Street	NB	30.5	D	29.0	D
			SB	45.0	F	44.4	E
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	26.8	D	20.9	C
			SB	24.6	C	29.4	D

Source: IBI Group, September 2017.
Notes: **Bold and shaded** = unacceptable level of service (LOS D or worse); pc/mi/ln = passenger car per mile per lane; OVR = over capacity, density value not available.

Freeway On-Ramp Queue Analysis

Table 5.12-9 summarizes the storage capacities and projected queue lengths for the study freeway on-ramps. The following freeway on-ramp locations are anticipated to experience queues for left-turns that exceed the measured storage length:

- 24. I-110 SB On-Ramp at Imperial Highway (AM and PM peak hours)
- 30. I-105 EB On-Ramp at 120th Street (AM and PM peak hours)
- 31. I-105 WB On-Ramp at Vermont Avenue (AM peak hour)
- 32. I-105 EB On-Ramp at Vermont Avenue[1] (AM peak hour)
- 47. I-110 NB On-Ramp at El Segundo Boulevard (PM peak hour)

Freeway Off-Ramp Queue Analysis

Table 5.12-10 summarizes the storage capacities and queue lengths expected for the study freeway off-ramps. All freeway off-ramps provide sufficient storage capacity such that the 85 percent storage capacity is not exceeded by expected queues.

[1] It should be noted that the I-105 EB On-Ramp at Vermont Avenue is not at this intersection but approximately one-quarter mile east at the intersection of 116th Place and Hoover Street. However, the on-ramp serves as the primary access point for I-105 in the eastbound direction.

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Table 5.12-9 Existing Year (2017) No Project Freeway On-Ramp Queue Analysis

ID	Ramp	Cross Street	Pocket Length (ft) [a]	Ramp Turn Lanes at Intersection				AM Queue		PM Queue		Queue Exceeds Storage?	
				Direction	Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM Peak Hour	PM Peak Hour
10	I-110 NB On-Ramp	Century Boulevard	220	EB	2 [b]	Left	160	50	50	74	74	No	No
						Left	220	50		74			
24	I-110 SB On-Ramp	Imperial Highway	120	WB	1	Left	120	254	254	187	187	Yes	Yes
30	I-105 EB On-Ramp	120th Street	200	EB	1	Left	200	366	366	464	464	Yes	Yes
31	I-105 WB On-Ramp	Vermont Avenue	200	NB	1	Left	200	391	391	168	168	Yes	No
32	I-105 EB On-Ramp*	Vermont Avenue	200	SB	1	Left	200	204	204	149	149	Yes	No
33	I-105 EB On-Ramp	Hoover Street	90	SB	1	Left	90	70	70	8	8	No	No
46	I-110 SB On-Ramp	El Segundo Boulevard	240	WB	1	Left	240	217	217	152	152	No	No
47	I-110 NB On-Ramp	El Segundo Boulevard	250	WB	1	Left	250	124	124	313	313	No	Yes

Notes: [a] = Length measured from scaled aerial images; [b] = Approach consists of one left-turn pocket and one left-turn lane; pocket length and lane length to downstream intersection where cars may queue uninterrupted are provided.
*On-ramp is not at intersection, but this is the primary route by which traffic accesses the ramp.

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Table 5.12-10 Existing Year (2017) No Project Freeway Off-Ramp Queue Analysis

ID	Ramp	Cross Street	Ramp Length (ft) [a]	85% Ramp Length (ft)	Ramp Turn Lanes at Intersection			AM Queue		PM Queue		Queue Exceeds 85% Storage?	
					Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM Peak Hour	PM Peak Hour
9	I-110 Southbound Off-Ramp	Century Boulevard	850	725	3	Left	725	91	91	115	115	No	No
						Left/Through/Right	250	87		113			
						Right	250	47		65			
25	I-110 Northbound Off-Ramp	Imperial Highway	2,000	1,700	3	Left	1,700	325	354	164	219	No	No
						Left/Through/Right	280	354		219			
						Right	280	145		134			
29	I-105 Westbound Off-Ramp	Crenshaw Boulevard	1,300	1,100	3	Left	1,140	100	105	300	361	No	No
						Left/Through/Right*	1,140	105		361			
						Right	525	40		230			
30	I-105 Eastbound Off-Ramp	120th Street	1,500	1,300	3	Left*	1,300	264	264	118	118	No	No
						Left	1,000	264		118			
						Right	425	15		13			
31	I-105 Westbound Off-Ramp	Vermont Avenue	1,150	980	2	Left/Through/Right	980	312	312	300	300	No	No
						Right	750	248		266			
32	I-105 Eastbound Off-Ramp	Vermont Avenue	1,120	950	3	Left	950	187	208	161	173	No	No
						Left/Through/Right	420	208		173			
						Right	420	37		85			
46	I-110 Southbound Off-Ramp	El Segundo Boulevard	875	740	3	Left	740	145	291	123	123	No	No
						Left/Right	450	291		98			
						Right	150	270		86			
47	I-110 Northbound Off-Ramp	El Segundo Boulevard	1,400	1,200	2	Left	1,200	254	254	316	316	No	No
						Left/Right	500	254		316			

Note: [a] = Length measured from scaled aerial images.
*Lane continues on freeway main line as its own lane; length shown is to gore point of lane or adjacent lane.

Vehicle Miles Traveled Analysis

VMT calculations were prepared based on the land use characteristics in the Existing Year (2017) No Project scenario using the existing land use zoning map. A summary of the results for this scenario is presented in Table 5.12-11.

Table 5.12-11 Existing Year (2017) Vehicle Miles Traveled

Land Use	Average Daily Trip Rate			Annual VMT	Population/ Employees	Annual VMT per Capita
	Weekday	Saturday	Sunday			
Single Family	13,785	14,350	12,482	46,744,803	5,074	9,213
Multifamily	13,360	12,838	11,773	44,622,878	6,084	7,334
Hotel	735	737	536	1,687,057	202	8,352
Bowling Alley	841	533	683	1,656	39	42
Private School (K-12)	1,046	348	142	3,490,663	53	65,862
Church	746	849	2,999	2,308,895	82	28,157
Cemetery	0	0	0	642	2	321
Lodge/Fraternal Organization	159	242	197	359,759	15	23,984
Nursing Home	30	24	27	98,482	11	8,953
General Office Building	3,922	875	373	9,598,372	293	32,759
Shopping Center	16,591	19,416	9,807	34,660,585	536	64,665
Specialty Retail Center	4,206	3,990	1,939	7,327,232	146	50,187
Supermarket	649	1,128	1,057	1,023,666	10	102,367
High-Turnover (Sit-Down) Restaurant	1,657	2,064	1,718	2,348,986	20	117,449
Gasoline/Service Station w/ Convenience Market	1,854	1,854	1,854	1,199,250	2	599,625
Total	59,582	59,247	45,587	155,472,926	12,569	12,370

Source: IBI Group, September 2017.

5.12.3 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project could:

T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

T-2 Conflict with an applicable congestion management program (CMP), including, but not limited to level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways.

T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-5 Result in inadequate emergency access.

T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

5.12.3.1 INTERSECTION LEVEL OF SERVICE ANALYSIS AND IMPACT CRITERIA

The study area intersections for the proposed project are in various jurisdictions—County of Los Angeles, City of Los Angeles, City of Inglewood, City of Hawthorne, City of Gardena, and Caltrans. Intersections were assessed using all applicable jurisdiction assessment criteria. Study intersections were selected for analysis based on the forecast project trip generation and distribution, particularly in consideration of each agency's guidelines. The Los Angeles County Department of Public Works reviewed and approved the proposed study intersections locations. The analysis also considered a comment letter provided to the County by Caltrans District 7 during the Notice of Preparation comment period and Caltrans consultation. Caltrans-controlled intersections have been included as study locations based on a review of Caltrans guidelines of forecast trip generation. In cases where intersections suggested by Caltrans for analysis are not included, the project team discussed with Caltrans the existing level of service and the relatively small number of project trips expected at these locations.

County of Los Angeles

Traffic conditions at signalized intersections are evaluated using the Intersection Capacity Utilization method.

The County of Los Angeles traffic study guidelines do not specify a method for assessing unsignalized intersections. In these instances, the HCM 2010 All-Way Stop Control method was employed using the Synchro 9 software.

The Existing Year (2017) No Project was used as the baseline for comparison to the other scenarios. The County of Los Angeles criteria for impact thresholds are shown in Table 5.12-12.

Table 5.12-12 County of Los Angeles Significant Impact Threshold Criteria

LOS	Range of V/C Ratio	Significant Impact Threshold Project V/C Increase
A	0–0.600	0.750
B	> 0.600–0.700	0.750
C	> 0.700–0.800	0.04 or more
D	> 0.800–0.900	0.02 or more
E	> 0.900–1.000	0.01 or more
F	> 1.000	0.01 or more

Source: IBI Group, 2017.

City of Los Angeles

Per the traffic impact study guidelines set forth by the City of Los Angeles, the CMA method was used to assess intersection performance and impacts. LOS D is generally the minimum level of service for both signalized and unsignalized intersections.

LADOT outlines guidelines for threshold criteria to determine significant traffic impacts. The thresholds used by the City of Los Angeles are consistent with the thresholds used by Los Angeles County, shown above in Table 5.12-5.

City of Gardena

The City of Gardena assesses intersection performance and impacts using the ICU method.

The City of Gardena uses the following thresholds of significance to assess project impacts:

- The addition of project trips causes an intersection to exceeded LOS D for residential and LOS E for commercial intersections.
- For intersections operating at LOS F, the addition of project trips causes an intersection V/C ratio increase of 0.01 or more.

City of Hawthorne and City of Inglewood

Although the project is in the unincorporated area of Los Angeles County, it was found that two of the surrounding cities have not developed their own traffic impact analysis guidelines—Hawthorne and Inglewood. For the purpose of this analysis, study intersections in Hawthorne and Inglewood were analyzed according to the guidelines for Los Angeles County.

Caltrans

Caltrans assesses facility performance and impacts utilizing the HCM 2010 method. Facilities evaluated with this method include freeway terminals (intersections) and off-ramps (queues). LOS C is the minimum level of service for signalized intersections. Caltrans traffic impact analysis guidelines do not specify a minimum LOS for unsignalized intersections; therefore, LOS C was taken to be the minimum as well. LOS designations for signalized intersections are presented in Table 5.12-1.

Caltrans traffic impact analysis guidelines do not explicitly define a significant impact in terms of existing level of service and change in that level of service; therefore, a significant impact is considered to occur when:

- The addition of project trips causes a change from LOS C or better to LOS D or worse.
- The addition of project trips causes a change from LOS D or worse to degrade to a lower LOS.

- If the intersection is operating at LOS F in the baseline condition, any increase in vehicle delay is taken to be an impact; LOS should be returned to, at least, the pre-project conditions.

5.12.4 Plans, Programs, and Policies

5.12.4.1 Regulatory Requirements

RR TRANS-1 The proposed project's construction activities will be conducted in accordance with the provision of traffic-control devices in compliance with the California Manual for Uniform Traffic Control Devices to ensure traffic safety on public streets, highways, pedestrian walkways, and bikeways.

RR TRANS-2 The proposed project's construction activities on public rights-of-way will be conducted in accordance with the current standard Specifications for Public Works construction, including traffic control provisions.

5.12.5 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.12-1: The project would result in a significant increase in intersection and roadway levels of service. [Threshold T-1]

Impact Analysis:

Project Trip Generation

The trip generation for the TIA was estimated using rates published in the Institute of Transportation Engineers' *Trip Generation Manual* (9th edition). The proposed project's volumes were calculated by subtracting the generated trips under the existing land use from the proposed land use zoning. Trip reductions were also applied to account for pass-by, internal capture, and/or PDF trip reductions. The methodology is described in detail in Section 6.1 of the TIA.

The project is expected to generate 10,339 net daily trips, with 972 trips (792 inbound / 180 outbound) during the AM peak hour and 712 trips (9 inbound / 703 outbound) during the PM peak hour. The trip generation for the existing land use zoning, proposed land use zoning, and project are presented in Table 5.12-13.

Table 5.12-13 Project Trip Generation

Land Use Zoning	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing	46,511	1,358	1,742	3,100	2,062	1,750	3,812
Proposed Buildout	56,850	2,150	1,922	4,072	2,071	2,453	4,524
Project (net)	10,339	792	180	972	9	703	712

Source: IBI 2017.

The project trip distribution for this study was developed with consideration of a select zone analysis from the SCAG regional model and trip percentages in the 2010 CMP for Los Angeles County. The resulting regional- and local-street project trip distributions are depicted in Figure 5.12-3. Additional details regarding the methodology and assumptions to calculate project trip generation and distributions are included in Sections 6.1 and 6.2 of the TIA.

Intersection Level of Service

Existing Year (2017) With Project Conditions

Study intersections were evaluated to determine if they were significantly impacted by the addition of project-generated traffic. A summary of the AM and PM peak hour intersection level of service analysis results for the Existing Year (2017) With Project condition is presented in Table 5.12-14. The significant impact thresholds used to determine the impacts are summarized in Section 5.12.4.

The following 10 intersections are expected to be significantly impacted due to the addition of project traffic:

- 17. Imperial Highway and Crenshaw Boulevard (PM peak hour)
- 19. Imperial Highway and Western Avenue (AM and PM peak hours)
- 20. Imperial Highway and Normandie Avenue (AM and PM peak hours)
- 21. Imperial Highway and Vermont Avenue (AM and PM peak hours)
- 23. Imperial Highway and Figueroa Street (PM peak hour)
- 29. I-105 WB Off-Ramp / 118th Place and Crenshaw Boulevard (AM peak hour)
- 31. I-105 WB Ramps and Vermont Avenue (AM and PM peak hours)
- 36. 120th Street and Western Avenue (AM peak hour)
- 43. El Segundo Boulevard and Western Avenue (AM peak hour)
- 44. El Segundo Boulevard and Normandie Avenue (AM peak hour)

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Table 5.12-14 Existing Year (2017) With Project Intersection LOS

	Intersection	Jurisdiction	Analysis Method	Intersection Control	No Project		With Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
AM Peak Hour										
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.664	B	0.669	B	0.005	No
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.563	A	0.501	A	0.062	No
3	Century / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.826	D	0.838	D	0.012	No
4	Century / Western	County of Los Angeles [a]	ICU	Signalized	0.787	C	0.796	C	0.009	No
5	Century / Normandie	County of Los Angeles [a]	ICU	Signalized	0.881	D	0.891	D	0.010	No
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.672	B	0.674	B	0.002	No
		County of Los Angeles [a]	ICU	Signalized	0.665	B	0.667	B	0.002	No
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.517	A	0.519	A	0.002	No
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.810	D	0.812	D	0.002	No
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.347	A	0.349	A	0.002	No
		Caltrans	HCM	Signalized	12.3	B	12.3	B	0.0	No
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.443	A	0.445	A	0.002	No
		Caltrans	HCM	Signalized	14.0	B	13.9	B	-0.1	No
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.547	A	0.548	A	0.001	No
12	108th / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.681	B	0.686	B	0.005	No
13	108th / Western	County of Los Angeles [a]	ICU	Signalized	0.695	B	0.708	C	0.013	No
14	108th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.595	A	0.602	B	0.007	No
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.487	A	0.488	A	0.001	No
		County of Los Angeles [a]	ICU	Signalized	0.550	A	0.551	A	0.001	No
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.454	A	0.454	A	0.000	No

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Table 5.12-14 Existing Year (2017) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		With Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.720	C	0.004	No
18	Imperial Hwy / Van Ness	City of Inglewood / County of Los Angeles / Hawthorne [a]	ICU	Signalized	0.787	C	0.797	C	0.010	No
19	Imperial Hwy / Western	County of Los Angeles [a]	ICU	Signalized	0.848	D	0.908	E	0.060	Yes
20	Imperial Hwy / Normandie	County of Los Angeles [a]	ICU	Signalized	0.842	D	0.880	D	0.038	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.699	B	0.777	C	0.078	No
		County of Los Angeles [a]	ICU	Signalized	0.689	B	0.756	C	0.067	Yes
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.391	A	0.409	A	0.018	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.776	C	0.029	No
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.489	A	0.638	B	0.149	No
		Caltrans	HCM	Signalized	19.9	B	20.0	B	0.1	No
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.465	A	0.478	A	0.013	No
		Caltrans	HCM	Signalized	21.0	C	21.7	C	0.7	No
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.600	A	0.600	A	0.000	No
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.573	A	0.573	A	0.000	No
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.723	C	0.723	C	0.000	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	1.971	F	2.015	F	0.044	Yes
		Caltrans	HCM	Signalized	14.5	B	15.9	B	1.4	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.798	C	0.814	D	0.016	No
		Caltrans	HCM	Signalized	29.2	C	30.0	C	0.8	No

Table 5.12-14 Existing Year (2017) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		With Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.847	D	0.928	E	0.081	Yes
		County of Los Angeles [a]	ICU	Signalized	0.781	C	0.833	D	0.052	Yes
		Caltrans	HCM	Signalized	26.6	C	32.9	C	6.3	No
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.541	A	0.523	A	-0.018	No
		County of Los Angeles [a]	ICU	Signalized	0.944	E	0.872	D	-0.072	No
		Caltrans	HCM	Signalized	19.8	B	20.3	C	0.5	No
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	CMA	AWSC	14.2	B	14.5	B	0.300	No
		Caltrans	HCM	AWSC	14.2	B	14.5	B	0.3	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.769	C	0.795	C	0.026	No
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	1.021	F	1.023	F	0.002	No
36	120th / Western	County of Los Angeles [a]	ICU	Signalized	0.760	C	0.814	D	0.054	Yes
37	120th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.657	B	0.675	B	0.018	No
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.519	A	0.539	A	0.020	No
		County of Los Angeles [a]	ICU	Signalized	0.580	A	0.599	A	0.019	No
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.577	A	0.577	A	0.000	No
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.580	A	0.580	A	0.000	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.831	D	0.833	D	0.002	No
		City of Gardena	ICU	Signalized	0.831	D	0.833	D	0.002	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	1.042	F	1.048	F	0.006	No
		City of Gardena	ICU	Signalized	1.042	F	1.048	F	0.006	No
43	El Segundo / Western	County of Los Angeles [a]	ICU	Signalized	0.884	D	0.908	E	0.024	Yes
		City of Gardena	ICU	Signalized	0.884	D	0.908	E	0.024	Yes

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Table 5.12-14 Existing Year (2017) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		With Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
44	El Segundo / Normandie	County of Los Angeles [a]	ICU	Signalized	0.861	D	0.886	D	0.025	Yes
		City of Gardena	ICU	Signalized	0.861	D	0.886	D	0.025	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.775	C	0.790	C	0.015	No
		County of Los Angeles [a]	ICU	Signalized	0.752	C	0.765	C	0.013	No
		City of Gardena	ICU	Signalized	0.752	C	0.765	C	0.013	No
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.802	D	0.810	D	0.008	No
		Caltrans	HCM	Signalized	46.4	D	47.8	D	1.4	No
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.621	B	0.638	B	0.017	No
		Caltrans	HCM	Signalized	20.2	C	20.9	C	0.7	No
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.514	A	0.465	A	-0.049	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.811	D	0.813	D	0.002	No
		City of Gardena	ICU	Signalized	0.811	D	0.813	D	0.002	No
50	135th / Normandie	City of Gardena	ICU	Signalized	0.770	C	0.773	C	0.003	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.757	C	0.762	C	0.005	No
		City of Gardena	ICU	Signalized	0.757	C	0.762	C	0.005	No
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.733	C	0.746	C	0.013	No
PM Peak Hour										
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.678	B	0.682	B	0.004	No
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.768	C	0.681	B	-0.087	No
3	Century / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.819	D	0.828	D	0.009	No
4	Century / Western	County of Los Angeles [a]	ICU	Signalized	0.758	C	0.766	C	0.008	No

Table 5.12-14 Existing Year (2017) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		With Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
5	Century / Normandie	County of Los Angeles [a]	ICU	Signalized	0.854	D	0.864	D	0.010	No
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.590	A	0.595	A	0.005	No
		County of Los Angeles [a]	ICU	Signalized	0.594	A	0.597	A	0.003	No
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.433	A	0.435	A	0.002	No
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.697	B	0.699	B	0.002	No
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.358	A	0.360	A	0.002	No
		Caltrans	HCM	Signalized	12.7	B	12.7	B	0.0	No
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.341	A	0.343	A	0.002	No
		Caltrans	HCM	Signalized	12.0	B	12.0	B	0.0	No
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.518	A	0.523	A	0.005	No
12	108th / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.679	B	0.684	B	0.005	No
13	108th / Western	County of Los Angeles [a]	ICU	Signalized	0.658	B	0.669	B	0.011	No
14	108th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.515	A	0.516	A	0.001	No
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.403	A	0.410	A	0.007	No
		County of Los Angeles [a]	ICU	Signalized	0.472	A	0.478	A	0.006	No
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.246	A	0.246	A	0.000	No
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.846	D	0.926	E	0.080	Yes
18	Imperial Hwy / Van Ness	City of Inglewood / County of Los Angeles / Hawthorne [a]	ICU	Signalized	0.842	D	0.849	D	0.007	No
19	Imperial Hwy / Western	County of Los Angeles [a]	ICU	Signalized	0.839	D	0.887	D	0.048	Yes
20	Imperial Hwy / Normandie	County of Los Angeles [a]	ICU	Signalized	0.758	C	0.802	D	0.044	Yes

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Table 5.12-14 Existing Year (2017) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		With Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.720	C	0.770	C	0.050	Yes
		County of Los Angeles [a]	ICU	Signalized	0.706	C	0.748	C	0.042	Yes
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.385	A	0.410	A	0.025	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.714	C	0.755	C	0.041	Yes
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.515	A	0.541	A	0.026	No
		Caltrans	HCM	Signalized	22.2	C	21.7	C	-0.5	No
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.562	A	0.612	B	0.050	No
		Caltrans	HCM	Signalized	16.7	B	18.2	B	1.5	No
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.509	A	0.509	A	0.000	No
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.679	B	0.679	B	0.000	No
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.765	C	0.765	C	0.000	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.724	C	0.751	C	0.027	No
		Caltrans	HCM	Signalized	19.8	B	21.1	C	1.3	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.733	C	0.752	C	0.019	No
		Caltrans	HCM	Signalized	26.5	C	28.2	C	1.7	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.816	D	0.848	D	0.032	Yes
		County of Los Angeles [a]	ICU	Signalized	0.638	B	0.667	B	0.029	No
		Caltrans	HCM	Signalized	21.9	C	23.4	C	1.5	No
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.419	A	0.431	A	0.012	No
		County of Los Angeles [a]	ICU	Signalized	0.471	A	0.481	A	0.010	No
		Caltrans	HCM	Signalized	16.0	B	16.2	B	0.2	No

Table 5.12-14 Existing Year (2017) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		With Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	12.8	B	14.0	B	1.200	No
		Caltrans	HCM	AWSC	12.8	B	14.0	B	1.2	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.774	C	0.781	C	0.007	No
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	0.888	D	0.895	D	0.007	No
36	120th / Western	County of Los Angeles [a]	ICU	Signalized	0.650	B	0.683	D	0.033	No
37	120th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.507	A	0.521	B	0.014	No
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.500	A	0.501	A	0.001	No
		County of Los Angeles [a]	ICU	Signalized	0.563	A	0.563	A	0.000	No
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.397	A	0.397	A	0.000	No
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.544	A	0.544	A	0.000	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.839	D	0.844	D	0.005	No
		City of Gardena	ICU	Signalized	0.839	D	0.844	D	0.005	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	0.949	E	0.950	E	0.001	No
		City of Gardena	ICU	Signalized	0.949	E	0.950	E	0.001	No
43	El Segundo / Western	County of Los Angeles [a]	ICU	Signalized	0.806	D	0.824	D	0.018	No
		City of Gardena	ICU	Signalized	0.806	D	0.824	D	0.018	No
44	El Segundo / Normandie	County of Los Angeles [a]	ICU	Signalized	0.834	D	0.850	D	0.016	No
		City of Gardena	ICU	Signalized	0.834	D	0.850	D	0.016	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.699	B	0.715	C	0.016	No
		County of Los Angeles [a]	ICU	Signalized	0.686	B	0.700	B	0.014	No
		City of Gardena	ICU	Signalized	0.686	B	0.700	B	0.014	No

5. Environmental Analysis
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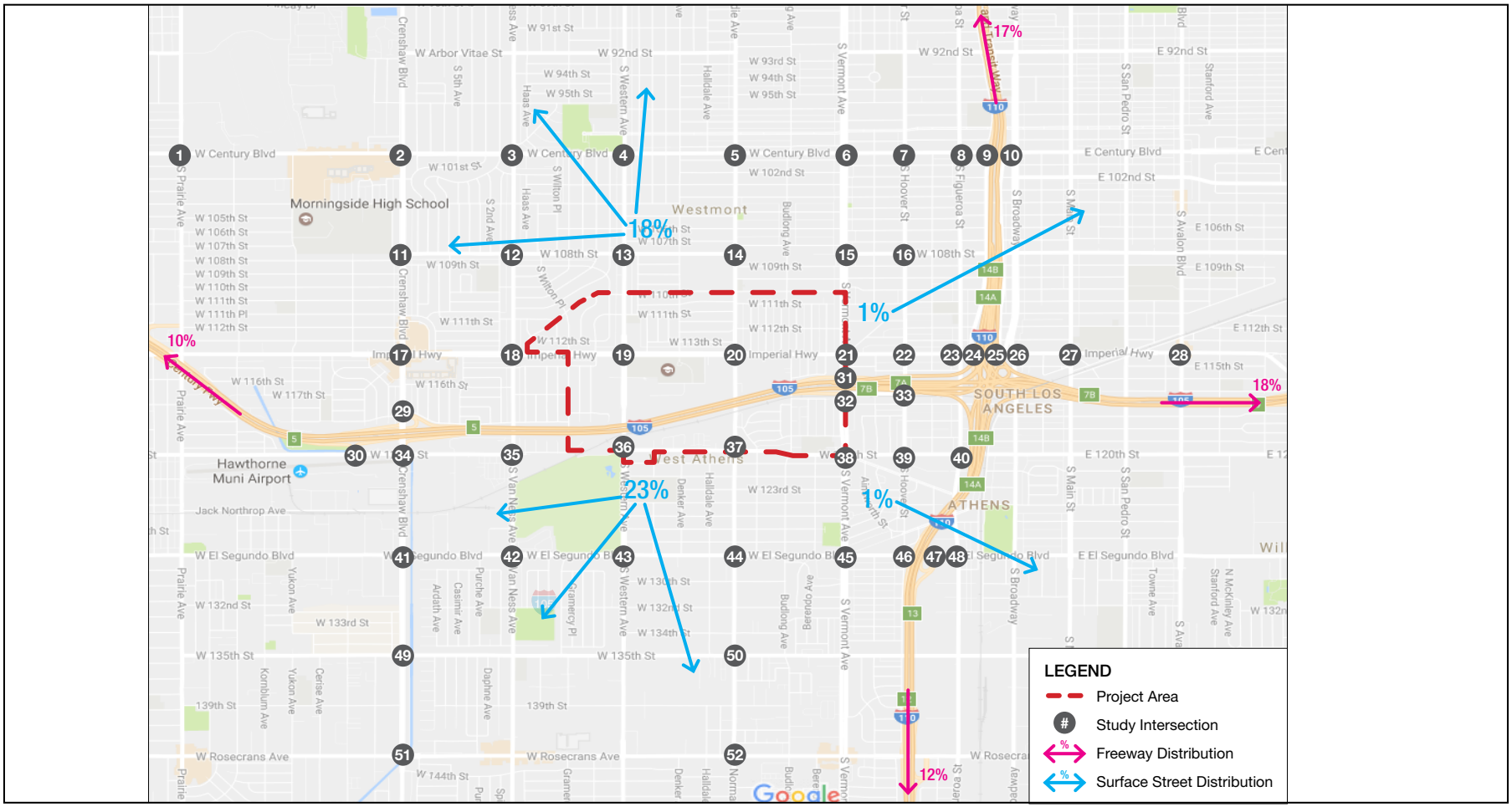
Table 5.12-14 Existing Year (2017) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		With Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.676	B	0.688	B	0.012	No
		Caltrans	HCM	Signalized	25.1	C	26.2	C	1.1	No
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.762	C	0.765	C	0.003	No
		Caltrans	HCM	Signalized	26.1	C	26.3	C	0.2	No
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.678	B	0.681	B	0.003	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.709	C	0.709	C	0.000	No
		City of Gardena	ICU	Signalized	0.709	C	0.709	C	0.000	No
50	135th / Normandie	City of Gardena	ICU	Signalized	0.718	C	0.718	C	0.000	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.810	D	0.814	D	0.004	No
		City of Gardena	ICU	Signalized	0.810	D	0.814	D	0.004	No
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.733	C	0.741	C	0.008	No

Notes: [a] = utilizes County of Los Angeles analysis methodology; AWSC = all way stop control; **Bold and shaded** = intersection operates at an unacceptable LOS using the methodology listed.

Figure 5.12-3 - Project Trip Distribution

5. Environmental Analysis



Source: IBI Group, 2017

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Future (2035) With Project Conditions

A summary of the AM and PM peak hour intersection level of service analysis results for the Future Year (2035) With Project condition is presented in Table 5.12-15. The intersection impact thresholds are outlined in Section 5.12.4.

The following 21 intersections are expected to be significantly impacted by project traffic:

- 3. Century Boulevard and Van Ness Avenue (AM peak hour)
- 5. Century Boulevard and Normandie Avenue (AM and PM peak hours)
- 17. Imperial Highway and Crenshaw Boulevard (PM peak hour)
- 18. Imperial Highway and Van Ness Avenue (PM peak hour)
- 19. Imperial Highway and Western Avenue (AM and PM peak hours)
- 20. Imperial Highway and Normandie Avenue (AM and PM peak hours)
- 21. Imperial Highway and Vermont Avenue (AM and PM peak hours)
- 23. Imperial Highway and Figueroa Street (PM peak hour)
- 29. 118th and I-105 WB Ramp and Crenshaw Boulevard(AM and PM peak hours)
- 30. I-105 EB Ramps and 120th Street(AM and PM peak hours)
- 31. I-105 WB Ramps and Vermont Avenue (AM and PM peak hour)
- 34. Crenshaw Boulevard and 120th Street (AM peak hour)
- 35. Van Ness Avenue and 120th Street (AM and PM peak hours)
- 36. 120th and Western Avenue (AM peak hour)
- 41. El Segundo Boulevard and Crenshaw Boulevard (AM and PM peak hours)
- 42. El Segundo Boulevard and Van Ness Avenue(AM and PM peak hours)
- 43. El Segundo Boulevard and Western Avenue (AM and PM peak hours)
- 44. El Segundo Boulevard and Normandie Avenue (AM and PM peak hours)
- 45. El Segundo Boulevard and Vermont Avenue (AM peak hour)
- 49. 135th and Crenshaw Boulevard (AM peak hour)
- 51. Crenshaw Boulevard and Rosecrans Avenue (PM peak hour)

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Table 15.12-15 Future Year (2035) With Project Intersection LOS

	Intersection	Jurisdiction	Analysis Method	Intersection Control	No Project		W/ Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
AM Peak Hour										
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.664	B	0.665	B	0.001	No
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.563	A	0.408	A	-0.155	No
3	Century / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.826	D	0.867	D	0.041	Yes
4	Century / Western	County of Los Angeles [a]	ICU	Signalized	0.787	C	0.823	D	0.036	No
5	Century / Normandie	County of Los Angeles [a]	ICU	Signalized	0.881	D	0.922	E	0.041	Yes
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.704	C	0.706	C	0.002	No
		County of Los Angeles [a]	ICU	Signalized	0.665	B	0.694	B	0.029	No
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.541	A	0.543	A	0.002	No
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.847	D	0.849	D	0.002	No
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.365	A	0.367	A	0.002	No
		Caltrans	HCM	Signalized	12.6	B	12.6	B	0.0	No
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.464	A	0.466	A	0.002	No
		Caltrans	HCM	Signalized	14.3	B	14.4	B	0.1	No
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.547	A	0.566	A	0.019	No
12	108th / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.681	B	0.710	C	0.029	No
13	108th / Western	County of Los Angeles [a]	ICU	Signalized	0.695	B	0.732	C	0.037	No
14	108th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.595	A	0.622	B	0.027	No
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.510	A	0.511	A	0.001	No
		County of Los Angeles [a]	ICU	Signalized	0.550	A	0.570	A	0.020	No
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.477	A	0.477	A	0.000	No

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Table 15.12-15 Future Year (2035) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		W/ Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.745	C	0.029	No
18	Imperial Hwy / Van Ness	City of Inglewood / County of Los Angeles / Hawthorne [a]	ICU	Signalized	0.787	C	0.825	D	0.038	No
19	Imperial Hwy / Western	County of Los Angeles [a]	ICU	Signalized	0.848	D	0.938	E	0.090	Yes
20	Imperial Hwy / Normandie	County of Los Angeles [a]	ICU	Signalized	0.842	D	0.910	E	0.068	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.732	C	0.808	D	0.076	Yes
		County of Los Angeles [a]	ICU	Signalized	0.689	B	0.783	C	0.094	Yes
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.412	A	0.430	A	0.018	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.781	C	0.811	D	0.030	No
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.513	A	0.667	B	0.154	No
		Caltrans	HCM	Signalized	17.9	B	18.3	B	0.4	No
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.488	A	0.501	A	0.013	No
		Caltrans	HCM	Signalized	22.2	C	23.0	C	0.8	No
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.628	B	0.628	B	0.000	No
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.600	A	0.600	A	0.000	No
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.756	C	0.756	C	0.000	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	1.971	F	2.092	F	0.121	Yes
		Caltrans	HCM	Signalized	15.4	B	16.5	B	1.1	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.798	C	0.842	D	0.044	Yes
		Caltrans	HCM	Signalized	31.1	C	32.2	C	1.1	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.886	D	0.967	E	0.081	Yes
		County of Los Angeles [a]	ICU	Signalized	0.781	C	0.864	D	0.083	Yes

Table 15.12-15 Future Year (2035) With Project Intersection LOS

	Intersection	Jurisdiction	Analysis Method	Intersection Control	No Project		W/ Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
		Caltrans	HCM	Signalized	28.7	C	37.4	D	8.7	Yes
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.533	A	0.547	A	0.014	No
		County of Los Angeles [a]	ICU	Signalized	0.944	E	0.907	E	-0.037	No
		Caltrans	HCM	Signalized	21.3	C	21.8	C	0.5	No
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	14.8	B	15.2	C	0.400	No
		Caltrans	HCM	AWSC	14.8	B	15.2	C	0.4	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.769	C	0.821	D	0.052	Yes
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	1.021	F	1.060	F	0.039	Yes
36	120th / Western	County of Los Angeles [a]	ICU	Signalized	0.760	C	0.841	D	0.081	Yes
37	120th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.657	B	0.697	B	0.040	No
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.544	A	0.563	A	0.019	No
		County of Los Angeles [a]	ICU	Signalized	0.580	A	0.622	B	0.042	No
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.605	B	0.605	B	0.000	No
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.607	B	0.607	B	0.000	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.831	D	0.863	D	0.032	Yes
		City of Gardena	ICU	Signalized	0.860	D	0.863	D	0.003	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	1.042	F	1.086	F	0.044	Yes
		City of Gardena	ICU	Signalized	1.079	F	1.086	F	0.007	No
43	El Segundo / Western	County of Los Angeles [a]	ICU	Signalized	0.884	D	0.940	E	0.056	Yes
		City of Gardena	ICU	Signalized	0.916	E	0.940	E	0.024	No
44	El Segundo / Normandie	County of Los Angeles [a]	ICU	Signalized	0.861	D	0.917	E	0.056	Yes
		City of Gardena	ICU	Signalized	0.892	D	0.917	E	0.025	Yes

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Table 15.12-15 Future Year (2035) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		W/ Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.811	D	0.826	D	0.015	No
		County of Los Angeles [a]	ICU	Signalized	0.752	C	0.795	C	**0.043**	**Yes**
		City of Gardena	ICU	Signalized	0.782	C	0.795	C	0.013	No
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.840	D	0.847	D	0.007	No
		Caltrans	HCM	Signalized	51.8	D	54.3	D	2.5	No
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.650	B	0.668	B	0.018	No
		Caltrans	HCM	Signalized	20.5	C	21.7	C	1.2	No
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.485	A	0.487	A	0.002	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.811	D	0.841	D	0.030	Yes
		City of Gardena	ICU	Signalized	0.840	D	0.841	D	0.001	No
50	135th / Normandie	City of Gardena	ICU	Signalized	0.797	C	0.800	C	0.003	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.757	C	0.788	C	0.031	No
		City of Gardena	ICU	Signalized	0.783	C	0.788	C	0.005	No
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.762	C	0.771	C	0.009	No
PM Peak Hour										
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.678	B	0.679	B	0.001	No
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.768	C	0.459	A	-0.309	No
3	Century / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.819	D	0.836	D	0.017	No
4	Century / Western	County of Los Angeles [a]	ICU	Signalized	0.758	C	0.792	C	0.034	No
5	Century / Normandie	County of Los Angeles [a]	ICU	Signalized	0.854	D	0.895	D	0.041	Yes
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.617	B	0.621	B	0.004	No
		County of Los Angeles [a]	ICU	Signalized	0.594	A	0.621	B	0.027	No

Table 15.12-15 Future Year (2035) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		W/ Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.455	A	0.457	A	0.002	No
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.730	C	0.732	C	0.002	No
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.376	A	0.377	A	0.001	No
		Caltrans	HCM	Signalized	13.0	B	13.0	B	0.0	No
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.359	A	0.361	A	0.002	No
		Caltrans	HCM	Signalized	13.2	B	13.2	B	0.0	No
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.518	A	0.541	A	0.023	No
12	108th / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.679	B	0.707	C	0.028	No
13	108th / Western	County of Los Angeles [a]	ICU	Signalized	0.658	B	0.691	B	0.033	No
14	108th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.515	A	0.532	A	0.017	No
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.423	A	0.430	A	0.007	No
		County of Los Angeles [a]	ICU	Signalized	0.472	A	0.497	A	0.025	No
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.260	A	0.260	A	0.000	No
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.846	D	0.956	E	0.110	Yes
18	Imperial Hwy / Van Ness	City of Inglewood / County of Los Angeles / Hawthorne [a]	ICU	Signalized	0.842	D	0.879	D	0.037	Yes
19	Imperial Hwy / Western	County of Los Angeles [a]	ICU	Signalized	0.839	D	0.916	E	0.077	Yes
20	Imperial Hwy / Normandie	County of Los Angeles [a]	ICU	Signalized	0.758	C	0.829	D	0.071	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.754	C	0.803	D	0.049	Yes
		County of Los Angeles [a]	ICU	Signalized	0.706	C	0.776	C	0.070	Yes
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.357	A	0.382	A	0.025	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.789	C	0.042	Yes

5. Environmental Analysis
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Table 15.12-15 Future Year (2035) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		W/ Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.539	A	0.566	A	0.027	No
		Caltrans	HCM	Signalized	22.5	C	24.0	C	1.5	No
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.588	A	0.638	B	0.050	No
		Caltrans	HCM	Signalized	17.4	B	19.1	B	1.7	No
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.533	A	0.533	A	0.000	No
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.711	C	0.711	C	0.000	No
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.800	C	0.800	C	0.000	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.724	C	0.767	C	0.043	Yes
		Caltrans	HCM	Signalized	21.6	C	23.3	C	1.7	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.733	C	0.777	C	0.044	Yes
		Caltrans	HCM	Signalized	27.9	C	29.7	C	1.8	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.852	D	0.885	D	0.033	Yes
		County of Los Angeles [a]	ICU	Signalized	0.638	B	0.692	B	0.054	No
		Caltrans	HCM	Signalized	24.1	C	23.1	C	-1.0	No
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.439	A	0.451	A	0.012	No
		County of Los Angeles [a]	ICU	Signalized	0.471	A	0.500	A	0.029	No
		Caltrans	HCM	Signalized	16.4	B	16.7	B	0.3	No
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	13.2	B	14.6	B	1.400	No
		Caltrans	HCM	AWSC	13.2	B	14.6	B	1.4	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.774	C	0.808	D	0.034	No
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	0.888	D	0.927	E	0.039	Yes
36	120th / Western	County of Los Angeles [a]	ICU	Signalized	0.650	B	0.705	C	0.055	No

Table 15.12-15 Future Year (2035) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		W/ Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
37	120th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.507	A	0.537	A	0.030	No
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.525	A	0.525	A	0.000	No
		County of Los Angeles [a]	ICU	Signalized	0.563	A	0.585	A	0.022	No
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.417	A	0.417	A	0.000	No
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.570	A	0.570	A	0.000	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.839	D	0.874	D	0.035	Yes
		City of Gardena	ICU	Signalized	0.868	D	0.874	D	0.006	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	0.949	E	0.984	E	0.035	Yes
		City of Gardena	ICU	Signalized	0.983	E	0.984	E	0.001	No
43	El Segundo / Western	County of Los Angeles [a]	ICU	Signalized	0.806	D	0.844	D	0.038	Yes
		City of Gardena	ICU	Signalized	0.834	D	0.844	D	0.010	No
44	El Segundo / Normandie	County of Los Angeles [a]	ICU	Signalized	0.834	D	0.879	D	0.045	Yes
		City of Gardena	ICU	Signalized	0.864	D	0.879	D	0.015	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.731	C	0.747	C	0.016	No
		County of Los Angeles [a]	ICU	Signalized	0.686	B	0.728	C	0.042	No
		City of Gardena	ICU	Signalized	0.714	C	0.728	C	0.014	No
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.707	C	0.719	C	0.012	No
		Caltrans	HCM	Signalized	28.1	C	28.4	C	0.3	No
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.797	C	0.800	C	0.003	No
		Caltrans	HCM	Signalized	27.9	C	27.9	C	0.0	No
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.709	C	0.712	C	0.003	No

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Table 15.12-15 Future Year (2035) With Project Intersection LOS

Intersection		Jurisdiction	Analysis Method	Intersection Control	No Project		W/ Project		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.709	C	0.733	C	0.024	No
		City of Gardena	ICU	Signalized	0.733	C	0.733	C	0.000	No
50	135th / Normandie	City of Gardena	ICU	Signalized	0.743	C	0.743	C	0.000	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.810	D	**0.843**	**D**	**0.033**	**Yes**
		City of Gardena	ICU	Signalized	0.838	D	0.843	D	0.005	No
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.758	C	0.759	C	0.001	No

Notes: [a] = Uses County of Los Angeles analysis methodology; AWSC = all way stop control; **Bold and shaded** = intersection operates at an unacceptable LOS using the methodology listed.

In summary, the proposed project is anticipated to create significant traffic impacts at 10 of the study intersections in the Existing Year (2017) With Project Scenario, and at 21 study intersections for the Future Year (2035) With Project scenario. A summary of these impacts and their scenarios is provided below:

- 3. Century Boulevard and Van Ness Avenue: Future (AM peak hour)
- 5. Century Boulevard and Normandie Avenue: Future (AM and PM peak hours)
- 17. Imperial Highway and Crenshaw Boulevard: Existing (PM peak hour), Future (PM peak hour)
- 18. Imperial Highway and Van Ness Avenue: Future (PM peak hour)
- 19. Imperial Highway and Western Avenue: Existing (AM and PM peak hours), Future (AM and PM peak hours)
- 20. Imperial Highway and Normandie Avenue: Existing (AM and PM peak hours), Future (AM and PM peak hours)
- 21. Imperial Highway and Vermont Avenue: Existing (AM and PM peak hours), Future (AM and PM peak hours)
- 23. Imperial Highway and Figueroa Street: Existing (PM peak hour), Future (PM peak hour)
- 29. I-105 WB Off-Ramp / 118th Place and Crenshaw Boulevard: Existing (AM peak hour), Future (AM and PM peak hours)
- 30. I-105 EB Ramps and 120th Street: Future (AM and PM peak hours)
- 31. I-105 WB Ramps and Vermont Avenue: Existing (AM and PM), Future (AM and PM peak hours)
- 34. Crenshaw Boulevard and 120th Street: Future (AM peak hour)
- 35. Van Ness Avenue and 120th Street: Future (AM and PM peak hours)
- 36. Western Avenue and 120th Street: Existing (AM peak hour), Future (AM peak hour)
- 41. El Segundo Boulevard and Crenshaw Boulevard: Future (AM and PM peak hours)
- 42. El Segundo Boulevard and Van Ness Avenue: Future (AM and PM peak hours)
- 43. El Segundo Boulevard and Western Avenue: Existing (AM peak hour), Future (AM and PM peak hours)

- 44. El Segundo Boulevard and Normandie Avenue: Existing (AM peak hour), Future (AM and PM peak hours)
- 45. El Segundo Boulevard and Vermont Avenue: Future (AM peak hour)
- 49. Crenshaw Boulevard and 135th Street: Future (AM peak hour)
- 51. Crenshaw Boulevard and Rosecrans Avenue : Future (PM peak hour)

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.12-1 would be potentially significant.

Impact 5.12-2: The proposed project would not result in a significant increase in peak hour roadway segments level of service. [Threshold T-1]

Impact Analysis:

Existing Year (2017) With Project Conditions

AM and PM peak hour roadway segment analyses are presented in Table 5.12-16. The peak hour volumes are derived from intersection turning movement volumes—specifically, the arriving and departing volumes between two intersections joined by that segment. In the event that the departures from one intersection did not equal the arrivals at the other intersection, the average of the two volumes was used for the segment volume. A loss or gain in volumes between two intersections is not uncommon, especially where additional intersections or driveways are between the intersections. The following roadway segments are expected to operate at LOS E or worse:

- 21. El Segundo Boulevard between Van Ness Avenue and Western Avenue (AM peak hour)
- 22. El Segundo Boulevard between Normandie Avenue and Vermont Avenue (AM peak hour)

Future (2035) With Project Conditions

Under 2035 No Project conditions and also under 2035 With Project conditions, the following roadway segments are expected to operate at LOS E or worse:

- 21. El Segundo Boulevard between Van Ness Avenue to Western Avenue (AM peak hour)
- 22. El Segundo Boulevard between Normandie Avenue and Vermont Avenue (AM peak hour)

Tables 5.12-17 and 5.12-18 present peak hour roadway segment analysis for 2035 No Project and 2035 With Project conditions, respectively. No significant impacts were identified at roadway segments.

Table 5.12-16 Existing Year (2017) With Project Roadway Segment Level of Service Analysis

Link ID	Roadway	Segment		Volumes		V/C Ratio		Level of Service	
		From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
AM Peak Hour									
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	1,050	874	0.656	0.546	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	785	1,274	0.491	0.796	A	C
3	Century Boulevard	Hoover Street	Figueroa Street	1,014	1,602	0.423	0.668	A	B
4	Van Ness Avenue	Century Boulevard	108th Street	834	989	0.521	0.618	A	B
5	Normandie Avenue	Century Boulevard	108th Street	996	973	0.415	0.405	A	A
6	108th Street	Van Ness Avenue	Western Avenue	343	527	0.429	0.659	A	B
7	Crenshaw Boulevard	108th Street	Imperial Highway	1,093	1,121	0.455	0.467	A	A
8	Western Avenue	108th Street	Imperial Highway	1,275	1,176	0.797	0.735	C	C
9	Vermont Avenue	108th Street	Imperial Highway	1,373	1,607	0.572	0.67	A	B
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	786	1,599	0.328	0.666	A	B
11	Imperial Highway	Van Ness Avenue	Western Avenue	976	1,740	0.407	0.725	A	C
12	Imperial Highway	Normandie Avenue	Vermont Avenue	862	1,615	0.359	0.673	A	B
13	Imperial Highway	Hoover Street	Figueroa Street	941	1,518	0.392	0.633	A	B
14	Imperial Highway	Main Street	San Pedro Street	747	1,287	0.311	0.536	A	A
15	Van Ness Avenue	Imperial Highway	120th Street	899	1,081	0.562	0.676	A	B
16	Normandie Avenue	Imperial Highway	120th Street	936	880	0.585	0.55	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	451	690	0.282	0.431	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	1,981	1,095	0.825	0.456	D	A
19	Western Avenue	120th Street	El Segundo Boulevard	1,037	963	0.648	0.602	B	B
20	Vermont Avenue	120th Street	El Segundo Boulevard	895	942	0.373	0.393	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	1,091	2,413	0.455	1.005	A	F

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Table 5.12-16 Existing Year (2017) With Project Roadway Segment Level of Service Analysis

		Segment		Volumes		V/C Ratio		Level of Service	
Link ID	Roadway	From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	1,000	2,351	0.417	0.98	A	E
23	Normandie Avenue	El Segundo Boulevard	135th Street	746	786	0.466	0.491	A	B
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	1,262	988	0.526	0.412	A	B
PM Peak Hour									
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	1,098	949	0.686	0.593	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	1,228	910	0.768	0.569	C	A
3	Century Boulevard	Hoover Street	Figueroa Street	1,430	1,017	0.596	0.424	A	A
4	Van Ness Avenue	Century Boulevard	108th Street	910	788	0.569	0.493	A	A
5	Normandie Avenue	Century Boulevard	108th Street	992	875	0.413	0.365	A	A
6	108th Street	Van Ness Avenue	Western Avenue	574	283	0.718	0.354	C	A
7	Crenshaw Boulevard	108th Street	Imperial Highway	1,271	1,062	0.53	0.443	A	A
8	Western Avenue	108th Street	Imperial Highway	1,158	1,028	0.724	0.643	C	B
9	Vermont Avenue	108th Street	Imperial Highway	1,585	1,233	0.66	0.514	B	A
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	1,447	956	0.603	0.398	B	A
11	Imperial Highway	Van Ness Avenue	Western Avenue	1,482	1,030	0.618	0.429	B	A
12	Imperial Highway	Normandie Avenue	Vermont Avenue	1,455	1,121	0.606	0.467	B	A
13	Imperial Highway	Hoover Street	Figueroa Street	1,464	1,008	0.61	0.42	B	A
14	Imperial Highway	Main Street	San Pedro Street	1,451	948	0.605	0.395	B	A
15	Van Ness Avenue	Imperial Highway	120th Street	1,041	956	0.651	0.598	B	A
16	Normandie Avenue	Imperial Highway	120th Street	871	742	0.544	0.464	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	605	424	0.378	0.265	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	1,389	1,673	0.579	0.697	A	B

Table 5.12-16 Existing Year (2017) With Project Roadway Segment Level of Service Analysis

Link ID	Roadway	Segment		Volumes		V/C Ratio		Level of Service	
		From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
19	Western Avenue	120th Street	El Segundo Boulevard	1,074	951	0.671	0.594	B	A
20	Vermont Avenue	120th Street	El Segundo Boulevard	861	923	0.359	0.385	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	1,898	1,263	0.791	0.526	C	A
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	2,095	1,093	0.873	0.455	D	A
23	Normandie Avenue	El Segundo Boulevard	135th Street	925	642	0.578	0.401	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	1,122	1,381	0.468	0.575	A	A

Source: IBI Group, September 2017.
Note: **Bold** = unacceptable LOS

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Table 5.12-17 Future Year (2035) No Project Roadway Segment Level of Service Analysis

Link ID	Roadway	Segment		Volumes		V/C Ratio		Level of Service	
		From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
AM Peak Hour									
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	1,075	905	0.672	0.566	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	814	1,317	0.509	0.823	A	D
3	Century Boulevard	Hoover Street	Figueroa Street	1,052	1,658	0.438	0.691	A	B
4	Van Ness Avenue	Century Boulevard	108th Street	863	1,012	0.539	0.633	A	B
5	Normandie Avenue	Century Boulevard	108th Street	1,031	987	0.430	0.411	A	A
6	108th Street	Van Ness Avenue	Western Avenue	357	548	0.446	0.685	A	B
7	Crenshaw Boulevard	108th Street	Imperial Highway	1,132	1,141	0.472	0.475	A	A
8	Western Avenue	108th Street	Imperial Highway	1,290	1,186	0.806	0.741	D	C
9	Vermont Avenue	108th Street	Imperial Highway	1,412	1,636	0.588	0.682	A	B
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	776	1,654	0.323	0.689	A	B
11	Imperial Highway	Van Ness Avenue	Western Avenue	992	1,805	0.413	0.752	A	C
12	Imperial Highway	Normandie Avenue	Vermont Avenue	895	1,659	0.373	0.691	A	B
13	Imperial Highway	Hoover Street	Figueroa Street	948	1,497	0.395	0.624	A	B
14	Imperial Highway	Main Street	San Pedro Street	777	1,338	0.324	0.558	A	A
15	Van Ness Avenue	Imperial Highway	120th Street	927	1,122	0.579	0.701	A	C
16	Normandie Avenue	Imperial Highway	120th Street	932	906	0.583	0.566	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	426	669	0.266	0.418	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	2,052	1,128	0.855	0.470	D	A
19	Western Avenue	120th Street	El Segundo Boulevard	984	985	0.615	0.616	B	B
20	Vermont Avenue	120th Street	El Segundo Boulevard	898	972	0.374	0.405	A	A

Table 5.12-17 Future Year (2035) No Project Roadway Segment Level of Service Analysis

Link ID	Roadway	Segment		Volumes		V/C Ratio		Level of Service	
		From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	1,110	2,504	0.463	1.043	A	F
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	1,029	2,395	0.429	0.998	A	E
23	Normandie Avenue	El Segundo Boulevard	135th Street	734	808	0.459	0.505	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	1,304	1,022	0.543	0.426	A	A
PM Peak Hour									
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	1,142	972	0.714	0.608	C	B
2	Century Boulevard	Western Avenue	Normandie Avenue	1,270	946	0.794	0.591	C	A
3	Century Boulevard	Hoover Street	Figueroa Street	1,485	1,049	0.619	0.437	B	A
4	Van Ness Avenue	Century Boulevard	108th Street	932	820	0.583	0.513	A	A
5	Normandie Avenue	Century Boulevard	108th Street	1,010	910	0.421	0.379	A	A
6	108th Street	Van Ness Avenue	Western Avenue	597	294	0.746	0.368	C	A
7	Crenshaw Boulevard	108th Street	Imperial Highway	1,300	1,104	0.542	0.460	A	A
8	Western Avenue	108th Street	Imperial Highway	1,161	1,055	0.726	0.659	C	B
9	Vermont Avenue	108th Street	Imperial Highway	1,619	1,275	0.675	0.531	B	A
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	1,505	958	0.627	0.399	B	A
11	Imperial Highway	Van Ness Avenue	Western Avenue	1,537	1,048	0.640	0.437	B	A
12	Imperial Highway	Normandie Avenue	Vermont Avenue	1,492	1,165	0.622	0.485	B	A
13	Imperial Highway	Hoover Street	Figueroa Street	1,406	1,047	0.586	0.436	A	A
14	Imperial Highway	Main Street	San Pedro Street	1,509	986	0.629	0.411	B	A
15	Van Ness Avenue	Imperial Highway	120th Street	1,083	987	0.677	0.617	B	B
16	Normandie Avenue	Imperial Highway	120th Street	906	735	0.566	0.459	A	A

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Table 5.12-17 Future Year (2035) No Project Roadway Segment Level of Service Analysis

		Segment		Volumes		V/C Ratio		Level of Service	
Link ID	Roadway	From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
17	120th Street	Normandie Avenue	Vermont Avenue	593	412	0.371	0.258	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	1,445	1,733	0.602	0.722	B	C
19	Western Avenue	120th Street	El Segundo Boulevard	1,101	924	0.688	0.578	B	A
20	Vermont Avenue	120th Street	El Segundo Boulevard	895	931	0.373	0.388	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	1,974	1,292	0.823	0.538	D	A
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	2,135	1,136	0.890	0.473	D	A
23	Normandie Avenue	El Segundo Boulevard	135th Street	962	631	0.601	0.394	B	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	1,167	1,414	0.486	0.589	A	A

Source: IBI Group, September 2017
Note: **Bold** = unacceptable LOS

Table 5.12-18 Future Year (2035) With Project Roadway Segment Level of Service Analysis

Link ID	Roadway	Segment		Volumes		V/C Ratio		Level of Service	
		From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
AM Peak Hour									
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	1,091	909	0.682	0.568	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	816	1,325	0.510	0.828	A	D
3	Century Boulevard	Hoover Street	Figueroa Street	1,054	1,666	0.439	0.694	A	B
4	Van Ness Avenue	Century Boulevard	108th Street	867	1,028	0.542	0.643	A	B
5	Normandie Avenue	Century Boulevard	108th Street	1,036	1,011	0.432	0.421	A	A
6	108th Street	Van Ness Avenue	Western Avenue	357	548	0.446	0.685	A	B
7	Crenshaw Boulevard	108th Street	Imperial Highway	1,137	1,165	0.474	0.485	A	A
8	Western Avenue	108th Street	Imperial Highway	1,325	1,222	0.828	0.764	D	C
9	Vermont Avenue	108th Street	Imperial Highway	1,427	1,670	0.595	0.696	A	B
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	816	1,663	0.340	0.693	A	B
11	Imperial Highway	Van Ness Avenue	Western Avenue	1,014	1,809	0.423	0.754	A	C
12	Imperial Highway	Normandie Avenue	Vermont Avenue	896	1,679	0.373	0.700	A	B
13	Imperial Highway	Hoover Street	Figueroa Street	977	1,576	0.407	0.657	A	B
14	Imperial Highway	Main Street	San Pedro Street	777	1,338	0.324	0.558	A	A
15	Van Ness Avenue	Imperial Highway	120th Street	935	1,124	0.584	0.703	A	C
16	Normandie Avenue	Imperial Highway	120th Street	972	915	0.608	0.572	B	A
17	120th Street	Normandie Avenue	Vermont Avenue	467	716	0.292	0.448	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	2,060	1,138	0.858	0.474	D	A
19	Western Avenue	120th Street	El Segundo Boulevard	1,075	1,001	0.672	0.626	B	B
20	Vermont Avenue	120th Street	El Segundo Boulevard	930	979	0.388	0.408	A	A

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Table 5.12-18 Future Year (2035) With Project Roadway Segment Level of Service Analysis

		Segment		Volumes		V/C Ratio		Level of Service	
Link ID	Roadway	From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	1,134	2,509	0.473	1.045	A	F
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	1,040	2,443	0.433	1.018	A	F
23	Normandie Avenue	El Segundo Boulevard	135th Street	774	817	0.484	0.511	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	1,312	1,027	0.547	0.428	A	A
PM Peak Hour									
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	1,142	986	0.714	0.616	C	B
2	Century Boulevard	Western Avenue	Normandie Avenue	1,277	946	0.798	0.591	C	A
3	Century Boulevard	Hoover Street	Figueroa Street	1,487	1,057	0.620	0.440	B	A
4	Van Ness Avenue	Century Boulevard	108th Street	946	820	0.591	0.513	A	A
5	Normandie Avenue	Century Boulevard	108th Street	1,031	910	0.430	0.379	A	A
6	108th Street	Van Ness Avenue	Western Avenue	597	294	0.746	0.368	C	A
7	Crenshaw Boulevard	108th Street	Imperial Highway	1,321	1,104	0.550	0.460	A	A
8	Western Avenue	108th Street	Imperial Highway	1,203	1,069	0.752	0.668	C	B
9	Vermont Avenue	108th Street	Imperial Highway	1,647	1,282	0.686	0.534	B	A
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	1,505	993	0.627	0.414	B	A
11	Imperial Highway	Van Ness Avenue	Western Avenue	1,541	1,070	0.642	0.446	B	A
12	Imperial Highway	Normandie Avenue	Vermont Avenue	1,512	1,166	0.630	0.486	B	A
13	Imperial Highway	Hoover Street	Figueroa Street	1,518	1,048	0.633	0.437	B	A
14	Imperial Highway	Main Street	San Pedro Street	1,509	986	0.629	0.411	B	A
15	Van Ness Avenue	Imperial Highway	120th Street	1,083	994	0.677	0.621	B	B
16	Normandie Avenue	Imperial Highway	120th Street	906	770	0.566	0.481	A	A

Table 5.12-18 Future Year (2035) With Project Roadway Segment Level of Service Analysis

Link ID	Roadway	Segment		Volumes		V/C Ratio		Level of Service	
		From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
17	120th Street	Normandie Avenue	Vermont Avenue	628	440	0.393	0.275	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	1,445	1,740	0.602	0.725	B	C
19	Western Avenue	120th Street	El Segundo Boulevard	1,116	987	0.698	0.617	B	B
20	Vermont Avenue	120th Street	El Segundo Boulevard	895	959	0.373	0.400	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	1,974	1,313	0.823	0.547	D	A
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	2,177	1,137	0.907	0.474	E	A
23	Normandie Avenue	El Segundo Boulevard	135th Street	962	666	0.601	0.416	B	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	1,167	1,435	0.486	0.598	A	A

Source: IBI Group, September 2017.
Note: **Bold** = unacceptable LOS

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Level of Significance before Mitigation: Based on the analysis above, there would be no impact.

Impact 5.12-3: The project would result in a significant increase in freeway main-line level of service. [Threshold T-1]

Impact Analysis: The freeway mainline analysis results for the AM and PM peak hours for existing and future conditions are summarized in Tables 5.12-19 and 5.12-20, respectively. The proposed project is anticipated to create significant traffic impacts at the following freeway main-line study locations in the Existing Year (2017) With Project and Future Year (2035) With Project scenarios (location numbers are from Table 5.12-19):

- 3. I-105 at Wilmington Avenue (AM and PM peak hours)
- 6. I-110 at Manchester Avenue (AM and PM peak hours)
- 7. I-110 north of I-105 (at 110th Street) (PM peak hour)
- 8. I-110 south of I-105 (at 126th Street) (PM peak hour)
- 9. I-110 at 135th Street (PM peak hour)

Table 5.12-19 Existing Year (2017) Freeway Main Line Analysis

ID	Freeway	Location	Direction	Existing Year (2017) No Project		Project Trips	Existing Year (2017) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
AM Peak Hour										
1	I-105	at Hawthorne Boulevard	EB	23.2	C	55	23.5	C	0.3	No
			WB	22.3	C	13	22.4	C	0.1	No
2	I-105	at Western Avenue	EB	26.9	D	79	27.5	D	0.6	No
			WB	25.7	C	18	25.8	C	0.1	No
3	I-105	at Wilmington Avenue	EB	OVR	F	32	OVR	F	-	No
			WB	45.0	F	143	45.0	F	0	Yes
4	I-105	w/o I-710 (Harris Avenue)	EB	31.8	D	13	32.0	D	0.2	No
			WB	24.7	C	55	25.0	C	0.3	No
5	I-110	s/o I-10 (at Adams Boulevard)	NB	21.3	C	13	21.4	C	0.1	No
			SB	30.5	D	55	30.9	D	0.4	No
6	I-110	at Manchester Avenue	NB	OVR	F	22	OVR	F	-	No
			SB	45.0	F	95	45.0	F	0	Yes
7	I-110	n/o I-105 (at 110th Street)	NB	OVR	F	31	OVR	F	-	No
			SB	31.6	D	135	32.4	D	0.8	No
8	I-110	s/o I-105 (at 126th Street)	NB	33.1	D	95	33.8	D	0.7	No
			SB	45.0	F	22	45.0	F	0	No
9	I-110	at 135th Street	NB	30.5	D	79	31.0	D	0.5	No

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Table 5.12-19 Existing Year (2017) Freeway Main Line Analysis

ID	Freeway	Location	Direction	Existing Year (2017) No Project		Project Trips	Existing Year (2017) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
			SB	45.0	F	18	45.0	F	0	No
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	26.8	D	55	27.0	D	0.2	No
			SB	24.6	C	13	24.6	C	0	No
PM Peak Hour										
1	I-105	at Hawthorne Boulevard	EB	33.9	D	1	33.9	D	0	No
			WB	22.2	C	49	22.4	C	0.2	No
2	I-105	at Western Avenue	EB	44.2	E	1	44.2	E	0	No
			WB	25.6	C	70	25.9	C	0.3	No
3	I-105	at Wilmington Avenue	EB	OVR	F	127	OVR	F	-	Yes
			WB	45.0	F	2	45.0	F	0	No
4	I-105	w/o I-710 (Harris Avenue)	EB	32.5	D	49	32.8	D	0.3	No
			WB	23.5	C	1	23.5	C	0	No
5	I-110	s/o I-10 (at Adams Boulevard)	NB	23.8	C	49	24.0	C	0.2	No
			SB	30.0	D	1	30.0	D	0	No
6	I-110	at Manchester Avenue	NB	OVR	F	84	OVR	F	-	Yes
			SB	45.0	F	1	45.0	F	0	No
7	I-110	n/o I-105 (at 110th Street)	NB	OVR	F	120	OVR	F	-	Yes
			SB	34.0	D	2	34.0	D	0	No
8	I-110	s/o I-105 (at 126th Street)	NB	31.4	D	1	31.4	D	0	No
			SB	45.0	F	84	45.0	F	0	Yes
9	I-110	at 135th Street	NB	29.0	D	1	29.0	D	0	No
			SB	44.4	E	70	45.0	F	0.6	Yes
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	20.9	C	1	20.9	C	0	No
			SB	29.4	D	49	29.7	D	0.3	No

Source: IBI Group, September 2017
Notes: **Bold** = unacceptable level of service (LOS D or worse); pc/mi/ln = passenger-car per mile per lane; OVR = over capacity, density value not available.

Table 5.12-20 Future Year (2035) Freeway Main Line Analysis

ID	Freeway	Location	Direction	Existing Year (2017) No Project		Project Trips	Existing Year (2017) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
AM Peak Hour										
1	I-105	at Hawthorne Boulevard	EB	25.0	C	55	25.3	C	0.3	No
			WB	24.0	C	13	24.1	C	0.1	No
2	I-105	at Western Avenue	EB	29.7	D	79	30.2	D	0.5	No
			WB	28.2	D	18	28.2	D	0.0	No
3	I-105	at Wilmington Avenue	EB	OVR	F	32	OVR	F	-	No
			WB	45.0	F	143	45.0	F	0.0	Yes
4	I-105	w/o I-710 (Harris Avenue)	EB	35.9	E	13	36.1	E	0.2	No
			WB	26.9	D	55	27.2	D	0.3	No
5	I-110	s/o I-10 (at Adams Boulevard)	NB	22.9	C	13	22.9	C	0.0	No
			SB	34.2	D	55	34.6	D	0.4	No
6	I-110	at Manchester Avenue	NB	OVR	F	22	OVR	F	-	No
			SB	45.0	F	95	45.0	F	0.0	Yes
7	I-110	n/o I-105 (at 110th Street)	NB	OVR	F	31	OVR	F	-	No
			SB	35.6	E	135	36.6	E	1.0	No
8	I-110	s/o I-105 (at 126th Street)	NB	37.7	E	95	38.6	E	0.9	No
			SB	45.0	F	22	45.0	F	0.0	No
9	I-110	at 135th Street	NB	34.1	D	79	34.8	D	0.7	No
			SB	45.0	F	18	45.0	F	0.0	No
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	29.5	D	55	29.7	D	0.2	No
			SB	26.8	D	13	26.8	D	0.0	No
PM Peak Hour										
1	I-105	at Hawthorne Boulevard	EB	38.7	E	1	38.7	E	0.0	No
			WB	23.9	C	49	24.1	C	0.2	No
2	I-105	at Western Avenue	EB	OVR	F	1	OVR	F	-	No
			WB	27.9	D	70	28.3	D	0.4	No
3	I-105	at Wilmington Avenue	EB	OVR	F	127	OVR	F	-	Yes
			WB	45.0	F	2	45.0	F	0.0	No
4	I-105	w/o I-710 (Harris Avenue)	EB	36.7	E	49	37.2	E	0.5	No
			WB	25.4	C	1	25.4	C	0.0	No
5	I-110	s/o I-10 (at Adams Boulevard)	NB	25.7	C	49	26.0	C	0.3	No
			SB	33.6	D	1	33.6	D	0.0	No

Table 5.12-20 Future Year (2035) Freeway Main Line Analysis

ID	Freeway	Location	Direction	Existing Year (2017) No Project		Project Trips	Existing Year (2017) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
6	I-110	at Manchester Avenue	NB	OVR	F	84	OVR	F	-	Yes
			SB	45.0	F	1	45.0	F	0.0	No
7	I-110	n/o I-105 (at 110th Street)	NB	OVR	F	120	OVR	F	-	Yes
			SB	38.8	E	2	38.8	E	0.0	No
8	I-110	s/o I-105 (at 126th Street)	NB	35.3	E	1	35.3	E	0.0	No
			SB	45.0	F	84	45.0	F	0.0	Yes
9	I-110	at 135th Street	NB	32.2	D	1	32.2	D	0.0	No
			SB	45.0	F	70	45.0	F	0.0	Yes
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	22.3	C	1	22.3	C	0.0	No
			SB	32.7	D	49	33.0	D	0.3	No

Source: IBI Group, September 2017
Notes: **Bold** = unacceptable level of service (LOS D or worse); pc/mi/ln = passenger-car per mile per lane; OVR = over capacity, density value not available

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.12-3 would be potentially significant.

Impact 5.12-4: Project-related trip generation in combination with existing and proposed cumulative development would not exceed the capacity at freeway on-ramps. [Threshold T-1]

Impact Analysis: In response to a request by Caltrans, a queue analysis for left-turns at freeway on-ramps was conducted. A queue analysis for freeway off-ramps at study intersections is also provided per Caltrans traffic study guidelines. The queue analyses for freeway on-ramps and off-ramps are summarized below.

Existing Year (2017) With Project Conditions

Freeway On-Ramps

Table 7.11 of the TIA summarizes the storage capacities and projected queue lengths for on-ramps for Existing Year (2017) With Project conditions. The on-ramp locations that would experience queues that exceed storage length under existing conditions would continue to do so under Existing Year (2017) With Project conditions. Additional storage deficiencies are not expected as a result of the addition of project traffic when compared to the Existing Year (2017) No Project scenario (see Section 5.12.3, *Existing Conditions*).

Freeway Off-Ramps

Table 7.12 of the TIA summarizes the storage capacities and queue lengths expected for the study freeway off-ramps. All freeway off-ramps are expected to provide sufficient storage capacity such that the 85 percent storage capacity is not exceeded with the addition of project traffic.

Future (2035) No Project Conditions

Freeway On-Ramps

Table 5.9 of the TIA summarizes the storage capacities and projected queue lengths for on-ramps for Existing Year (2017) With Project conditions. The freeway on-ramp locations listed below are anticipated to experience left-turn queues that exceed the measured storage length:

- 24. I-110 SB On-Ramp at Imperial Highway (AM and PM peak hours)
- 30. I-105 EB On-Ramp at 120th Street (AM and PM peak hours)
- 31. I-105 WB On-Ramp at Vermont Avenue (AM peak hour)
- 32. I-105 EB On-Ramp at Vermont Avenue (AM peak hour)
- 47. I-110 NB On-Ramp at El Segundo Boulevard (PM peak hour)

Freeway Off-Ramps

Table 5.10 of the TIA summarizes the storage capacities and queue lengths expected for the study freeway off-ramps. All freeway off-ramps are expected to provide sufficient storage capacity such that the 85 percent storage capacity is not exceeded with the addition of project traffic.

Future (2035) With Project Conditions

Freeway On-Ramps

Table 8.11 of the TIA summarizes the storage capacities and projected queue lengths for on-ramps for Future (2035) With Project Conditions. The freeway on-ramp locations listed below are anticipated to experience left-turn queues that exceed the measured storage length:

- 24. I-110 SB On-Ramp at Imperial Highway (AM and PM peak hours)
- 30. I-105 EB On-Ramp at 120th Street (AM and PM peak hours)
- 31. I-105 WB On-Ramp at Vermont Avenue (AM and PM peak hours)
- 32. I-105 EB On-Ramp at Vermont Avenue (AM peak hour)
- 47. I-110 NB On-Ramp at El Segundo Boulevard (PM peak hour)

The project would not cause new on-ramp locations to be deficient. However, the project would increase queues at locations that are anticipated to exceed storage capacity without the project. This would be a less than significant impact to freeway on-ramp storage capacities.

Freeway Off-Ramps

Table 8.12 of the TIA summarizes the storage capacities and queue lengths expected for the study freeway off-ramps. All freeway off-ramps are expected to provide sufficient storage capacity such that the 85 percent storage capacity is not exceeded with the addition of project traffic. The project would not cause queues to exceed 85 percent storage capacity at freeway off-ramps, and this would be a less than significant impact to freeway off-ramp storage capacities.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.12-4 would be less than significant.

Impact 5.12-5:	Project-related trip generation in combination with existing and proposed cumulative development would result in designated road and/or highways exceeding county congestion management agency service standards. [Threshold T-2]

Impact Analysis: This analysis was conducted in accordance with the procedures in the Los Angeles County CMP (Metro 2010). The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.
- All CMP main-line freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM peak hours.

The CMP traffic impact analysis guidelines establish that a significant proposed project impact occurs when a certain threshold is exceeded. If the proposed project increases traffic demand on a CMP facility by 2 percent of capacity ($V/C \geq 0.02$) causing LOS F ($V/C > 1.00$), a significant impact would occur. If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity ($V/C \geq 0.02$).

Existing Year (2017) With Project Conditions

As discussed in Section 5.12-1, peak hour traffic conditions at six CMP monitoring stations were analyzed using the procedures outlined in the CMP. The CMP methodology assesses a freeway segment based on the density-to-capacity ratio in the No Project and With Project scenarios for an analysis year. The designation of LOS based on the density-to-capacity ratio observed is summarized in Table 5.12-3. LOS F(1) through F(3) designations are assigned where severely congested conditions prevail for more than an hour.

The CMP monitoring station analysis results for 2017 conditions for the AM and PM peak hours are summarized in Table 5.12-21. The analysis was performed in accordance with the CMP methodology outlined above. An unacceptable LOS (LOS F) is observed at the following locations:

- 2. I-105 at Western Avenue (PM peak hour)

- 6. I-110 at Manchester Avenue (AM and PM peak hours)

Per CMP significant impact criteria, no significant impacts are expected due to the addition of project traffic under 2017 conditions.

Future (2035) With Project Conditions

The CMP monitoring station analysis results for 2035 conditions for the AM and PM peak hours are summarized in Table 5.12-22. The analysis was performed in accordance with the CMP methodology outlined above. An unacceptable LOS (LOS F) is observed at the following locations:

- 2. I-105 at Western Avenue (AM and PM peak hours)
- 6. I-110 at Manchester Avenue (AM and PM peak hours)

Per CMP significant impact criteria, no significant impacts are expected due to the addition of project traffic under Future Year (2035) conditions.

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Table 5.12-21 2017 CMP Monitoring Stations Analysis

ID	Freeway	Segment	Station	Direction	Existing Year (2017) No Project			Project Trips	Existing Year (2017) With Project			Change in V/C	Significant Impact?
					Peak Hour Volume	V/C	LOS		Peak Hour Volume	V/C	LOS		
AM Peak Hour													
2	I-105	at Western Avenue	1042	EB	6,434	0.804	D	79	6,513	0.814	D	0.010	No
				WB	7,793	0.974	E	18	7,811	0.976	E	0.002	No
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	6,999	0.875	D	13	7,012	0.876	D	0.002	No
				WB	5,949	0.744	C	55	6,004	0.751	C	0.007	No
6	I-110	at Manchester Avenue	1046	NB	8,482	1.060	F(0)	22	8,504	1.063	F(0)	0.003	No
				SB	10,334	1.292	F(1)	95	10,429	1.304	F(1)	0.012	No
PM Peak Hour													
2	I-105	at Western Avenue	1042	EB	8,219	1.027	F(0)	1	8,220	1.028	F(0)	0.000	No
				WB	7,749	0.969	E	70	7,819	0.977	E	0.009	No
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	7,064	0.883	D	49	7,113	0.889	D	0.006	No
				WB	5,717	0.715	C	1	5,718	0.715	C	0.000	No
6	I-110	at Manchester Avenue	1046	NB	9,325	1.166	F(0)	84	9,409	1.176	F(0)	0.011	No
				SB	11,379	1.422	F(2)	1	11,380	1.423	F(2)	0.000	No

Source: IBI Group, September 2017.
Notes: **Bold** = unacceptable level of service (LOS F).
All study segments are 4 lanes with a capacity of 8,000 vehicles per hour.

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Table 5.12-22 Future Year (2035) CMP Monitoring Stations Analysis

ID	Freeway	Segment	Station	Direction	Existing Year (2017) No Project			Project Trips	Existing Year (2017) With Project			Change in V/C	Significant Impact?
					Peak Hour Volume	V/C	LOS		Peak Hour Volume	V/C	LOS		
AM Peak Hour													
2	I-105	at Western Avenue	1042	EB	6,832	0.854	D	79	6,911	0.864	D	0.010	No
				WB	8,276	1.035	F(0)	18	8,294	1.037	F(0)	0.002	No
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	7,433	0.929	D	13	7,446	0.931	E	0.002	No
				WB	6,318	0.790	D	55	6,373	0.797	D	0.007	No
6	I-110	at Manchester Avenue	1046	NB	9,008	1.126	F(0)	22	9,030	1.129	F(0)	0.003	No
				SB	10,974	1.372	F(2)	95	11,069	1.384	F(2)	0.012	No
PM Peak Hour													
2	I-105	at Western Avenue	1042	EB	8,729	1.091	F(0)	1	8,730	1.091	F(0)	0.000	No
				WB	8,230	1.029	F(0)	70	8,300	1.037	F(0)	0.009	No
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	7,502	0.938	E	49	7,551	0.944	E	0.006	No
				WB	6,072	0.759	C	1	6,073	0.759	C	0.000	No
6	I-110	at Manchester Avenue	1046	NB	9,903	1.238	F(0)	84	9,987	1.248	F(0)	0.011	No
				SB	12,085	1.511	F(3)	1	12,086	1.511	F(3)	0.000	No

Source: IBI Group, September 2017.
Notes: **Bold** = unacceptable level of service (LOS F).
All study segments are 4 lanes with a capacity of 8,000 vehicles per hour.

Level of Significance before Mitigation: Upon implementation of regulatory requirements, Impact 5.12-5 would be less than significant.

Impact 5.12-6: The project would not affect air travel or result in substantial safety risks. [Threshold T-3]

Impact Analysis: The project site is not in an airport influence area or near a public-use or private airport identified in the Los Angeles County Airport Land Use Plan, revised by the Los Angeles County Airport Land Use Commission in 2004. No airport-related impacts would occur.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.12-6 would have no impact.

Impact 5.12-7: Project development would not increase air traffic levels or require relocation of air traffic patterns. [Threshold T-3]

Impact Analysis: The project site is outside of the Airport Influence Areas for Los Angeles International Airport, about 3.1 miles west of the site, and for Hawthorne Municipal Airport, about 0.8 mile southwest of the site (LACALUC 2003). There are no heliports within one mile of the project site (Airnav.com 2017). Specific Plan buildout would not cause airport-related hazards to persons onsite and would not impact air traffic levels at these airports. In addition, the development standards in the Specific Plan would not allow for the development of buildings with more than five stories, keeping building heights well under 100 feet. Therefore, the proposed development would not require relocation of air traffic patterns to or from these airports.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.12-7 would be less than significant.

Impact 5.12-8: Project circulation improvements would not substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections, etc.), potential conflicting uses, and emergency access. [Thresholds T-4 and T-5]

Impact Analysis: The Specific Plan proposes streetscape improvements and pedestrian and bicycle amenities to promote bicycle and pedestrian travel along key arterials. There would be no major changes in street alignment or new streets. Much of the street network within the Specific Plan area will remain the same. Project development would not add incompatible uses to roadways. Design and construction of projects pursuant to the Specific Plan would comply with requirements of the Los Angeles County Public Works Department and the Los Angeles County Fire Department respecting maintaining roadway access to developed properties.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.12-8 would be less than significant.

Impact 5.12-9: The proposed project complies with adopted policies, plans, and programs for alternative transportation. [Threshold T-6]

Impact Analysis: A key component of the Specific Plan is the transformation of the current circulation network, which largely supports vehicular travel, into a network with a higher priority on complete streets and multimodal design that better accommodates walking, biking, and transit. The mobility strategy of the Specific Plan has two major goals to promote alternative transportation:

- **Goal 1:** Improve accessibility to transit through the provision of streetscape improvements, high quality bicycle and pedestrian infrastructure, wayfinding signage, and other enhancements consistent with Metro's First and Last Mile Strategic Plan.

- **Goal 2:** Design streets to facilitate safe, accessible, connections between major destinations for multiple modes of transportation.

Streetscape improvements are proposed along key arterials, including improved landscaping, wider sidewalks, reduced vehicle travel lane widths, pedestrian and bicyclist amenities (e.g., street lights, benches, signage), and buffered bike lanes. These improvements are intended to transform the existing auto-oriented streetscape into a more sustainable multimodal design.

The Specific Plan proposes a sidewalk hierarchy to establish a physical framework for sidewalk design and support various levels of pedestrian activity. Pedestrian-crossing design strategies include curb extensions, curb ramps, crossing signage, safety islands, and marked crosswalks. Pedestrian amenities are also proposed, such as street trees, seating, street lights, and public art.

The Specific Plan proposes to add approximately 11 miles of bikeways to the existing network and a multiuse path from Los Angeles Southwest College to Vermont Avenue (red dotted line on Figure 3-8, *Bicycle Network Map*) that would be designed as a Class I bike path—that is, with a completely separated right-of way designated exclusively for bicyclists and pedestrians and with cross-traffic minimized. Bicycle infrastructure amenities are also recommended, including bicycle parking, crossing signals, and wayfinding signage. Additionally, safe routes to school—as suggested by the County of Los Angeles Public Works Department—are identified in the Specific Plan for West Athens Elementary School.

The Specific Plan proposes widening the sidewalk along the Vermont/Athens Green Line Station corridor on Vermont Avenue, reducing the width of the travel lanes, adding buffered bike lanes, and introducing additional wayfinding to the station to improve visibility and encourage walking, biking, and transit use. Additional transit amenities can include shelters, benches, lighting, transit information, bicycle racks, and public art.

Such implementation would have a favorable impact respecting policies and programs for alternative transportation and would not interfere with operation of the area transit facilities and services. The proposed project would comply with regional (RTP/SCS and CMP) and Los Angeles County's adopted policies, plans, and programs for alternative transportation (see Tables 5.6-1 through 5.6-3 in Section 5.6, *Land Use and Planning*). Therefore, there would be no impacts.

Consistency with SB 743

As discussed previously, in light of SB 743, metrics related to VMT and VMT per capita will replace the current LOS metrics to evaluate transportation impacts, but specific significance thresholds have not yet been adopted. Neither have the City nor the County of Los Angeles specifically adopted elements of SB 743 into their current traffic study guidelines. Therefore, this evaluation is provided for information purposes only.

The Specific Plan facilitates implementation of the goals and policies of the County's 2035 General Plan, including the vision for the TOD priority areas. It expands opportunities for compact, infill development, which is in line with the goals of SB 743. Detailed VMT calculations are in the TIA, Tables 4.11, 5.11, 7.14, and 8.14. For "With Project" scenarios, reductions related to project design features were applied. These project design features were included according to planned community improvements in preliminary concepts of the Specific Plan and are discussed in detail in Section 6.1 of the TIA. Table 5.12-23 summarizes the total VMT of population and employees as well as the VMT per capita for the 2017 and 2035 scenarios without and with the project. The project would increase the total VMT, but would result in a decrease in VMT per capita.

Table 5.12-23 VMT Summary Table

Land Use	Annual VMT	Population/ Employees	Annual VMT per Capita
Existing 2017	155,472,926	12,569	12,370
2017 With Project	208,780,125	19,576	10,665
2035 No Project	160,087,025	12,735	12,571
2035 With Project	194,516,430	20,000	9,726
Difference (Existing 2017 – 2035 With Project)	+39,043,504	+7.431	-2,644

Source: Derived from Tables 4.11, 5.11, 7.14, and 8.14 in the TIA (IBI, June 2017).
With-Project VMT includes pass-bys, internal trip capture, and reductions from PDF trip reduction measures.

Level of Significance before Mitigation: Based on the analysis above, there would be no impacts.

5.12.6 Cumulative Impacts

The TIA considered both project-specific impacts and the project's cumulative contribution to traffic in the project vicinity (IBI 2017). The traffic forecasts are based on a regional transportation demand model and incorporates regional growth projections identified by SCAG.

Cumulative traffic impacts are addressed in Impacts 5.12-1 to 5.12-5 under the Future Year (2035) scenarios, which account for traffic generation by both regional (ambient) growth and related projects. Significant cumulative traffic impacts at intersections, roadway segments, and freeway facilities are discussed in Section 5.12.8.

5.12.7 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-2, and 5.12-4 through 5.12-9.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.12-1** The proposed project is anticipated to create significant traffic impacts at 10 of the study intersections in the Existing Year (2017) With Project scenario, and at 21 study intersections for the Future Year (2035) With Project scenario.

- **Impact 5.12-3** The proposed project is anticipated to create significant impacts five freeway main-line study locations in the Existing Year (2017) and Future Year (2035) With Project scenarios.

5.12.8 Mitigation Measures

Impact 5.12-1

T-1 Prior to issuance of building permits for any project forecast to generate 100 or more peak hour trips—as determined by the Los Angeles County Department of Public Works, Traffic and Lighting Division—the property owner/developer shall submit to the County a traffic study to identify when the improvements identified in Chapter 9, *Mitigation Measures*, of the West Athens-Westmont Specific Plan EIR Traffic Impact Study (IBI Group, September 2017; Appendix H of this DEIR) shall be designed and constructed.

a) The traffic study will specify the timing, funding, construction, and fair-share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the Specific Plan area and surrounding jurisdictions, as defined by the County's General Plan and Traffic Impact Analysis Guidelines, Metro's CMP Program, and based on the thresholds of significance, performance standards, and methodologies in this DEIR.

b) The property applicant shall construct, bond for, or enter into a funding agreement for necessary circulation system improvements, as determined by the Los Angeles County Department of Public Works, Traffic and Lighting Division. At minimum, fair-share calculations shall include intersection improvements, rights-of-way, and construction costs, unless alternative funding sources have been identified to help pay for the improvement.

Impact 5.12-3

T-3 The County of Los Angeles shall continue to secure the funding needed to implement the future planned improvements within the Specific Plan area. A variety of funding sources

shall be explored, such as Metro's CMP Fee Program, Metro Call for Project funds, and federal and state grant opportunities. If the CMP fee program is not adopted by Metro and the County of Los Angeles, other funding sources for regional transportation needs, including Caltrans facilities, in the Specific Plan area shall be pursued—such as a potential Connect Southwest LA Specific Plan Impact Fee Program, development agreements for large projects, and/or mitigation agreements between future applicants and Caltrans for projects that impact Caltrans facilities.

T-4 The County shall work with Caltrans as Caltrans prepares plans to add additional lanes or complete other improvements to various freeways within and adjacent to unincorporated areas. This includes adding or extending mixed flow general purpose lanes, adding or extending existing HOV lanes, adding express lanes (high occupancy toll lanes), incorporating truck climbing lanes, improving interchanges, and other freeway-related improvements.

T-5 Future traffic engineering firms retained to prepare traffic impact studies are required to consult with Caltrans when a development proposal meets the requirements of statewide, regional, or area-wide significance per CEQA Guidelines Section 15206(b). When preparing traffic impact studies, the most up-to-date Guide for the Preparation of Traffic Impact Studies from Caltrans shall be followed. When the CEQA criteria of regional significance are not met, Caltrans recommends that project applicants consult with Caltrans.

5.12.9 Level of Significance After Mitigation

Impact 5.12-1

The proposed project is anticipated to create significant impacts at several study intersections for the Future Year (2035) With Project scenario.

Mitigation Measures T-1 through T-5 would require various improvements at study area intersections to mitigate project impacts. These include, but are not limited to, adding turn lanes, widening lanes, restriping lanes, expanding the Automated Traffic Surveillance and Control network, and improving traffic signal lights.

Improvements to seven of the roadway intersections would require the acquisition of right-of-way—Century Boulevard at Van Ness Avenue, Imperial Highway at Crenshaw Boulevard, Imperial Highway at Western Avenue, Imperial Highway at Normandie Avenue, El Segundo at Crenshaw Boulevard, El Segundo Boulevard at Normandie Avenue, Rosecrans Avenue at Crenshaw Boulevard. Right-of-way acquisition at these intersections is believed to be infeasible due to existing development of adjacent land. Therefore, project impacts to these seven roadway intersections are determined to be ***significant and unavoidable***.

Additionally, since the primary responsibility for approving and/or completing certain improvements outside of the Specific Plan area lies with agencies other than the County of Los Angeles (i.e., cities of Los Angeles, Inglewood, and Hawthorne), significant impacts may not be fully mitigated if the improvements are not completed for reasons beyond the County's control. (The County cannot undertake or require improvements

outside of its jurisdiction.) Therefore, project impacts to intersections in the cities of Los Angeles, Inglewood, and Hawthorne are determined to be ***significant and unavoidable***.

Impact 5.12-3

The proposed project is anticipated to create significant impacts at five freeway main-line locations for Future Year (2035) With Project conditions, but State highway facilities are not in the County's jurisdiction. Improvements to State highways are planned, funded, and constructed through a legislative and political process involving the state legislature; the California Transportation Commission; the California Business, Transportation, and Housing Agency; and Caltrans.

Although potential impacts to the freeway main-line segments and ramps have been evaluated, implementation of improvements to Caltrans facilities is the primary responsibility of Caltrans. Caltrans recognizes that private development may fund fair-share improvements to impacts on the I-105 and I-110, but neither Caltrans nor the state has adopted a program that can ensure that locally contributed impact fees will be tied to improvements to freeway main lines, and only Caltrans has jurisdiction over main-line improvements. However, a number of programs are in place in Los Angeles County to improve and upgrade the regional transportation system—State Transportation Improvement Program, Caltrans Traffic Operations Strategies, State Highway Operation and Protection Program, and Metro's Measure M program. State and federal fuel taxes generate most of the funds used to pay for these programs. Funds expected to be available for transportation improvements are identified through a fund estimate prepared by Caltrans and adopted by the California Transportation Commission. These and other funds are deposited in the State Highway Account and allocated by the California Transportation Commission to specific project improvements in both the State Transportation Improvement Program and State Highway Operation and Protection Program. However, if these programs are not implemented by the agencies responsible for them, the project's freeway ramp and main-line impacts would remain ***significant and unavoidable***.

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5.13 TRIBAL CULTURAL RESOURCES

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Connect Southwest LA project to impact tribal cultural resources in the County of Los Angeles. Tribal cultural resources include landscapes, sacred places, or objects with cultural value to a California Native American tribe. Other potential impacts to cultural resources (i.e., historic, archaeological, and paleontological) are evaluated in Section 5.3, *Cultural Resources*. The analysis in this section is based in part on the following information:

- *Cultural Resources Overview and Assessment: The City of Los Angeles, West Athens-Westmont TOD Specific Plan Project Area, Los Angeles County, California,* McKenna et al., July 20, 2016.
- Native American Consultation Documentation per Senate Bill 18 and Assembly Bill 52

A complete copy of this study and the Native American consultation documentation are included in the Technical Appendices of this Draft EIR (Volume II, Appendices D1 and D2).

5.13.1 Environmental Setting

5.13.1.1 RELEVANT PROGRAMS AND REGULATIONS

Federal

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites that are on federal lands and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony to lineal descendants and culturally affiliated Indian tribes.

State

Public Resources Code

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code. In addition, cultural resources are recognized as a nonrenewable resource and therefore receive protection under the California Public Resources Code and CEQA.

- **California Public Resources Code 5097.9–5097.991** provides protection to Native American historical and cultural resources, and sacred sites and identifies the powers and

> duties of the Native American Heritage Commission (NAHC). It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

Health and Safety Code

The discovery of human remains is regulated per California Health and Safety Code Section 7050.5, which states that:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation…until the coroner…has determined…that the remains are not subject to…provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible…. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and…has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill 18 on Traditional Tribal Cultural Places was signed into law in September 2004 and went into effect on March 1, 2005. It places new requirements upon local governments for developments within or near traditional tribal cultural places (TTCP). SB 18 requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommend that the NAHC provide written information as soon as possible but no later than 30 days after receiving notice of the project to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, it would be included in the project's EIR. If both the County of Los Angeles and the tribe agree that adequate mitigation or preservation measures cannot be taken, then neither party is obligated to take action.

In addition, SB 18 provides a new definition of TTCP, requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 law also amended Civil Code § 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe prior to the adoption, revision, amendment, or update of a city's or county's general plan. Although SB 18 does not specifically mention requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advise extending SB 18 requirements to specific plans as well, since state planning law requires the same process for amendment or adoption of specific plans as general plans (defined in Government Code § 65453).

Assembly Bill 52

The Native American Historic Resource Protection Act (AB 52) took effect July 1, 2015, and incorporates tribal consultation and analysis of impacts to tribal cultural resources (TCR) into the CEQA process. It requires TCRs to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt a ND or MND on or after July 1st are subject to AB 52. A significant impact on a TCR is considered a significant environmental impact, requiring feasible mitigation measures.

TCRs must have certain characteristics:

1) Sites, features, places, cultural landscapes (must be geographically defined), sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. (PRC § 21074(a)(1))

2) The lead agency, supported by substantial evidence, chooses to treat the resource as a TCR. (PRC § 21074(a)(2))

The first category requires that the TCR qualify as a historical resource according to PRC Section 5024.1. The second category gives the lead agency discretion to qualify that resource—under the conditions that it supports its determination with substantial evidence and considers the resource's significance to a California tribe. The following is a brief outline of the process (PRC §§ 21080.3.1–3.3).

1) A California Native American tribe asks agencies in the geographic area with which it is traditionally and culturally affiliated to be notified about projects. Tribes must ask in writing.

2) Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.

3) A tribe must respond within 30 days of receiving the notification if it wishes to engage in consultation.

4) The lead agency must initiate consultation within 30 days of receiving the request from the tribe.

5) Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a TCR, OR a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached.

6) Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on TCRs and discuss feasible alternatives or mitigation that avoid or lessen the impact.

5.13.1.2 EXISTING CONDITIONS

Natural Setting

The project site is located within the western extent of the Los Angeles Basin (Basin), which is part of the Peninsular Range Geomorphic Province of California. The Los Angeles Basin is a coastal plain extending from the Pacific Ocean on the south to the Santa Monica Mountains and Puente Hills on the north. The Basin is also described as consisting of thousands of meters of post-Jurassic sediment overlying crystalline basement rocks.

The project area is within the southwestern block of the Basin, of which the basement is the distinguishing feature. Although the basement of the block is exposed only in the Palos Verdes Hills, it has been encountered in numerous oil wells at depths of 5,000 to 14,000 feet below sea level. The basement rocks belong to the Catalina schist facies of the Franciscan Formation and are chiefly green chlorite and blue glaucophane schists.

Important streams include the San Gabriel River, which drains the central San Gabriel Mountains. The San Gabriel River forks downstream near Duarte into the San Gabriel River proper and the Rio Hondo River, which joins the Los Angeles River near Downey, so that the two drainages intermingle. The Los Angeles River reaches the Pacific Ocean near Long Beach and the San Gabriel River discharges near Seal Beach.

The project area is west of the Los Angeles River channel and associated with the Newport-Inglewood Fault. The nature of the loose, sandy deposits of the older and younger Quaternary Alluvium are subject to liquefaction and ground failures (sinking/rising/expanding, etc.), but less likely to result in landslides, given the current flat terrain. Although the project area is considered to be within an urban setting, there are still some areas of open space.

Tribal Cultural Setting

The project area is associated with the traditional territory of the prehistoric and protohistoric Native American populations generally referred to as the Gabrieliño/Tongva. The Gabrieliño/Tongva are identified by Late Prehistoric/Protohistoric ethnographic records and archaeological data as occupying southern California in the Late Prehistoric.

The term Gabrieliño is a reference to Native American populations under the jurisdiction of the historic Mission San Gabriel de Archangel (in the City of San Gabriel). The Mission San Gabriel serviced the entire Los Angeles Basin and into the San Bernardino area. Present-day City of Los Angeles is somewhat centrally located in the Gabrieliño's ethnographic boundaries.

The core of the area of the Los Angeles Basin was the site of the historic city of Los Angeles and the ethnographic village of Yangna. Following the founding of the Pueblo de Los Angeles, a large Catholic church (The Church of Our Lady the Queen of the Angels) was constructed to service the small but sedentary population of the pueblo, including Native Americans and early European settlers (primarily Spanish/Mexican, but also many others). Evidence of the prehistoric occupation of the area, including the village of Yangna, has been sporadically identified, and the native populations became known as Gabrieliños. The project area is within the inland areas of Gabrieliño territory.

Consultation Process

Three separate consultation processes were conducted: the Sacred Land Files search, SB 18 consultation, and AB 52 consultation. Summaries of the consultations are provided below.

Sacred Land Files Search

As part of the cultural resources assessment prepared by McKenna et al., a Sacred Land Files (SLF) request was submitted to the Native American Heritage Commission (NAHC) in 2015 to inquire about the presence/absence of sacred or religious sites in the vicinity of the project area. On November 18, 2015, the NAHC responded that there are no sacred lands within the project area or a half-mile radius, and provided a list of Native American tribes with traditional lands or cultural places within the boundaries of the proposed project. These tribes include the Soboba Band of Mission Indians, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, and Gabrieleno Band of Mission Indians–Kizh Nation. On November 30, 2015, McKenna et al.., on behalf of the County of Los Angeles, sent letters to the six Native American contacts notifying them of the proposed project and requesting comments or concerns for the project area.

McKenna et al. received only one response from Anthony Morales, Chair of the San Gabriel Band of Gabrielino/Tongva Mission Indians, requesting to be kept informed and permitted to comment on any resources that may be identified at a later date. No other responses were received.

SB 18

In accordance with SB 18 requirements, the County submitted a Local Government Tribal Consultation List Request to the NAHC in May 2017 to obtain a list of SB 18-specific Native American tribes. The NAHC

provided a list of tribal representatives who may have knowledge of Native American cultural resources in the project area. The County sent invitation letters to the Native American representatives provided by the NAHC on May 24, 2017, formally inviting tribes to consult with the County on the Connect Southwest LA project. Letters were sent to the following five tribes: Gabrieleno Band of Mission Indians–Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, and Gabrielino-Tongva Tribe.

Only one response letter was received from Andrew Salas of the Gabrieleño Band of Mission Indians - Kizh Nation on June 9, 2017. The letter stated that the project site lies within the Tribe's ancestral tribal territory and may cause a substantial adverse change in the significant of their tribal cultural resources. Although records searches typically result in no identified resources, the Tribe states that their Elder Committee and tribal historians are able to provide more complete histories regarding the location of historic villages, trade routes, cemeteries, and sacred/religious sites in the project area. The Tribe requested consultation with County staff to discuss the potential project impacts on their tribal cultural resources. A summary of the consultation between the County and the Gabrieleño Band of Mission Indians - Kizh Nation is provided below under Impact 5.13-1.

AB 52

Per AB 52 requirements, the County is also required to initiate consultation with AB 52-specific Native American tribes. Native American tribes are required to request to be notified of projects within any jurisdiction. For the County of Los Angeles, only the Gabrieleño Band of Mission Indians - Kizh Nation is identified as an AB 52-specific tribe. Thus, the County sent an invitation letter to the tribal representative of the Gabrieleño Band of Mission Indians - Kizh Nation on May 24, 2017, formally inviting the Tribe to consult with the County on the Connect Southwest LA project.

Andrew Salas of the Gabrieleño Band of Mission Indians - Kizh Nation replied to the County's invitation letter on June 9, 2017 and stated similar concerns as their letter in response to the SB 18 consultation. A summary of the consultation between the County and the Gabrieleño Band of Mission Indians - Kizh Nation is provided below under Impact 5.13-1.

5.13.2 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

TCR-1 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), or

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The County of Los Angeles Environmental Checklist also includes the following threshold as part of Section 5.3, *Cultural Resources*.

C-5 Cause a substantial adverse change in the significance of a tribal cultural resource as defined in the CEQA Public Resources Code Section 21074.

Per AB 52, tribal cultural resources must be analyzed in its own EIR section. Thus, analysis of this threshold is included in this section—Section 5.13, *Tribal Cultural Resources*.

5.13.3 Plans, Programs, and Policies

5.13.3.1 REGULATORY REQUIREMENTS

RR CUL-1 All construction activities will be conducted in accordance with Section 7050.5 of the California Health and Safety Code regarding the potential discovery of human remains. If applicable, the Native American Heritage Commission will be responsible for designating the most likely descendant, as required by Section 5097.98 of the California Public Resources Code. If the landowner rejects the recommendations of the most likely descendant, the burial location would be determined in compliance with California Public Resources Code, Section 5097.98.

5.13.4 Environmental Impacts

5.13.4.1 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.13-1: The proposed project may cause a substantial adverse change in the significance of a tribal cultural resource. [Threshold TCR-1 and C-5]

Impact Analysis: Public Resources Code Section 21074 defines "tribal cultural resources" as 1) listed or determined to be eligible for listing on the national, state, or local register of historic resources; or 2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. In the second instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources pursuant to PRC Section 5024.1. The cultural resources assessment prepared by McKenna et al. did not identify any resources listed or eligible for listing on the national, state, or local register of

historic places, and the County has not identified any tribal cultural resource that meets the criteria for listing in the state register of historic resources.

However, the project area is within the territory inhabited by Native Americans (Gabrielino/Tongva) and may have sensitive undiscovered tribal cultural resources. Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

Thus, as summarized above in Section 5.13.1.2 "Consultation Process," the County consulted the NAHC and applicable Native American tribes under three separate consultation processes—the SLF search, SB 18, and AB 52. The intent of the consultations are to provide an opportunity for interested Native American contacts to work together with the County during the project planning process to identify and protect tribal cultural resources.

- **SLF Search:** Under the SLF search consultation process which occurred in 2015, Anthony Morales, Chair of the San Gabriel Band of Gabrielino/Tongva Mission Indians responded by telephone to discuss the project details. Mr. Morales had no specific information pertaining to the project area, but requested to be kept informed and permitted to comment on any resources that may be identified at a later date.

- **AB 52:** Per AB 52 consultation requirements, the County sent invitation letters on May 24, 2017 to the Gabrieleño Band of Mission Indians - Kizh Nation and Chairman Andrew Salas responded by e-mail on June 9, 2017 requesting consultation to discuss the project's potential impacts on tribal cultural resources. The County contacted Andrew Salas via email on June 15 and June 20, 2017 to schedule consultation but did not receive a response. The County sent a certified letter to Andrew Salas on August 10, 2017 (received on August 14th), stating that consultation would conclude if no response was received within seven days of receipt of the letter. No response was received within the seven days and thus, consultation was concluded on August 23, 2017.

- **SB 18:** Per SB 18, the County sent invitation letters on May 24, 2017 to applicable tribal representatives. Chairman Andrew Salas of the Gabrieleño Band of Mission Indians - Kizh Nation responded by e-mail on June 9, 2017 requesting consultation, which started the 90-day response window to close on September 7, 2017. No response was received before the response window, thus, consultation was concluded on September 7, 2017.

Development in accordance with the proposed project may require additional grading below current ground surfaces and could uncover or adversely impact previously undiscovered tribal cultural resources. The archaeological records searches conducted by McKenna et al. did not find any cultural resources of significance in the project area. Nevertheless, there is always potential to uncover previously undiscovered resources, including tribal cultural resources, particularly in areas of deeper excavation. Regulatory requirement RR CUL-1 requires that all construction activities be conducted in accordance with Section 7050.5 of the California Health and Safety Code regarding the potential discovery of human remains. If

applicable, the Native American Heritage Commission will be responsible for designating the most likely descendant (MLD), as required by Section 5097.98 of the California Public Resources Code.

Level of Significance before Mitigation: With implementation of regulatory requirement RR CUL-1, Impact 5.13-1 would still be potentially significant.

5.13.5 Cumulative Impacts

Cumulative impacts to tribal cultural resources occur when the impacts of the proposed project, in conjunction with other projects and development in the region, result in multiple and/or cumulative impacts to tribal cultural resources in the area. There are no known tribal cultural resources in the project area. Each future project in accordance with the County of Los Angeles 2035 General Plan would be required to evaluate that project's impacts to site-specific tribal cultural resources as part of CEQA review, including tribal consultation with AB 52–specific Native American tribes (e.g., Gabrielino/Tongva). Where significant impacts to tribal cultural resources are identified, projects would be required to either avoid impacts or implement feasible mitigation measures to reduce impacts. Consequently, impacts to tribal cultural resources would not be cumulatively considerable.

5.13.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant:**

- **Impact 5.13-1** Tribal cultural resources may be adversely impacts by development in accordance with the proposed Specific Plan.

5.13.7 Mitigation Measures

Impact 5.13-1

Mitigation Measures CUL-2 and CUL-3 from Section 5.3, *Cultural Resources*, would also be applicable to Impact 5.13-1.

TCR-1 During project-level construction, should prehistoric or historic subsurface cultural resources be discovered and be determined to be significant, the archaeologist shall determine, in consultation with the County, and local Native American groups expressing interest (e.g., Gabrieleño Band of Mission Indians - Kizh Nation), appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), project redesign and preservation in place shall be the preferred means to avoid impacts to significant cultural resources. Methods of avoidance may include, but shall not be limited to, project re-route or redesign, project cancellation, or identification of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures in consultation with the County, which may include data recovery or other appropriate measures. All significant cultural materials recovered will be, as

necessary and at the discretion of the consulting archaeologist and in consultation with local Native American groups expressing interest, subject to scientific analysis, professional museum curation, and documentation according to current professional standards.

TCR-2 If human remains are encountered, the County or its contractor shall halt work in the vicinity (within 100 feet) of the find and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the Native American Heritage Commission (NAHC) will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98. The NAHC will designate a most likely descendant (MLD) for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, County shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.

5.13.8 Level of Significance After Mitigation

The mitigation measures identified above would reduce potential impacts associated with tribal cultural resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to tribal cultural resources remain.

5.13.9 References

McKenna et al. (McKenna). 2016, July 20. Cultural Resources Overview and Assessment: The City of Los Angeles, West Athens-Westmont TOD Specific Plan Project Area, Los Angeles County, California.

5.14 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Connect Southwest LA project to impact wastewater conveyance and treatment; water supplies, treatment, and conveyance; storm drainage systems; and solid waste disposal in the County of Los Angeles. The analysis in this section is based, in part, upon questionnaire responses from service providers in the project area and the following technical reports:

- *West Athens Sewer Area Study*, IBI Group, February 2, 2018
- *West Athens Water Area Study,* IBI Group, October 18, 2017
- *West Athens-Westmont Storm Water Area Study,* IBI Group, April 13, 2018

Complete copies of these studies and the service provider questionnaire responses are included in the Technical Appendices of this Draft EIR (Appendices I, J, and K).

5.14.1 Wastewater Treatment and Collection

5.14.1.1 ENVIRONMENTAL SETTING

Relevant Programs and Regulations

Federal

Clean Water Act

The federal Clean Water Act (CWA), United States Code, Title 33, Sections 1251 et seq. establishes regulations to control the discharge of pollutants into the waters of the United States and regulates water quality standards for surface waters. Under the CWA, the US Environment Protection Agency (EPA) is authorized to set wastewater standards for industry and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that generate discharges that go directly into Waters of the United States. Additionally, Sections 1251 et seq. of the CWA requires wastewater treatment of all effluent before it is discharged into surface waters.

Local

Los Angeles Regional Water Resources Control Board

Waste discharge requirements pursuant to NPDES regulations for the Sanitation Districts of Los Angeles County (LACSD) water reclamation plant treating wastewater from the Specific Plan Area—the Joint Water Pollution Control Plant (JWPCP) in the City of Carson—are set forth in Los Angeles Regional Water Resources Control Board Order No. R4-2011-0151, issued in 2011. This order sets discharge prohibitions—for instance, high-level radiological wastes or discharges degrading water supplies—effluent limitations, and discharge specifications.

Sanitation Districts of Los Angeles County

Capital improvements to LACSD water reclamation plants are funded from connection fees charged to new developments, redevelopments, and expansions of existing land uses. The connection fee is a capital facilities fee used to provide additional conveyance, treatment, and disposal facilities (capital facilities) required by new users connecting to LACSD's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program ensures that all users pay their fair share for any necessary expansion of the system. Estimated wastewater generation factors used in determining connection fees in LACSD's 22 member districts are set forth in the Connection Fee Ordinance for each respective district available on LACSD's website. The project site is in District 5 of the LACSD (SDLAC 2014a).

The LACSD establishes discharge limits for wastewater discharges within its service areas to prevent discharge of substances to LACSD sewers that would exceed the treatment capacities or otherwise damage water reclamation facilities. The discharge limits thus enable water reclamation facilities to maintain their effluents within Los Angeles Regional Water Quality Control Board (RWQCB) wastewater discharge requirements. The LACSD has an industrial pretreatment program where industries generating wastes exceeding discharge limits pretreat liquid wastes before discharging them to sewers.

Existing Conditions

Wastewater Treatment Facilities

LACSD provides wastewater treatment services to the Golden State Water Company (GSWC), Southwest System, which includes the West Athens-Westmont community. The wastewater is transported through trunk sewers to the JWPCP in Carson, which provides both primary and secondary wastewater treatment with a design capacity of 400 million gallons per day (mgd). In 2015, JWPCP had an average wastewater flow of 258.4 mgd (Raza 2017). The plant serves a population of approximately 3.5 million people throughout Los Angeles County. The treated wastewater is disinfected with hypochlorite and discharged to the Pacific Ocean through a network of outfalls that extend 1.5 miles off the coast near the Palos Verdes Peninsula and to a depth of 200 feet (GSWC 2016).

Because the JWPCP treats wastewater for a larger population than exists in the GSWC Southwest System, an estimated per capita wastewater generation factor was used to calculate the volume of wastewater generated by the customers in the GSWC Southwest System. In 2015, the total wastewater collected from the GSWC Southwest System service area and treated by the JWPCP was approximately 24,676 acre-feet (GSWC 2016).

JWPCP only provides primary and secondary treatment and does not meet recycled water quality standards. Therefore, 100 percent of the wastewater flow generated in the GSWC Southwest System is discharged into the Pacific Ocean.

Sewers

Two wastewater systems exist within the Specific Plan area: local collection lines and trunk sewers. The local collection lines are a series of 8-inch gravity mains with laterals connecting to existing houses and buildings.

All of these sewers are composed of vitrified clay pipe (VCP) or lined clay pipe. All local sewer lines are owned and operated by the Los Angeles County Department of Public Works. These local collection lines are routinely assessed through inspection, and repaired and replaced as part of a continuous improvement plan of the Department of Public Works. The 8-inch sanitary collection lines are currently sufficient size to collect sanitary waste from residential and commercial uses in the area and transport them to the main collection trunks.

Trunk sewer lines are owned and operated by the Fifth District of the LACSD. One trunk sewer services the Specific Plan area. The trunk line starts on Budlong Avenue, south of Imperial Highway, and follows 115th Place before cutting across the I-105 freeway and following the Southern Pacific Railroad line out of the Specific Plan area. The trunk is a 12-inch VCP sewer. The LACSD rating system rates conditions of trunk sewers on a scale from 1 (poor) to 4 (excellent). All segments of this sewer in the Specific Plan area have a condition rating of 4. The trunk sewer is adequately sized for current flows.

5.14.1.2 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project:

U-1 Would exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards.

U-2 Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.14.1.3 PLANS, PROGRAMS, AND POLICIES

Regulatory Requirements

RR USS-1 The proposed project will be designed, constructed, and operated in accordance with the Sanitation District of Los Angeles County's (LACSD) Wastewater Ordinance. All wastewater discharges into LACSD facilities shall be required to comply with the discharge standards set forth to protect the public sewage system.

RR USS-2 The project's sewer, storm drain, and other utility infrastructure improvements will be designed, constructed, and operated in accordance with the applicable regulations in the Los Angeles County Code, which incorporates by reference the California Building Code, the California Electrical Code, the California Mechanical Code, the California Plumbing Code, the California Fire Code, and the Green Building Standards Code.

RR USS-3 Development and redevelopment within the Specific Plan area required to Pay LACSD's connection fees consistent with its Connection Fee Program and Connection Fee Ordinance.

RR HAZ-1 Any project-related hazardous materials and hazardous wastes will be transported to and/or from the project in compliance with any applicable state and federal requirements, including the US Department of Transportation regulations in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation (Caltrans) standards; and the California Occupational Safety and Health Administration (Cal/OSHA) standards.

RR HAZ-2 Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The project will be designed and constructed in accordance with the regulations of the Los Angeles County Fire Department, which serves as the designated CUPA and implements state and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) CalARP, (4) AST Program, and (5) UST Program.

5.14.1.4 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.14-1: Buildout of the proposed project would generate up to 825,317 additional gallons of wastewater per day and would be adequately treated by the Sanitation Districts of Los Angeles County. [Thresholds U-1 and U-2 (part)]

Impact Analysis:

Wastewater Generation and Treatment

Using the following wastewater generation rates for dwelling units and commercial use in Table 5.14-1, the proposed project is estimated to generate 720,807 additional gallons per day (gpd) of wastewater.

Table 5.14-1 Projected Wastewater Generation

Land Use	Buildout	Wastewater Generation Rates (gpd)	Generated Wastewater (gpd)	Generated Peak Flow (cfs)[1]
Existing Conditions				
Dwelling Units	3,457 DU	300	1,037,100	—
Nonresidential Use	1,784,409 SF	200 per 1,000 square feet	356,882	—
LASC Faculty/Students	14,281	20 per faculty/student	285,620	—
		Total – Existing Conditions	1,679,602	6.50
Proposed Project				
Dwelling Units	4,518 DU	300	1,355,400	—

Nonresidential Use	3,475,047 SF	200 per 1,000 square feet	695,009	—
LASC Faculty/Students	17,500	20 per faculty/student	350,000	—
		Total – Proposed Project	2,400,409	9.29
		Net Total	720,807	2.79

Source: IBI 2018.
DU= dwelling units; SF = square feet; gpd = gallons per day; cfs = cubic feet per second; LASC = Los Angeles Southwest College
[1] Peak flow = Generated wastewater * 2.5

According to the LACSD, the expected increase in average wastewater flow from the proposed project would be approximately 825,317 gallons per day (Raza 2017). To ensure a conservative analysis, the greater wastewater generation amount is utilized in this analysis.

As stated above, wastewater generated onsite is transported through trunk sewers to the JWPCP in Carson. In 2015, the JWPCP treated an average flow of 258.4 mgd and has a design capacity of 400 mgd. Therefore, the additional 825,317 gpd of wastewater generated by buildout of the proposed project would be adequately accommodated by the JWPCP and would not require LACSD to build new or expanded wastewater treatment facilities. Impacts would be less than significant.

Wastewater Collection

The sewer area study prepared by IBI Group (see Appendix K) analyzed project impacts on the existing wastewater system at full buildout of the proposed Specific Plan. Collection areas were delineated from collection line locations, and sewage effluent in each collection area was calculated. Overall, buildout of the proposed project would increase wastewater flow by 720,807 gpd and 2.79 cfs at peak flow (see Table 5.14-1). Based on the calculations, seven of the existing 12 sewer main tributary areas have the potential to exceed the existing sewage capacity as defined by the Department of Public Works (see Table 5.14-2 and Figure 5.14-1, *Sewer Tributary Areas*). Of those seven, four would exceed 50 percent pipe capacity (during a peak event), but not exceed full flow, while three would exceed the full pipe carrying capacity. It is important to note that these are based on minimum slope requirements (i.e., if the pipes are angled at a higher slope, they would be able to accommodate a greater flow capacity). The County indicated that no collections areas currently show signs of excess flow. This would imply that the slopes of the pipes are greater than minimum required slope, and thus, are not operating at full carrying capacity.

The analysis was conducted for full buildout condition; therefore, there is no immediate need for upgrades to the existing sewer mains. Future development projects in accordance with the Specific Plan would require more detailed analysis (i.e., estimated flow from proposed uses and actual slope of existing pipes) around the affected tributary areas to identify required upgrades.

Development of additional wastewater collection infrastructure (i.e., excavating and replacing sewer lines) could result in impacts on the environment. However, until the time when the precise location and type of required infrastructure is identified, the potential significant impacts cannot be meaningfully identified and evaluated. Addressing potential significant impacts associated with any future sewer line upgrades of unknown size and location would be too speculative at this time. Therefore, no significant impacts associated

with the construction of new wastewater collection lines to address the future shortfall in sewer line carrying capacity can conclusively be identified at this time.

Nevertheless, buildout of the proposed project would have potentially significant impacts to existing wastewater collection lines and may require line upgrades in the future to accommodate the increase in wastewater flow.

Table 5.14-2 Wastewater Generation by Tributary Area at Project Completion
All existing sewer mains are 8 inches diameter with capacity of 0.27 cfs at 50 percent pipe capacity

Tributary Area	Estimated Wastewater Generation at Project Completion, cubic feet per second
Proposed Wastewater Generation Exceeding Existing Sewer Main Capacity	
2	0.466
4	0.894
5	0.406
6	0.437
8	0.348
10	0.461
11	0.415
Proposed Wastewater Generation Not Exceeding Existing Sewer Main Capacity	
1	0.251
3	0.082
7	0.107
9	0.126
12	0.087

Source: IBI 2018

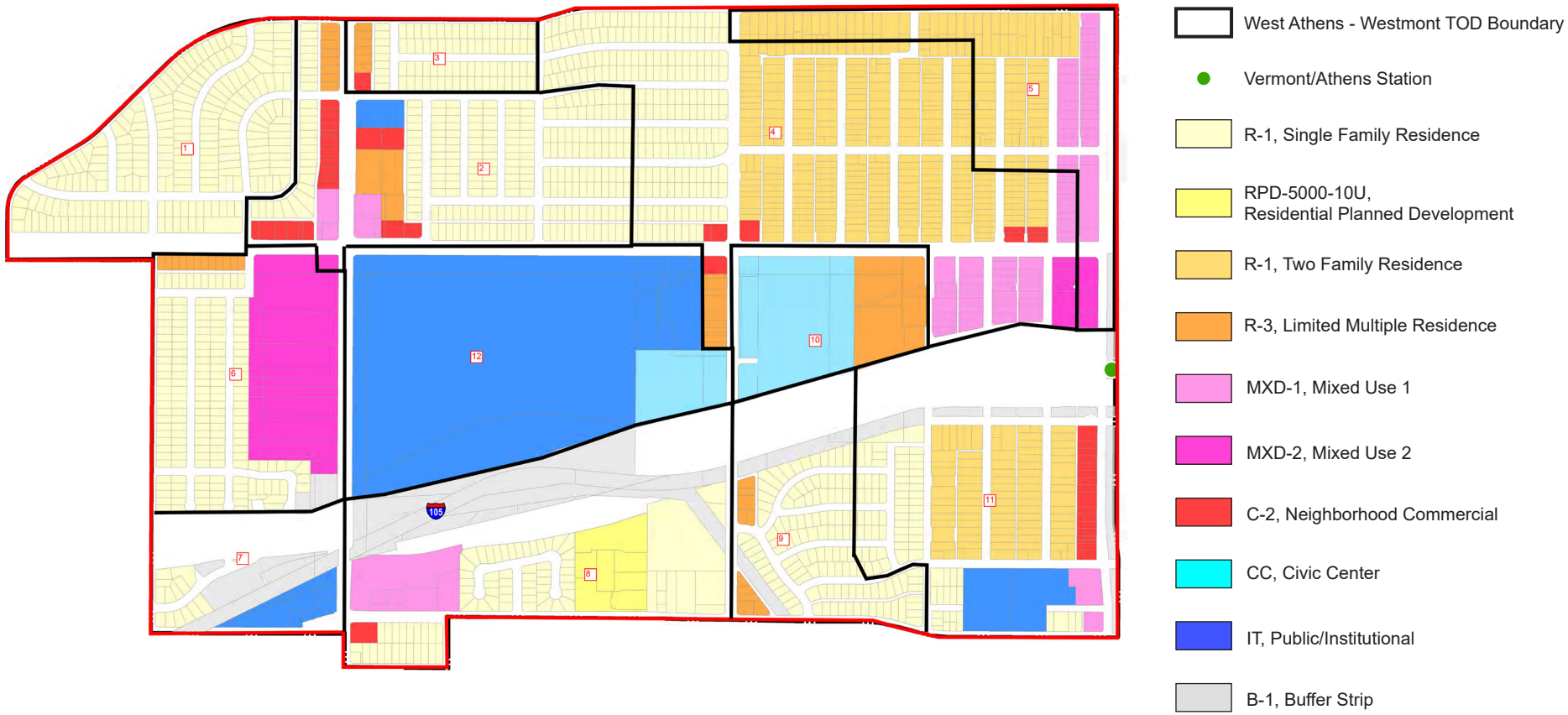
Regional Water Quality Control Board Wastewater Discharge Requirements

As required under RR USS-1, projects developed under the Specific Plan would comply with LACSD discharge requirements—using industrial pretreatment where needed—and JWPCP operations would comply with Los Angeles RWQCB Order No. R4-2011-0151. RRs HAZ-1 and HAZ-2 require compliance with state and federal regulations governing transport and disposal of hazardous materials, and thus are also pertinent to discharge limits for discharges to sewers. Compliance with these regulatory requirements would ensure wastewater generated by project buildout would comply with existing wastewater discharge requirements of the Los Angeles RWQCB, and no impact would occur.

Level of Significance before Mitigation: Upon implementation of regulatory requirements RR USS-1, RR HAZ-1, and RR HAZ-2, Impact 5.14-1 with respect to wastewater collection would still be potentially significant.

Figure 5.14-1 - Sewer Tributary Areas

5. Environmental Analysis



Source: IBI, 2018

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5.14.1.5 CUMULATIVE IMPACTS

Wastewater Treatment Capacity

The area considered for cumulative impacts is the service area of the JWPCP, which is owned and operated by the LACSD. The JWPCP serves approximately 3.5 million people from throughout Los Angeles County (SDLAC 2015a). Wastewater flows through the JWPCP are projected to increase to 295 mgd in 2035 in proportion to estimated population growth in Los Angeles County over the 2015-2035 period (SDLAC 2015b). The JWPCP has a 400 mgd capacity. Therefore, there is adequate wastewater treatment capacity in the region to accommodate projected future growth, and cumulative impacts to wastewater treatment capacity would be less than significant.

Wastewater Treatment Requirements

Future cumulative projects developed in accordance with the County's General Plan would also be required to comply with LACSD discharge limits and LARWQCB waste discharge requirements. Adherence to these regulatory requirements would reduce cumulative impacts to less than significant levels.

Wastewater Collection

Impacts of buildout under the proposed project to sewers would be limited to sewers in and near the Specific Plan area. LACSD would require future projects to prepare sewer capacity studies to determine whether sewer upgrades are needed to ensure that the project does not impact downstream facilities which would result in a cumulative impact. These projects would also be required pay connection fees to the LACSD. Therefore, impacts of the proposed project would not combine with impacts of other cumulative development projects in the County of Los Angeles, or other development projects in other areas of the LACSD service area but outside the County, to result in significant cumulative impacts.

5.14.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impact would be **potentially significant**:

- Impact 5.14-1 Project-generated wastewater would not be adequately accommodated by the existing sewer system.

5.14.1.7 MITIGATION MEASURES

Impact 5.14-1

USS-1 Prior to the issuance of grading permits for individual development projects in accordance with Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, the Los Angeles County Department of Public Works shall determine whether sewer improvements would be required as part of the individual proposed project.

To assist in the determination, the Department of Public Works may require the project applicant/developer to submit a site-specific sewer flow monitoring study that includes a

detailed analysis of the projected flow rates to determine if the potential for surcharge conditions would occur due to project development. The sewer flow monitoring study may find that there is sufficient capacity for the areas of concern and that replacing and/or upsizing improvements are not necessary. The sewer flow monitoring study shall be submitted to the Department of Public Works for review and approval.

5.14.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of regulatory requirements RR USS-1, HAZ-1, and HAZ-2 and mitigation measure MM USS-1, impacts would be reduced to less than significant levels.

5.14.2 Water Supply and Distribution Systems

5.14.2.1 ENVIRONMENTAL SETTING

Relevant Programs and Regulations

Federal

Clean Water Act

The CWA establishes regulatory requirements for potable water supplies, including raw and treated water quality criteria. The GSWC Southwest District is required to monitor water quality and conform to the regulatory requirements of the CWA.

Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA) is enforced by the EPA and sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. SDWA requires many actions to protect drinking water and its sources, which include rivers, lakes, and groundwater.

State

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983 requires water management planning for large suppliers of water. The criteria for water management plans is 3,000 acre-feet (2.6 million mgd) annually OR supplying more than 3,000 customers. Under this rule, water providers are required to:

- Prepare a plan which assesses source water sustainability and reliability over expected water demand growth in 5 year increments to a minimum of 20 years future planning.
- Prepare a plan for water supply in future years under the following conditions: normal, one-year drought, and multiple-year drought. Water source must be able to supply the water demand in all conditions.
- Provide a plan to implement conservation measures for customers.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act—collectively, Assembly Bill 1739, Senate Bill 1168, and Senate Bill 1319—was passed in 2014 and defines sustainable groundwater measures. The legislation provides guidance for groundwater management and identifies undesirable results of groundwater withdrawal. The plan is intended to ensure sustainability measures are used in all groundwater activities.

Water Conservation Plan

The 20x2020 Water Conservation Plan of 2010 was a byproduct of the Water Conservation Act of 2009. The plan had a threefold effect: 1) established a benchmark of current usage per capita off 2005 baseline data; 2) establish intermediate goal for all water providers to meet by 2015; 3) establish a 20 percent reduction by 2020 of water usage.

Senate Bill 407

California Senate Bill 407 of 2009 was enacted to decrease wasteful water usage from owners. It requires all noncompliant plumbing fixtures installed before 1994 to be updated with plumbing fixtures that meet current usage standards.

Senate Bills 610 and 221

To assist water suppliers, cities, and counties in integrating water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. They are companion measures that promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. This detailed information must be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. The statutes recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, water supply assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA, as defined in Water Code Section 10912(a). Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe to ensure collaboration on finding the needed water supplies to serve a new large subdivision before construction begins.

The Urban Water Management Planning Act states that every urban water supplier that provides water to 3,000 or more customers or provides over 3,000 acre-feet (af) of water annually should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 identify the Urban Water Management Plan (UWMP) as a planning document that can be used by a water supplier to meet the standards in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes, and they are important source documents for cities and counties as they update their general plans. Conversely, general plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent.

AB 3030, California Groundwater Management Act

The Groundwater Management Act of the California Water Code (Sections 10750 et seq.; AB 3030) provides guidance for applicable local agencies to develop a voluntary Groundwater Management Plan in state-designated groundwater basins.

Governor Brown's Executive Order B-29-15

Adopted in May 2015 and extended through 2016, the State Water Resources Control Board mandated that urban water suppliers reduce potable water use from a 2013 benchmark by a percentage dictated by the Board. In 2016, the GSWC Southwest District was required by state mandate to reduce potable water use by 9 percent (SWRCB 2017).

Existing Conditions

The GSWC Southwest System serves the cities of Gardena and Lawndale; parts of the cities of Carson, Compton, El Segundo, Redondo Beach, Hawthorne, and Inglewood; and portions of unincorporated Los Angeles County, including the West Athens-Westmont community.

Water Supply

Water supply sources for GSWC Southwest System include imported water, groundwater drawn from 12 locally owned wells, and recycled water. In 2015, imported water made up approximately 77 percent of the available supply, GSWC groundwater pumping provided 22 percent of the supply, and 1 percent was from recycled water sources. The 2015 water usage for the GSWC Southwest System was roughly 24 mgd (IBI 2017).

In future years, imported water supply could be as great as 80 percent or higher depending on groundwater allocations, the availability to lease additional groundwater rights, and groundwater quality considerations (GSWC 2016). Therefore, GSWC is actively pursuing the availability of a reliable, cost-effective supply of imported water through the implementation of conjunctive use storage programs in the Central and West Coast basins.

Imported Water

Purchased water made up 77 percent of all water distributed in the GSWC Southwest District in 2015. Imported water is provided through 13 feeders of the Central Basin Municipal Water District and the West Basin Municipal Water District, which are both large purveyors of water in southern California that obtain their imported water supplies from the Metropolitan Water District of Southern California (MWD). The Central and West Basin districts provide water to several agencies, including GSWC. The rated capacity of the purchased water feeders totals 58,000 gallons per minute (gpm) or 83.5 mgd.

Groundwater

Groundwater represented 22 percent of all water distributed in the GSWC Southwest District in 2015. This water supply is provided through 12 active wells, 2 in the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin (or "Central Basin") and 10 in the West Coast Subbasin of the Coastal Plain of

Los Angeles Groundwater Basin (or "West Coast Basin"). GSWC has a design capacity to pump 10,865 gpm—15 mgd or 17,525 acre-feet per year (afy). Reliance on groundwater has decreased in the most recent years, presumably due to drought conditions. Each basin that provides groundwater to the district has limits on the amount of groundwater that can be extracted annually. Currently, GSWC is well below its annual maximum.

Table 5.14-3 shows the groundwater pumping history for the Southwest System from calendar years 2011 through 2015. The total groundwater pumping for the Southwest System has ranged from 5,915 afy to 16,377 afy (GSWC 2016).

Table 5.14-3 Historical Groundwater Pumping Volume

Groundwater Type	Location	2011	2012	2013	2014	2015
Alluvial Basin	Central Subbasin	3,260	3,250	2,920	2,861	430
Alluvial Basin	West Coast Subbasin	13,116	12,732	12,738	13,333	5,484
TOTAL		16,377	15,981	15,658	16,194	5,915

Source: Golden State Water Company Southwest System 2015 Urban Water Management Plan, July 2016.
Notes: Volume is in afy.

Recycled Water

The wastewater generated in the GSWC Southwest System is treated by the LACSD, and 100 percent is discharged to the Pacific Ocean. However, the GSWC Southwest System receives recycled water that originates from the City of Los Angeles' Hyperion Wastewater Treatment Plant, which is provided by the West Basin District.

The West Basin District acquires, controls, distributes, and sells recycled water to several cities, agencies, and customers in the greater Los Angeles area. The Southwest System currently receives recycled water as part of the West Basin Recycled Water Project. The Recycled Water Project collects secondary effluent from the Hyperion plant and treats it to meet Title 22 recycled water standards at the West Basin Water Recycling Facility in El Segundo. The recycled water produced by the West Basin District is used throughout the region for beneficial uses, such as landscape irrigation, industrial applications, and other purposes such as groundwater injections to control seawater intrusion.

Records show that the average recycled water used in the GSWC Southwest System from 2011 through 2015 was 438 afy, and the maximum (in year 2014) was 557 afy. Given that this maximum demand was met by the West Basin District supply, the value of 557 afy is assigned as the current potential recycled water use for the GSWC Southwest System. The total potential recycled water use for the GSWC Southwest System is calculated as the sum of the existing potential recycled water use (557 afy) and the future potential use (426 afy) resulting from projects identified in the GSWC Southwest System UWMP.

SBX7-7 Baselines and Targets

The Water Conservation Bill of 2009 provides the regulatory framework to support the statewide reduction in urban per capita water use described in the 20x2020 Water Conservation Plan. In connection with the

20x2020 Water Conservation Plan, Senate Bill X7-7 (SBX7-7) was enacted in 2009 as well and requires all water suppliers to increase water use efficiency. Each retail water supplier must determine and report its existing baseline water consumption and establish water use targets in gallons per capita per day (gpcd), and compare actual water use against the target; reporting began with the 2010 UWMP.

For the GSWC Southwest System 2015 UWMP, the calculated baseline gpcds are:

- 10-year average (1997–2006): 128 gpcd
- 5-year average (2003–2007): 127 gpcd

The GSWC chose to meet the 2020 water use targets and 2015 interim targets by adhering to Compliance Method 3, which requires meeting a gpcd target of 95 percent of the South Coast Region target (149 gpcd)—142 gpcd.

The minimum retail water use reduction compliance target is calculated as 95 percent of the 5-year baseline gpcd or 121 gpcd, which is less than the selected compliance target of 142 gpcd. Therefore, the Compliance Water Use 2020 Target for the GSWC Southwest System is 121 gpcd.

The GSWC Southwest System's water use in 2015 was 87 gpcd, well below the SBX7-7 2020 target of 121 gpcd. GSWC anticipates continuing to meet its 2020 target through current and future demand management measures (GSWC 2016).

Water Supply Reliability

According to GSWC Southwest System's 2015 UWMP, GSWC, Central Basin District, and West Basin District have determined that they can meet their projected water demands during normal water years, single dry years, and multiple dry years through 2040. The water supply and demand presented in Tables 5.14-4 through 5.14-6 are not adjusted for conservation. Therefore, conservation measures implemented within the GSWC Southwest System, including requirements to comply with SBX7-7, are expected to further reduce demands.

Table 5.14-4 Normal Year Supply and Demand

	2020	2025	2030	2035	2040
Supply Totals	33,072	33,492	33,915	34,345	34,779
Demand Totals	33,072	33,492	33,915	34,345	34,779
Difference	0	0	0	0	0

Source: Golden State Water Company Southwest System 2015 Urban Water Management Plan, July 2016.
Notes: Volume in afy.

Table 5.14-5 Single Dry Year Supply and Demand

	2020	2025	2030	2035	2040
Supply Totals	33,072	33,492	33,915	34,345	34,779
Demand Totals	33,072	33,492	33,915	34,345	34,779
Difference	0	0	0	0	0

Source: Golden State Water Company Southwest System 2015 Urban Water Management Plan, July 2016.
Notes: Volume in afy.

Table 5.14-6 Multiple Dry Year Supply and Demand

		2020	2025	2030	2035	2040
First Year	Supply Totals	33,072	33,492	33,915	34,345	34,779
	Demand Totals	33,072	33,492	33,915	34,345	34,779
	Difference	0	0	0	0	0
Second Year	Supply Totals	33,072	33,492	33,915	34,345	34,779
	Demand Totals	33,072	33,492	33,915	34,345	34,779
	Difference	0	0	0	0	0
Third Year	Supply Totals	33,072	33,492	33,915	34,345	34,779
	Demand Totals	33,072	33,492	33,915	34,345	34,779
	Difference	0	0	0	0	0

Source: Golden State Water Company Southwest System 2015 Urban Water Management Plan, July 2016.
Notes: Volume in afy.

Water Shortage Contingency Plan

GSWC Southwest System has a water shortage contingency plan consisting of five stages, in which Stage 1 responds to a supply reduction of up to 10 percent and Stage 5 responds to a supply reduction of over 40 percent. The contingency plan includes a set of restrictions and prohibitions on indoor and outdoor water use for each of the five stages. The GSWC Southwest System is not in any of the five stages of the water shortage contingency plan.

Water Treatment Facilities

Water treatment facilities filter and/or disinfect water before it is delivered to customers. Water imported by the MWD, which includes imported waters to GSWC's Southwest System, is treated at five treatment plants with total capacity of 2.64 billion gpd. The two treatment plants in the Los Angeles Basin are the Weymouth Treatment Plant in the City of La Verne with 520 mgd capacity, and the Diemer Treatment Plant in the City of Yorba Linda in Orange County with 520 mgd capacity (MWD 2017). Actual treated water production at the Weymouth Treatment Plant in 2015 was about 301 mgd, for residual capacity of approximately 219 mgd; and production at the Diemer Plant in 2015 was about 223 mgd, for residual capacity of about 297 mgd (MWD 2016).

The Water Replenishment District of Southern California's Advanced Water Treatment Facility, which will provide an additional 10,000 afy of highly treated recycled water for groundwater recharge, is scheduled to begin operation in 2018 (WRD 2016).

Water Conveyance

The Specific Plan area is supplied with potable water from the GSWC Southwest District and is serviced by a 3.0-million-gallon reservoir at the Budlong Plant, which is less than 1,000 feet from the southern boundary of the Specific Plan area on Budlong Avenue.

The Specific Plan area is serviced by pipe sizes varying from 2-inch connectors to 18-inch main lines. The vast majority of pipe is composed of one of two materials—cast iron and ductile iron. The largest pipe connects the Specific Plan area to the area south of I-105 via three pipes—an 18-inch water main, a 16-inch water main, and a 14-inch water main, which also connects the system to the Budlong plant. These branch off and distribute water to the majority of the Specific Plan area. Reservoir capacity can be expanded by increasing the size of the tanks, and flow rate can be increased by increasing the pump sizes. The ability to increase capacity and flow rate allows flexibility in accommodating changes in potable water demand as a result of any changes to the project area. Figure 5.14-2, *Water System Map and Areas of Impact*, illustrates the water system servicing the Specific Plan area by pipe size.

5.14.2.2 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project would:

U-2 Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-4 Have insufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses.

5.14.2.3 PLANS, PROGRAMS, AND POLICIES

Regulatory Requirements

See RR USS-2 above in Section 5.14.1.3.

RR GHG-3 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) and Water Efficient Landscape Ordinance requirements integrated into the County Code to increase water efficiency and reduce urban per capita water demand. The County's green building standards are identified County Code, Title 31. Non-residential structures and residential structures seven stories and higher are also required to comply with Section 301.3.1, *Nonresidential Buildings greater than or equal to 25,000 square feet*, which

requires implementation of the Tier 1 voluntary standards (30 percent reduction) for indoor potable water use and 60 percent of Reference evapotranspiration (ETo) for outdoor potable water use; Section 5.106.4, *Low Impact Development*; and Section 4.106.5, *Landscape Design*, which requires use of non-invasive, drought-tolerant plants. Title 31 requires project designs and practices that will result in the conservation of water and energy resources, such as measures for building commissioning, clean vehicle parking, and solid waste recycling.

Project Design Features

- Design sustainable and energy-efficient streetscapes with low-impact development strategies including sustainable stormwater practices, permeable paved surfaces, drought-tolerant plant species, and solar lighting fixtures.

- Irrigation systems shall incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.

- Irrigation systems shall be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low-volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.

- Drainage should be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of storm water runoff and to facilitate groundwater recharge.

- Permeable surfaces should be incorporated whenever feasible to allow infiltration of rainfall and to reduce the total volume of runoff, replenish groundwater, and improve water quality

5.14.2.4 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.14-2: Buildout of the proposed project would increase water demand and may require upsizing of water conveyance systems. [Thresholds U-2 (part) and U-4]

Impact Analysis: The proposed Specific Plan would allow development of approximately 1,061 additional residences and 1,690,638 additional square feet of nonresidential use. The proposed zoning districts would include a heavy influx of households and water flow in the Specific Plan area.

Water Demand

Population within the Specific Plan area is anticipated to increase from 11,158 to 14,362 residents at full buildout. The growth in population would increase water demand from 1,555 to 2,297 afy (IBI 2017).

The net increase of 742 afy (or 662,415 gallons per day) would be accommodated within GSWC's expected water supply under normal, single-dry, and multiple-dry years (see Tables 5.14-3 through 5.14-5), which assumes an increase in demand of 1,707 afy between 2020 and 2040. The 2015 UWMP was adopted in 2016, and its service population was based on the Southern California Association of Governments (SCAG) forecasts.

Impacts related to water supply would be less than significant because the projected water demand from the Specific Plan buildout is within the demands forecast in the 2015 UWMP, which demonstrates that current supply meets the demand of GSWC Southwest District's service area. Additionally, as demonstrated in Section 5.9, *Population and Housing*, buildout of the Specific Plan is within the growth projections of the area, which is accounted for in the 2016 UWMP. Note that, as growth is evaluated and accounted for in the County of Los Angeles General Plan, SCAG forecasts are updated and these numbers will be reflected in the 2020 UWMP that will be prepared in later years.

Additionally, redevelopment of older residences and nonresidential buildings in accordance with the Specific Plan would require the new buildings be constructed in compliance with current building code requirements, which have more stringent water conservation regulations. Thus, impacts to GSWC's water supply sources would be less than significant.

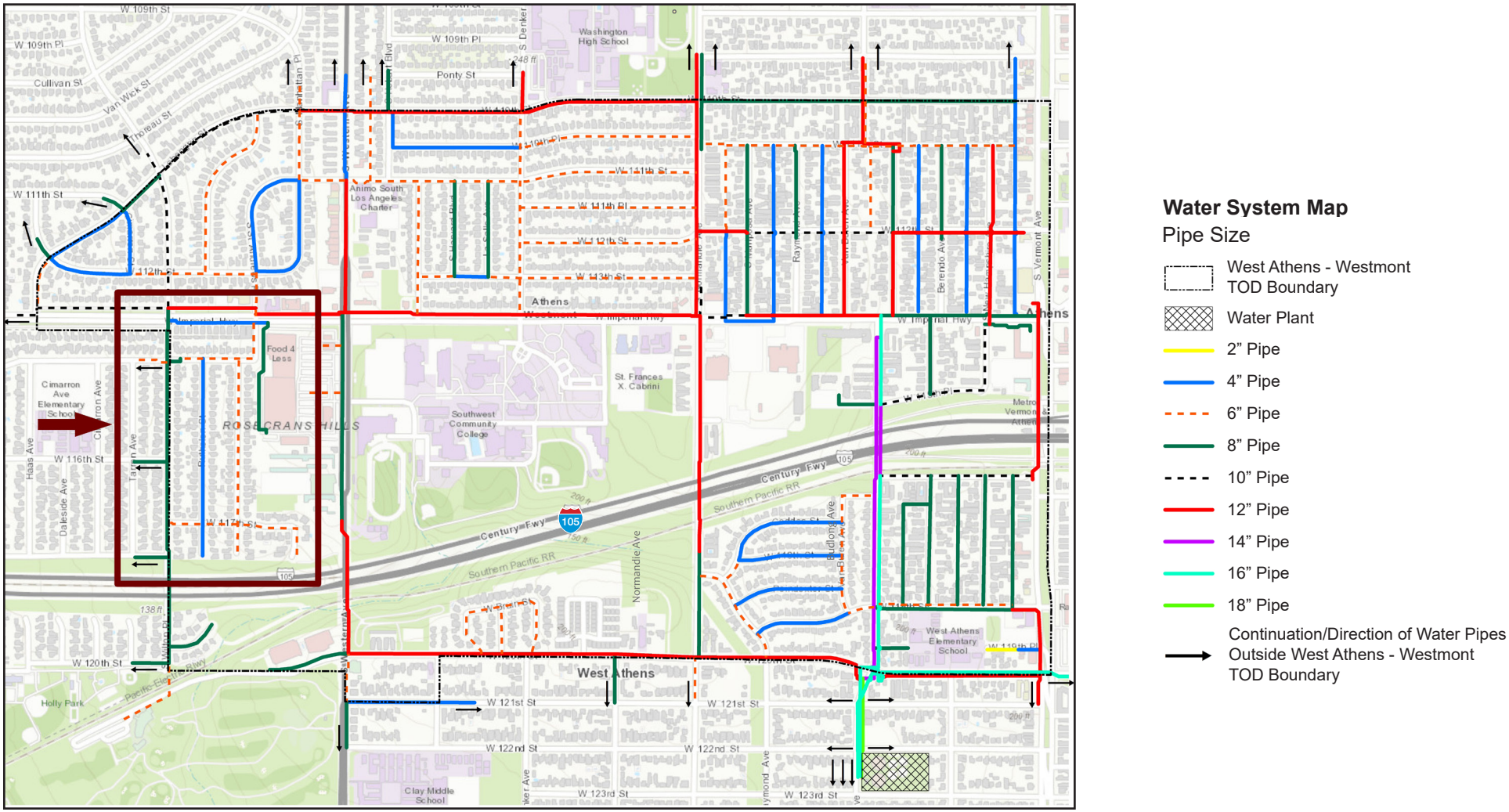
Additionally, development in accordance with the Specific Plan would be required to adhere to the most current California Plumbing Code standards (Chapter 4) and implement EPA WaterSense devices and appliances to help reduce water and energy usage. In line with current California Plumbing Code Section 1601.1.1, "Alternate Water Sources for Non-potable Applications, Allowable Use of Alternate Water," the use of gray water systems can also be considered and would contribute toward reducing overall water usage. Outdoor water conservation measures such as water-efficient irrigation devices, low-water and drought-resistant plants, and rain catchment systems would also help reduce water usage (Zhao 2017).Overall, project impacts to water demand would be less than significant.

Water Treatment

As stated above, water imported by the MWD, which includes imported water to GSWC's Southwest System, is treated at five treatment plants with total capacity of 2.64 billion gpd. The Weymouth Treatment Plant and Diemer Treatment Plant are in the Los Angeles Basin and have a combined capacity of 1,040 mgd (520 mgd each). Actual treated water production at the Weymouth and Diemer Treatment Plants in 2015 was about 301 mgd and 223 mgd, respectively. Thus, the two treatment plants have a combined residual capacity of about 297 mgd. As stated above, full buildout of the proposed project would increase water demand by 742 afy (or 662,415 gallons per day). Thus, the two treatment plants have substantial capacity to accommodate the project's water demand, and impacts would be less than significant.

Figure 5.14-2 - Water System Map and Areas of Impact

5. Environmental Analysis



Source: IBI Group, 2017

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Water Storage and Conveyance

IBI Group prepared a water area study to analyze the proposed project's impacts to the water distribution system. Water generation factors used to evaluate infrastructure-related impacts are based on the following rates—as opposed to a per capita rate used in the UWMP—in order to determine adequate pipe sizing.

- 300 gpd per housing unit
- Demand for commercial space: 200 gallons per 1,000 square feet
- Peak flow of 2.5 times average daily flow
- Maximum head loss in the pipe not to exceed 3.5 feet per 1,000 feet of water pipeline

Using the estimated water demand rates bulleted above, the proposed land use changes would increase water flow into the Specific Plan area from approximately 1.68 mgd to 2.4 mgd, a net increase of 0.72 mgd. Additionally, the proposed land use changes would generate a peak flow increase from 4.20 mgd to 6.00 mgd, which translates to a peak of 2,916 gpm and 4,167 gpm in the instantaneous flow to the area.

The Budlong water storage plant currently has a maximum capacity of 3.0 million gallons. With the assumption that the plant is the primary provider to the Specific Plan area, this increase in flow may require increasing storage capacity at the plant. Future developers and residents would have to pay water rates set by GSWC and the California Public Utilities Commission. The water rates reflect the full cost to provide water service, maintain existing infrastructure, and make system improvements as needed. Therefore, as development occurs in accordance with the Specific Plan, GSWC would evaluate whether additional water storage capacity would be required and would increase capacity as needed.

The water area study also analyzed impacts to pipeline capacities with the primary metric being friction head loss through the pipe. With a 1,000-foot-long pipe run, the head loss due to flow should not exceed 3.5 feet. The two-line flow to the majority of the plan area—16- and 14-inch—provides adequate capacity to serve the project-generated 4,167 gpm instantaneous peak flow through parallel flow without losing 3.5 feet of hydraulic head. Holistically, the Specific Plan area has distribution piping adequate for the total flow into the area. Each zone was analyzed in accordance to flow in that zone with the largest pipe in the area. The Specific Plan's network of piping allows for multiple pipe connections to transport water flow to the area. Therefore, the Specific Plan area would be adequately served with minimal head loss through multiple parallel pipes.

However, an area of concern is the southwest corner of the Specific Plan area, which is bounded by Imperial Highway to the north and Western Avenue to the east (see Figure 5.14-2, *Water System Map and Areas of Impact*). This area may be connected to another location capable of providing additional flow, but only has one 8-inch pipe connecting it to the Specific Plan area. The total flow to the area during peak withdrawal is 880 gpm, which creates a head loss of 13.3 feet per 1,000 feet of pipe. There are existing connections west of the project site that can help mitigate head loss from current connections, but existing flow capacity of the pipe would have to be expanded. Improving the 8-inch pipe to a 12-inch pipe would mitigate the project's water conveyance impacts to less than significant levels. Mitigation detailed below would require individual

development projects connected to the water system area of concern (see Figure 5.14-2) to identify whether development of the proposed project would be adequately accommodated by the existing 8-inch pipe.

Development of additional water collection infrastructure (i.e., excavating and replacing water lines) could result in impacts on the environment. However, until the time when the precise location and type of required infrastructure is identified, the potential significant impacts cannot be meaningfully identified and evaluated. Addressing potential significant impacts associated with any future water pipe upgrades of unknown size and location would be too speculative at this time. Therefore, no significant impacts associated with the construction of new wastewater collection lines to address the future shortfall in water line carrying capacity can conclusively be identified at this time.

GSWC also periodically monitors its water system network to identify leaks and pipe issues that may need replacement or upgrades; thus, as development occurs in the Specific Plan area, GSWC will evaluate its water system network to determine whether improvements are required. Water rates paid by existing and future residents, developers, and business owners fund the full cost to provide water service, maintain existing infrastructure, and make system improvements as needed.

Overall, project impacts to water conveyance systems would be potentially significant.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.14-2 would be potentially significant.

5.14.2.5 CUMULATIVE IMPACTS

Water Supplies

The analysis of water supplies and demands above addresses GSWC Southwest System's service area and thus addresses cumulative impacts. As concluded in the 2015 UWMP, GSWC Southwest System would be able to meet water supply demands within its service area during normal, single-dry, and multiple-dry years through 2040. Thus, cumulative impacts to water supplies would be less than significant.

Water Treatment

At full buildout of the proposed project, the Diemer and Weymouth treatment plants would have a combined residual capacity of about 296 mgd. Water demands in GSWC Southwest System's service area are forecast to increase by about 1,707 afy, or 1.3 mgd, between 2020 and 2040 (see Table 5.14-3, above). There is sufficient water treatment capacity in the region for the estimated net increase in water demands in GSWC Southwest System's service area and from the proposed project. Thus, cumulative impacts to water treatment facilities would be less than significant.

Water Conveyance

Impacts to water mains due to buildout of the proposed project would be limited to mains in and near the Specific Plan area managed by GSWC. Future projects in GSWC Southwest System's water conveyance system may combine with the proposed project to adversely impact the delivery system. However, as stated

above, GSWC continually monitors its water system network for leaks or pipe issues and would use funds obtained from water rate fees to make needed upgrades and improvements. Overall, cumulative impacts to water conveyance systems would be less than significant.

5.14.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impact would be **potentially significant**:

- Impact 5.14-2 Existing water conveyance facilities would not be able to accommodate increases in water flow at full buildout of the Specific Plan.

5.14.2.7 MITIGATION MEASURES

Impact 5.14-2

USS-2 Prior to the issuance of grading permits for individual development projects in accordance with the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, the Los Angeles County Department of Public Works shall review the areas of concern illustrated in Figure 5.14-2, *Water System Map and Areas of Impact*, in particular the southwest corner of the Specific Plan area, bounded by Imperial Highway to the north and Western Avenue to the east, to determine whether water conveyance facility improvements would be required as part of the individual proposed project. The area of concern may require replacing the existing 8-inch pipe with a 12-inch pipe to reduce head loss in the pipe to less than 3.5 inches per 1,000-foot foot-long pipe run.

To assist in the determination, the Department of Public Works may require the project applicant/developer to submit a site-specific water flow monitoring study to provide a more detailed analysis of the projected flow rates to determine if the potential for a head loss in exceedance of 3.5 feet per 1,000-foot foot-long pipe run would occur due to project development. The water flow monitoring study may indicate that there is sufficient capacity for the areas of concern and thereby, be able to conclude that replacement and/or upsizing improvements are not necessary. The water flow monitoring study shall be submitted to the Department of Public Works for review and approval.

5.14.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of regulatory requirement RR USS-2 and RR GHG-3 and mitigation measure MM USS-2, impacts would be reduced to less than significant levels.

5.14.3 Storm Drainage Systems

5.14.3.1 ENVIRONMENTAL SETTING

Relevant Programs and Regulations

Federal

Clean Water Act

The CWA is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to completely end all discharges and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards for navigable bodies of water; and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source discharges (from a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) of any pollutant (except dredge or fill material) into waters of the United States.

National Pollutant Discharge Elimination System

Under the NPDES program (under Section 402 of the CWA), all facilities that discharge pollutants from any point source into waters of the United States must have a NPDES permit. The term "pollutant" broadly applies to any type of industrial, municipal, and agricultural waste discharged into water. Point sources can be publicly owned treatment works (POTWs), industrial facilities, and urban runoff. (The NPDES program addresses certain agricultural activities, but the majority are considered nonpoint sources and are exempt from NPDES regulation.) Direct sources discharge directly to receiving waters, and indirect sources discharge to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only for direct, point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 100,000 or more and construction sites of one acre or

more must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase I Final Rule. The Phase I Final Rule requires an operator (such as a city) of a regulated municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in postconstruction runoff to the County's storm drain system from new development and redevelopment projects that disturb equal or more than one acre. The MS4 Permit in effect for the project site is Order No. R4-2012-0175, "Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except those Discharges Originating from the City of Long Beach MS4," issued by the Los Angeles RWQCB in 2012 and subsequently amended in 2015. The County of Los Angeles Public Works Department enforces conditions of the MS4 NPDES permit on development and redevelopment projects in the County's jurisdiction.

Los Angeles County

Los Angeles County Low Impact Development Standards Manual

The County has prepared the 2014 Low Impact Development Standards Manual to comply with the requirements of the above-mentioned MS4 permit. The LID manual is an update and compilation of the following documents:

- Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP Manual, September 2002)
- Technical Manual for Stormwater Best Management Practices in the County of Los Angeles (2004 Design Manual, February 2004)
- Stormwater Best Management Practice Design and Maintenance Manual (2010 Design Manual, August 2010)
- Low Impact Development Standards Manual (2009 LID Manual, January 2009)

The LID manual addresses the following objectives and goals:

- Lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other water bodies.
- Minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs and other LID strategies.
- Minimize erosion and other hydrologic impacts on all projects within natural drainage systems that have not been improved by requiring projects to incorporate properly designed, technically appropriate hydromodification control development principles and technologies.

Existing Conditions

The Los Angeles County Department of Public Works (DPW) and Caltrans own and operate the storm drain system within the Specific Plan area. The Specific Plan area is sloped toward I-105, with the majority of the catch basins placed to capture runoff that drains into the freeway cutout. The catch basins and gravity mains along the freeway are maintained by Caltrans and in good condition. The catch basins and gravity mains that are not within the right-of-way of the railroad and freeway are maintained by DPW and in good condition.

The storm drainage in the area primarily follows I-105 southwest before flowing out of the Specific Plan area. This gravity main and the mains in the northwest of the Specific Plan area drain to the Dominguez Channel, a 60- by 14-foot channel that transports the water south to the Port of Los Angeles. The northwest storm sewer drains to Compton Creek. The gravity mains are all reinforced pipe ranging from 18 to 48 inches in diameter (see Figure 5.14-3, *Storm Drain System Map and Areas of Impact*).

5.14.3.2 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project:

U-3 Creates drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

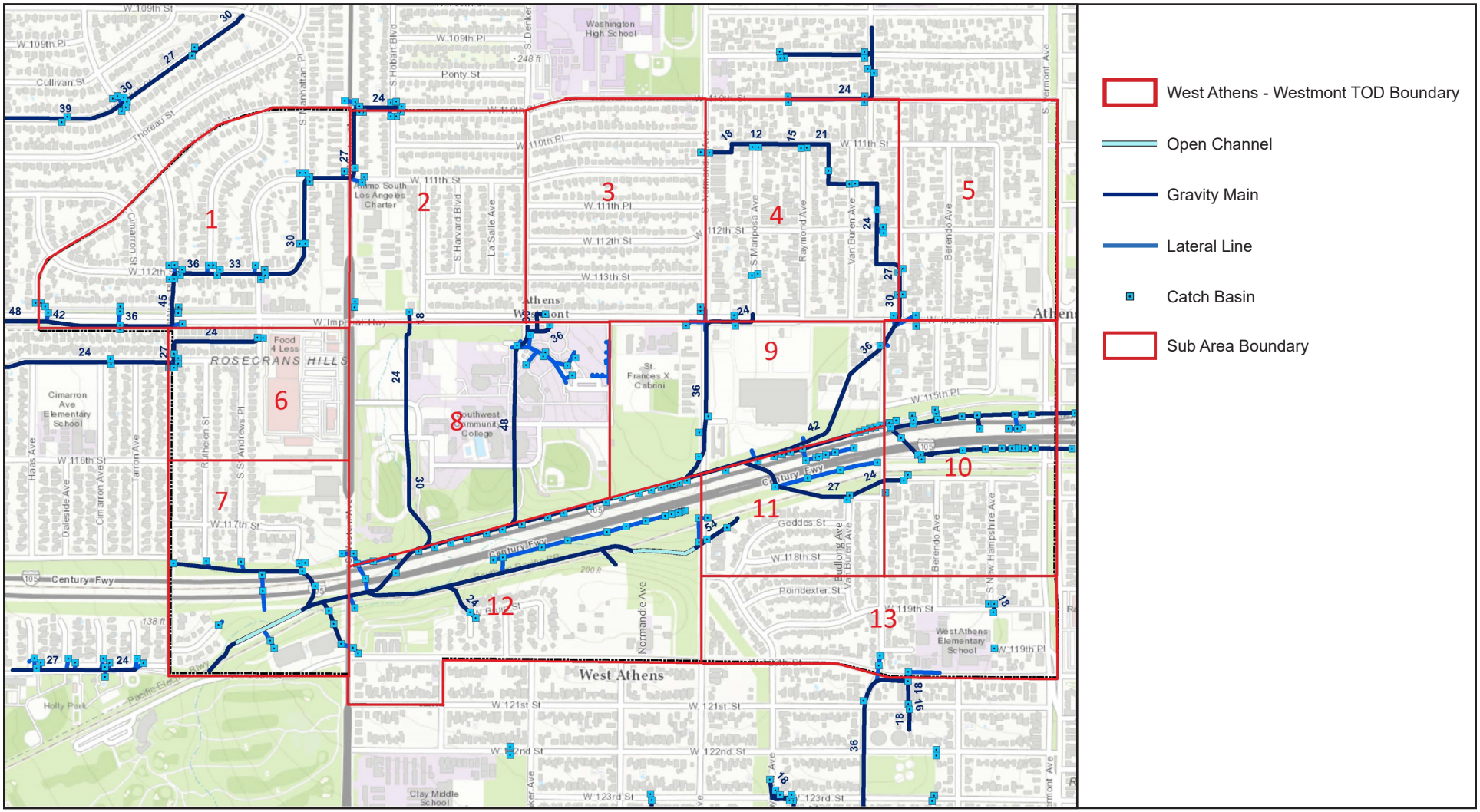
5.14.3.3 PLANS, PROGRAMS, AND POLICIES

Regulatory Requirements

See RR USS-2 and RR HYD-2 above in Section 5.14.1.3.

Figure 5.14-3 - Storm Drains Onsite

5. Environmental Analysis



Source: IBI, 2018

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5.14.3.4 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.14-3: Existing and future storm drainage systems would adequately serve the drainage requirements of the proposed project. [Threshold U-3]

Impact Analysis:

Specific Plan buildout would increase impervious areas by 8.74 acres in some portions of the project site and decrease such areas by 8.68 acres in other portions, for a net increase of 0.06 acre, that is, about 0.01 percent of the site (see Table 5.14-7 below). The project site is divided into 13 drainage sub-areas (see Figure 5.6-3, *Storm Drains Onsite*). The increase in impervious areas would mainly be in sub-areas 9 and 12 in the central and southern parts of the project site, respectively. The proposed zoning designations in portions of those areas where zoning designations would change are Civic Center (CC) and Limited Density Multiple Residence (R-3) in sub-area 9; and Residential Planned Development (RPD) and Mixed Use 1 (MXD-1) in sub-area 12 (see Figure 3.6, *Proposed Zoning Areas of Change*). Those areas are relatively close to existing storm drains that would have adequate capacity to convey stormwater from those areas.

The decrease in impervious areas would be mostly in sub-areas 7 and 10 in the southwest and east parts of the project site, respectively. Proposed zoning designations in portions of those sub-areas where zoning would change are Mixed Use 2 (MXD-2) and Public-Institutional (IT) in sub-area 7; and mixed use (MXD-1 and MXD-2) in sub-area 10 (see Figure 3.6).

No specific development plans have been proposed; thus, impervious area in buildout condition is estimated based on development in accordance with the proposed zoning and use of common measures for minimizing runoff.

Overall, Specific Plan buildout would not require the construction of new or expanded storm drains and would not substantially change the drainage pattern onsite.

Each development or redevelopment project under the Specific Plan would be required to have site-specific hydrology and hydraulic studies to determine capacity of the existing storm drain systems and project impacts on such systems prior to approval by the Los Angeles County Department of Public Works. Each project would be required to comply with site-specific "allowable discharge rates," as identified by the Department of Public Works, that limit peak flow discharges compared to existing conditions, thus minimizing potential for flooding on- or off-site.

As required by regulatory requirement RR HYD-2, future projects in accordance with the Specific Plan must be constructed and operated in accordance with the Los Angeles County MS4 Permit (Order No. R4-2012-0175), as amended by Order WQ 2015-0075. The MS4 Permit requires new development and redevelopment projects to retain on-site a specified volume of stormwater runoff from a design storm event. The LID

Standards Manual provides guidance on how new development and redevelopment projects can meet these on-site retention requirements through the use of stormwater quality control measures. The MS4 Permit and LID Standards Manual are discussed further in Section 5.6, Hydrology and Water Quality, of this DEIR.

Table 5.14-7 Impervious Areas Onsite: Existing, Proposed, and Net Change

Drainage Subarea	Acres	Existing Conditions		Specific Plan Buildout		Net Change, Impervious Acres
		Percent Impervious	Impervious Acres	Percent Impervious	Impervious Acres	
1	61.0	81.55%	49.75	81.55%	49.75	0.00
2	46.4	82.70%	38.38	82.51%	37.10	-.09
3	50.4	80.12%	40.38	80.12%	40.47	0.00
4	56.4	85.11%	48.00	85.11%	45.27	0.00
5	41.6	86.61%	36.03	88.17%	35.25	0.65
6	32.4	87.73%	28.43	87.61%	29.12	-.04
7	45.3	87.03%	39.43	77.80%	33.74	-4.18
8	71.5	80.04%	57.23	78.00%	55.77	-1.46
9	52.5	77.94%	40.92	84.33%	45.16	3.36
10	63.2	84.80%	53.60	80.26%	49.61	-2.87
11	33.5	91.37%	30.61	91.27%	25.32	-0.04
12	64.2	74.74%	47.99	81.97%	55.84	4.64
13	34.9	78.28%	27.32	78.54%	28.91	0.09
Total	653.3	82.36%	538.04	82.37%	538.10	0.06

Source: IBI 2018

Level of Significance before Mitigation: With implementation of regulatory requirements RR USS-2 and RR HYD-2, Impact 5.14-3 would be less than significant.

5.14.3.5 CUMULATIVE IMPACTS

The area considered for cumulative impacts to drainage and surface water quality is the Dominguez Watershed. Approximately 81 percent of the watershed or 93 percent of the land within the watershed is developed (DPW 2017a). Thus, cumulative projects in the watershed are more likely to be redevelopment projects than development projects. Nevertheless, most projects would create or replace impervious areas and thus could affect the amount of runoff within the watershed. Per regulatory requirement RR USS-2, all development projects are required to implement LID BMPs in accordance with the MS4 Permit and the Los Angeles County LID Standards Manual. Compliance with the MS4 permit would ensure projects retain a specified volume of stormwater runoff from a design storm event onsite, and the County's LID Standards Manual provides guidance on how projects can meet these on-site retention requirements through the use of stormwater quality control measures.[1] Overall, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

[1] All of the incorporated cities in the Dominguez Watershed are permittees on the MS4 Permit, and enforce conditions of the MS4 permit on development and redevelopment projects in each respective city's jurisdiction.

5.14.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impact 5.14-3 would be less than significant.

5.14.3.7 MITIGATION MEASURES

No mitigation measures are required.

5.14.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.14.4 Solid Waste

5.14.4.1 ENVIRONMENTAL SETTING

Relevant Programs and Regulations

Federal

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State

Assembly Bills 939, 341, and 1826

Assembly Bill 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates. Actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the county or show a plan to transform or divert its waste.

Assembly Bill 341 (Chapter 476, Statutes of 2011) increased the statewide solid waste diversion goal to 75 percent by 2020. The law also mandates recycling for commercial and multifamily residential land uses as well as schools and school districts.

Assembly Bill 1826 (California Public Resources Code Sections 42649.8 et seq.), signed into law in 2014, requires recycling of organic matter by businesses and multifamily residences of five of more units, generating such wastes in amounts over certain thresholds. The law took effect in April 2016.

California Green Building Standards Code

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. CALGreen is updated on a three-year cycle; the 2016 CALGreen took effect on January 1, 2017.

Existing Conditions

Solid Waste Collection

DPW contracts with various private waste haulers for garbage collection and disposal services. The project site is in the Athens-Woodcrest-Olivita (Athens) garbage disposal district, which is served by Consolidated Disposal Service, Gardena. Consolidated Disposal Service provides commercial and residential waste collection as well as roll-off services, industrial waste, construction/demolition waste, recyclables, green waste, bulky items, electronic, manure, and food waste services.

Solid Waste Recycling and Disposal

The project site is in the County's unincorporated community waste area of Athens (DPW 2013). Solid waste collected from the Athens area is taken to the Chiquita Canyon Landfill in Castaic, Commerce Refuse-to-Energy Facility in Commerce, Southeast Resource Recovery Facility in Long Beach, and Sunshine Canyon City/County Landfill in Sylmar. In 2015, approximately 922 tons of solid waste were taken to these four landfills/recovery facilities—144.1 tons to Chiquita Canyon Landfill, 5.1 tons to Commerce Refuse-to-Energy Facility, 3.5 tons to the Southeast Resource Recovery Facility, and 769.2 tons to the Sunshine Canyon City/County Landfill (DPW 2017b).

Capacity and disposal data and estimated closure dates for these landfills/recovery facilities are detailed in Table 5.14-8. As shown, the four facilities have combined residual capacity of approximately 8,368 tons per day. Additionally, in June 2017, the Chiquita Canyon Landfill recently obtained approval of a conditional use permit to increase daily disposal limits from 6,000 tons per day to 12,000 tons per day (DRP 2017). Once the expansion project is complete, an additional 6,000 tons of residual landfill capacity would be provided at the Chiquita Canyon Landfill and its estimated closing date would be extended. Table 5.14-6 does not reflect this recent expansion approval.

Table 5.14-8 Solid Waste Disposal and Recovery Facilities Serving West Athens-Westmont

Facility Location	Remaining Permitted Capacity, cubic yards [tons][1]	Daily Disposal Capacity (tons)			Estimated Closing Date[1]
		Maximum Permitted[1]	Daily Average (2015)	Residual	
Chiquita Canyon Landfill 29201 Henry Mayo Drive Castaic, CA 91384	765,804 [758,146 tons]	6,000[2]	3,446	2,554	11/24/2019[2]
Commerce Refuse-to-Energy Facility 5926 Sheila Street Commerce, CA 90040	—	1,000	398	602	NA
Southeast Resource Recovery Facility (Recycling and incineration) 120 Pier S Avenue Long Beach, CA 90802	—	2,240	1,427	813	NA
Sunshine Canyon City/County Landfill 14747 San Fernando Road Sylmar, CA 91342	82,512,468 [72,610,972 tons]	12,100	7,701	4,399	12/31/2037
Total	83,278,272 [73,369,118 tons]	21,340	12,972	8,368	—

Source:
1 Los Angeles County Countywide Integrated Waste Management Plan 2015 Annual Report, December 2016.
2 The maximum permitted daily disposal would increase to 12,000 tons per day and the estimated closing date would be extended once the Chiquita Canyon Landfill expansion project is complete.

Solid Waste Diversion Programs

There are 51 solid waste diversion programs in unincorporated Los Angeles County (data are not available for specific unincorporated communities). Programs include composting, facility recovery (such as transfer stations described above); household hazardous waste collection and education programs; recycling; source reduction programs, including business waste reduction programs; special waste materials such as tires, concrete, asphalt, and rubble; and waste-to-energy (CalRecycle 2016).

Existing Solid Waste Generation

Existing solid waste generation onsite is estimated to be approximately 33,121 pounds per day (16.6 tons), as shown in Table 5.14-9.

Table 5.14-9 Existing Solid Waste Generation Onsite

Land Use	Unit/SF	Quantity	Solid Waste Generation, pounds per day	
			Per Unit/SF	Total
Residential	Unit	3,457	7[1]	24,199
Nonresidential	SF	1,784,409	0.005[2]	8,922
Total				33,121

Source: CalRecycle 2017.
1 The solid waste generation rate for Residential use was calculated using an average of single-family residential (10 ppd per unit) and multifamily residential (4 ppd per unit).
2 The solid waste generation rate for Nonresidential use was calculated using the rate for Commercial use (0.005 ppd per square foot).

5.14.4.2 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project:

U-6 Would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

U-7 Would not comply with federal, state, and local statutes and regulations related to solid waste.

5.14.4.3 PLANS, PROGRAMS, AND POLICIES

Regulatory Requirements

RR USS-3 The project will be constructed in accordance with the County's Green Building Standards Code and Construction and Demolition Debris Recycling and Reuse Ordinance, which requires a minimum of 65 percent of the nonhazardous construction and demolition debris (by weight or volume) to be recycled or reused unless a lower percentage is approved by the Director of Public Works.

RR USS-4 The project will be designed, constructed, and operated in accordance with the County's Departmental Recycling Program Directives to implement waste reduction and recycling measures.

5.14.4.4 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.14-4: Existing landfills and resource recovery facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations. [Thresholds U-6 and U-7]

Impact Analysis: Buildout of the Specific Plan would allow development of up to 1,061 additional residences and 1,690,638 additional square feet of nonresidential uses. Similar to existing conditions, solid waste generated by development in accordance with the proposed project would be collected by Consolidated Disposal Service and be brought to the following landfills—Chiquita Canyon Landfill in Castaic, Commerce Refuse-to-Energy Facility in Commerce, Southeast Resource Recovery Facility in Long Beach, and Sunshine Canyon City/County Landfill in Sylmar. Overall, buildout of the Specific Plan would generate approximately 11,568 additional pounds of solid waste per day (or 5.8 tons per day), as detailed in Table 5.14-10.

Table 5.14-10 Project-Generated Solid Waste

Land Use	Project Buildout		Generation Rates (ppd)		Project Generated Waste (ppd)
	Units	Square Feet	Per Unit	Per Square Feet	
Single Family Residence	1,278	—	10	—	12,780
Two Family Residence	1,432	—	4	—	5,728
Residential Planned Development	67	—	4	—	268
Limited Multiple Residence	478	—	4	—	1,912
Mixed Use 1	536	574,580	4	0.005	5,017
Mixed Use 2	559	1,217,935	4	0.005	8,326
Neighborhood Commercial	—	164,363	—	0.005	822
Public/Institutional	—	786,925	—	0.007	5,508
Civic Center	168	731,244	4	0.005	4,328
Buffer Strip	—	—	—	—	0
Total Solid Waste Generation					44,689
Existing Solid Waste Generation Onsite					-33,121
Net Solid Waste Generation					11,568

Source: CalRecycle 2017.
ppd = pounds per day

As detailed in Table 5.14-6, the four landfills/recovery facilities serving the project site have a combined daily residual capacity of 8,368 tons per day and a total permitted remaining capacity of 73,369,118 tons. Thus, the project's additional 5.8 tons of solid waste per day would be adequately served by the four landfills/recovery facilities. In addition, if the Chiquita Canyon Landfill expansion project is approved by the County in 2017, the daily disposal limits of the landfill would increase from 6,000 tons per day to 12,000 tons per day; thus, providing more residual capacity to accommodate the project-generated solid waste.

Further, future projects developed in accordance with the Specific Plan would be required to comply with RR USS-3 and USS-4. RR USS-3 requires compliance with the County's Green Building Standards Code and Construction and Demolition Debris Recycling and Reuse Ordinance, which requires a minimum of 65 percent of nonhazardous construction and demolition debris to be recycled or reused. RR USS-4 requires projects to be designed, constructed, and operated in accordance with the County's Departmental Recycling Program Directives related to waste reduction and recycling.

Level of Significance before Mitigation: With implementation of regulatory requirement RR USS-3 and RR USS-4, Impact 5.14-4 would be less than significant.

5.14.4.5 CUMULATIVE IMPACTS

The area for which cumulative solid waste disposal impacts are considered is the County of Los Angeles. The estimated Countywide increase in solid waste disposal between 2015 and 2040 is shown in Table 5.14-11 and is based on the California Department of Finance 2015 households estimate; US Census Bureau 2011 employment estimate; SCAG projections for 2035 based on County general plan buildout projections; and solid waste generation rates from the California Department of Resource Recovery and Recycling.

Table 5.14-11 County of Los Angeles, Estimated Net Increase in Solid Waste Generation

	2016 [2014]	2040	Net Increase	Solid Waste Generation in Pounds per Day	
				Per unit	Total
Households	3,308,022	3,946,600	705,396	7.7 pound/unit/day[1]	5,431,549
Employment	[3,868,109]	5,226,000	1,357,891	6.1 pound/employee/day[2]	8,283,135
				Total	13,714,684

Sources: SCAG 2016; U.S. Census 2016; CalRecycle 2017.
[1] The waste generation factor used here is the average of the rates for single-family and multi-family units (10 pounds/unit/day and 5.3 pounds/unit/day, respectively).
[2] The generation factor is for general commercial use; and is the median of three generation factors for general commercial use listed on the California Department of Resource Recycling and Recovery's website.

As shown in the table, the estimated net increase in solid waste disposal from the County of Los Angeles is approximately 13.7 million pounds per day, or about 6,857 tons per day. As shown in Table 5.14-6, the two landfills and two recovery facilities accepting the vast majority of solid waste from just the West Athens-Westmont community have a combined residual capacity of approximately 8,368 tons per day. Other landfills serving the County would receive solid waste generated by cumulative projects depending on where those projects are located. According to the Countywide Integrated Waste Management Plan 2015 Annual Report, the County has an estimated remaining disposal capacity of 114 million tons across all 10 landfills, which does not include the remaining capacities of the two recovery facilities in Commerce and Long Beach (DPW 2017b).Therefore, the estimated net increase in solid waste generation would not require the construction of new or expanded landfills. Cumulative impacts would be less than significant, and impacts of the proposed project on solid waste disposal capacity would not be cumulatively considerable.

5.14.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-4.

5.14.4.7 MITIGATION MEASURES

No mitigation measures would be required.

5.14.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.14.5 Other Utilities

5.14.5.1 ENVIRONMENTAL SETTING

Relevant Programs and Regulations

California Energy Commission

The California Energy Commission (CEC) was created in 1974 as the state's principal energy planning organization in order to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy:

- Forecast statewide electricity needs.
- License power plants to meet those needs.
- Promote energy conservation and efficiency measures.
- Develop renewable energy resources and alternative energy technologies.
- Promote research, development and demonstration.
- Plan for and direct the state's response to energy emergencies.

Title 24, California Code of Regulations, Part 6: Energy Efficiency Standards for Buildings

Title 24 was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy-efficiency technologies and methods.

All new construction in California is subject to the energy conservation standards in Title 24, Part 6, Article 2 of the California Administrative Code. These are prescriptive standards that establish maximum energy consumption levels for the heating and cooling of new buildings. The use of alternative energy applications in development projects, while encouraged, is not required as a development condition. Such applications may include installation of photovoltaic solar panels, active solar water heating systems, or integrated pool deck water heating systems, all of which serve to displace consumption of conventional energy sources. Incentives are primarily state and federal tax credits, as well as reduced energy bills.

Title 20, California Code of Regulations, Sections 1601 et seq.: Appliance Efficiency Regulations

The 2012 Appliance Efficiency Regulations took effect on February 13, 2013. The regulations include standards for both federally and nonfederally regulated appliances.

Electric Utility Industry Restructuring Act: Assembly Bill 1890 (1996)

The California Public Utilities Commission regulates investor-owned electric power and natural gas utility companies in the State of California. AB 1890, enacted in 1996, deregulated the power generation industry, allowing customers to purchase electricity on the open market. Under deregulation, the production and distribution of power that were under the control of investor-owned utilities (e.g., Southern California Edison) were decoupled.

Existing Conditions

Electricity

The Specific Plan area is in the service area of Southern California Edison (SCE). Total electricity consumption in SCE's service area was 99,243 gigawatt-hours (gWh) per year in 2013 and is forecast to increase to 113,612 gWh in 2024 (CEC 2014). For reference, one gWh is equivalent to one million kilowatt-hours. Sources of electricity sold by SCE in 2013, the latest year for which data are available, were:

- 24 percent renewable, consisting mostly of geothermal and wind
- 3 percent large hydroelectric

- 27 percent natural gas
- 6 percent nuclear
- 40 percent unspecified sources, that is, not traceable to specific sources (SCE 2015)

Based on CalEEMod modeling, the existing uses in the Specific Plan area utilize approximately 45,044,220 kilowatt-hours (kWh) per year.

Natural Gas

The Southern California Gas Company (SCGC) provides natural gas to the Specific Plan area. SCGC's service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east. Total natural gas supplies available to SCGC are forecast to remain constant at 3,875 million cubic feet per day (MMCF/day) from 2015 through 2035. Total natural gas consumption in SCGC's service area is forecast to decline slightly from 2,681 MMCF/day in 2016 to 2,382 MMCF/day in 2035 (CGEU 2016).

Based on CalEEMod modeling, the existing uses in the Specific Plan area utilize approximately 80,827,576 thousand British thermal units (kBTU) per year.

5.14.5.2 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines and the County of Los Angeles Environmental Checklist Form, a project would normally have a significant effect on the environment if the project:

U-5 Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

5.14.5.3 PLANS, PROGRAMS, AND POLICIES

Regulatory Requirements

RR GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2016 Building and Energy Efficiency Standards are effective starting on January 1, 2017. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve net zero energy (NZE) for residential buildings by 2020 and non-residential buildings by 2030. The County's green building standards which implement and exceed CALGreen are identified County Code, Title 31. The County has adopted the Voluntary Tier 1 standards for non-residential construction greater than or equal to 25,000 square feet (Section 301.3.1, Buildings greater than or equal to 25,000 square

feet).[2] Newly constructed high-rise residential buildings of seven stories or greater are also required to comply with Section 301.3, which requires implementation of the Voluntary Tier 1 standards. Newly constructed low-rise and high-rise residential buildings (six stories or less) are only required to comply with the mandatory measures of CALGreen.

RR GHG-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2). Non-residential construction would be required to provide anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of new visitor motorized vehicle parking spaces being added. For employee, long-term secured bicycle parking is required to be provided for five percent of the tenant-occupied (i.e., staff) motorized vehicle parking spaces being added. The proposed project is also required to designate parking for low-emitting, fuel-efficient, and carpool/vanpool spaces identified in CALGreen. Non-residential buildings of 25,000 square feet or more also requires compliance with the Tier 1 voluntary measures in section A5.601.2.4, which require low-emitting, fuel-efficient, and carpool/vanpool spaces for 10 percent of the total parking capacity.

RR GHG-3 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) and Water Efficient Landscape Ordinance requirements integrated into the County Code to increase water efficiency and reduce urban per capita water demand. The County's green building standards are identified County Code, Title 31. Non-residential structures and residential structures seven stories and higher are also required to comply with Section 301.3.1, *Nonresidential Buildings greater than or equal to 25,000 square feet*, which requires implementation of the Tier 1 voluntary standards (30 percent reduction) for indoor potable water use and 60 percent of Reference evapotranspiration (ETo) for outdoor potable water use; Section 5.106.4, *Low Impact Development*; and Section 4.106.5, *Landscape Design*, which requires use of non-invasive, drought-tolerant plants. Title 31 requires project designs and practices that will result in the conservation of water and energy resources, such as measures for building commissioning, clean vehicle parking, and solid waste recycling.

Project Design Features

- Buildings and development projects within the Specific Plan area shall be designed and constructed using sustainable, energy efficient materials and incorporate strategies for the conservation of water, energy, and other natural resources.

- White or green roofs shall be used as much as possible, while the use of pavement, asphalt, and other heat producing surfaces should be minimized to reduce the heat island effect.

[2] With the exception that high-rise non-residential construction would be subject to the mandatory (Table A4.106.5.1(3)), rather than the Tier 1 voluntary, measures for solar reflectance in Table A5.106.11.2.2.

- Building and development projects shall be more energy efficient than required by local and state codes.
- Energy-efficient natural lighting shall be used in buildings and new developments. Maximize daylighting and views through window placement and design.

5.14.5.4 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.14-5: Existing electricity and natural gas facilities would be able to accommodate project-generated utility demands. [Threshold U-5]

Impact Analysis: Electricity and natural gas demand of the proposed project would be adequately accommodated by SCE and SCGC. Estimated electricity and natural gas demand were calculated using CalEEMod version 2013.2.2.

Electricity

Buildout of the proposed project is estimated to generate an electricity demand of approximately 70,763,450 kwH per year. Compared to existing electricity usage of 45,044,220 kwH per year in the Specific Plan area, the net increase in electricity usage would be 25,719,230 kwH per year. SCE forecasts that it would have adequate electricity to meet the expected growth in its service area through 2022. Using SCE's anticipated consumption in 2022 in a high-demand consumption scenario (most conservative), electricity demand is expected to be 116,637 gigawatt hours per year (CEC 2014). Therefore, electricity use at full buildout of the proposed project would represent only 0.061 percent of SCE's overall demand in 2022. Thus, projected electrical demand would not significantly impact SCE's level of service and would not require SCE to obtain additional electricity supplies.

Further, redevelopment of older residences and nonresidential buildings in accordance with the Specific Plan would require the new buildings be constructed in compliance with current building code requirements, which have more stringent energy conservation regulations (i.e., CALGreen) than in the past.

Natural Gas

Project buildout would generate an estimated natural gas demand of 107,657,397 kBTU per year. Compared to existing natural gas demand of 80,827,576 kBTU per year in the Specific Plan area, the net increase in natural gas demand would be approximately 26,829,821 kBTU per year. Total natural gas supplies available to SCGC are forecast to remain constant at 1,414,375 billion BTU per year from 2015 through 2035 (CGEU 2016). The natural gas demand from the proposed project would represent a nominal percentage of overall demand in SCGC's service area.

Conclusion

Overall, SCE and SCGC facilities that currently provide electricity and natural gas to the Specific Plan area can also serve the proposed project. Additional connections to SCE and SCGC facilities can be provided, if necessary, once utility plans are finalized for the proposed project. Overall, energy demand impacts of the proposed project would be less than significant and would not result in inefficient, wasteful, or unnecessary electricity and natural gas consumption.

Level of Significance before Mitigation: Based on the analysis above, Impact 5.14-5 would be less than significant.

5.14.5.5 CUMULATIVE IMPACTS

The areas considered for cumulative impacts are SCE's and SCGC's service areas. Total forecast consumption of electricity and natural gas in the respective utilities' service areas, and total forecast natural gas supplies, are addressed above in Section 5.13.5.1. The two utilities forecast that they will have sufficient supplies to meet demands in their service areas through 2024 (for electricity) and 2035 (for natural gas).

In addition to provisions of CALGreen mentioned above, future cumulative projects would also be required to comply with additional regulations related to energy efficiency, including the Corporate Average Fuel Economy Standards; the Renewable Fuel Standard; Renewable Portfolios Standard; Appliance Efficiency Regulations; and the California Energy Commission's 2016 Building and Energy Efficiency Standards. No significant cumulative impact would occur, and project impacts would not be cumulatively considerable.

5.14.5.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-5.

5.14.5.7 MITIGATION MEASURES

No mitigation measures are required.

5.14.5.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

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6. Significant Unavoidable Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied.

Air Quality

- **Impact 5.2-1:** The proposed project would be inconsistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) because criteria air pollutant emissions associated with the Specific Plan would exceed the SCAQMD regional significance threshold.

  The Specific Plan policies and Regulatory Requirements RR AIR-1 through RR-AIR-4 would minimize criteria air pollutant emissions from construction and operation of the proposed project. Mitigation measures applied for Impact 5.2-2 and Impact 5.2-3 would reduce the proposed project's regional construction-related and operational-phase criteria air pollutant emissions to the extent feasible. However, due to the increase in criteria air pollutant emissions, the proposed project would continue to be inconsistent with the assumptions in the AQMP. Therefore, Impact 5.2-1 would remain ***significant and unavoidable***.

- **Impact 5.2-2:** Construction activities associated with buildout of the Specific Plan could exceed SCAQMD's regional significance thresholds.

  Criteria air pollutant emissions in exceedance of SCAQMD's regional significance thresholds would contribute to the nonattainment designations of the South Coast Air Basin (SoCAB), and contribute to known health effects from poor air quality—including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; decreased lung function; and increased respiratory symptoms. Regulatory Requirement RR AIR-3 and RR AIR-4 would minimize criteria air pollutant emissions from construction equipment exhaust and fugitive dust through compliance with the California Air Resources Board (CARB) and SCAQMD rules. Mitigation Measure AQ-1 would reduce criteria air pollutants generated from project-related construction activities. Buildout of the proposed project would occur over a long period, and construction time frames and equipment for individual site-specific projects are not available at this time. There is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to Mitigation Measure AQ-1, project-level and cumulative impacts under Impact 5.2-2 would remain ***significant and unavoidable***.

6. Significant Unavoidable Adverse Impacts

- **Impact 5.2-3:** Implementation of the Connect Southwest LA project would generate long-term emissions that would exceed SCAQMD's regional significance thresholds.

  Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and known health effects from poor air quality. Regulatory Requirements RR AIR-1 through RR AIR-2 would minimize criteria air pollutant emissions from transportation and energy use by requiring mandatory measures of CALGreen (i.e., providing bicycle parking, fuel-efficient, and carpool/vanpool parking spaces) as well as additional voluntary green building standards of CALGreen for nonresidential buildings 25,000 square feet and larger. Incorporation of Mitigation Measures AQ-2 through AQ-4 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-3 and AQ-4 would encourage and accommodate use of alternative-fueled vehicles. However, despite adherence to Mitigation Measures AQ-2 through AQ-4, project-level and cumulative impacts identified under Impact 5.2-3 would remain ***significant and unavoidable*** due to the magnitude of land use development associated with the proposed project.

- **Impact 5.2-4:** Construction of the proposed project could expose sensitive receptors to substantial pollutant concentrations.

  Regulatory Requirements RR AIR-3 through RR AIR-4 would minimize criteria air pollutant emissions from construction equipment exhaust and fugitive dust through compliance with CARB and SCAQMD rules. Mitigation Measure AQ-1 (applied for Impact 5.2-2) would reduce the proposed project's regional construction emissions and therefore reduce the project's localized construction-related criteria air pollutant emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed SCAQMD's localized significance thresholds. Mitigation Measure AQ-5 requires preparation of a construction air quality analysis for discretionary projects subject to CEQA if they are within 25 meters of a sensitive use. However, because of the scale of development activity associated with buildout of the Specific Plan, it is not possible to determine whether the scale and phasing of individual development projects would result in the exceedance of the localized emissions thresholds and contribute to known health effects. Therefore, project-level and cumulative impacts under Impact 5.2-4 would remain ***significant and unavoidable***.

Noise

- **Impact 5.8-1:** Construction activities would result in temporary noise increases in the vicinity of the project.

  Mitigation Measure N-1 would require a project-level construction noise analysis for all projects within 500 feet of noise-sensitive receptors, and require implementation of noise-minimizing best management practices. This mitigation measure would reduce construction noise impacts associated with the proposed

project to the extent feasible. However, feasible mitigation may not be effective at reducing construction-generated noise received at sensitive receptors to levels below the County Code thresholds throughout all periods of construction and at all receptors. Given the expected noise levels and the length of the construction activities, significant construction noise impacts would remain. Impact 5.8-1 would remain ***significant and unavoidable***.

Transportation and Traffic

- **Impact 5.12-1:** The proposed project is anticipated to create significant traffic impacts at 10 of the study intersections in the Existing Year (2017) With Project Scenario and at 21 study intersections for the Future Year (2035) With Project scenario.

  Mitigation Measures T-1 through T-5 would require various improvements at study area intersections to mitigate project impacts. These include, but are not limited to, adding turn lanes, widening lanes, restriping lanes, expanding the Automated Traffic Surveillance and Control network, and improving traffic signal lights.

  Improvements to seven of the roadway intersections would require the acquisition of right-of-way—Century Boulevard at Van Ness Avenue, Imperial Highway at Crenshaw Boulevard, Imperial Highway at Western Avenue, Imperial Highway at Normandie Avenue, El Segundo at Crenshaw Boulevard, El Segundo Boulevard at Normandie Avenue, and Rosecrans Avenue at Crenshaw Boulevard. Right-of-way acquisition at these intersections is believed to be infeasible due to existing development of adjacent land. Therefore, project impacts to these seven roadway intersections are determined to be ***significant and unavoidable***.

  Additionally, since the primary responsibility for approving and/or completing certain improvements outside of the Specific Plan area lies with agencies other than the County of Los Angeles (i.e., cities of Los Angeles, Inglewood, and Hawthorne), significant impacts may not be fully mitigated if the improvements are not completed for reasons beyond the County's control. (The County cannot undertake or require improvements outside of the County's jurisdiction.) Therefore, project impacts to intersections in the cities of Los Angeles, Inglewood, and Hawthorne are determined to be ***significant and unavoidable***.

- **Impact 5.12-3:** The proposed project is anticipated to create significant traffic impacts at five freeway main-line study locations in the Existing Year (2017) and Future Year (2035) With Project scenarios.

  State highway facilities in the study area are not in the jurisdiction of the County. Rather, improvements to state highways are planned, funded, and constructed through a legislative and political process involving the state legislature; the California Transportation Commission; the California Business, Transportation, and Housing Agency; and Caltrans.

  Although potential impacts to the freeway main-line segments and ramps have been evaluated, implementation of improvements to Caltrans facilities is the primary responsibility of Caltrans. Caltrans recognizes that private development may fund fair-share improvements to impacts on the I-105 and I-110, but neither Caltrans nor the state has adopted a program that can ensure that locally contributed

impact fees will be tied to improvements to freeway main lines, and only Caltrans has jurisdiction over main-line improvements. However, a number of programs are in place in Los Angeles County to improve and upgrade the regional transportation system—State Transportation Improvement Program, Caltrans Traffic Operations Strategies, State Highway Operation and Protection Program, and Metro's Measure M program. State and federal fuel taxes generate most of the funds used to pay for these programs. Funds expected to be available for transportation improvements are identified through a fund estimate prepared by Caltrans and adopted by the California Transportation Commission. These and other funds are deposited in the State Highway Account and allocated by the California Transportation Commission to specific project improvements in both the State Transportation Improvement Program and State Highway Operation and Protection Program. However, if these programs are not implemented by the agencies responsible for them, the project's freeway ramp and main-line impacts would remain ***significant and unavoidable***.

7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines § 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the proposed project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- "[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (15126.6[b])

- "The specific alternative of 'no project' shall also be evaluated along with its impact." (15126.6[e][1])

- "The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (15126.6[e][2])

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (15126.6[f])

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)." (15126.6[f][1])

- "Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alterative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, "[i]f an alternative would cause…significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

7.1.2 Project Objectives

As described in Section 3.2, the following project objectives have been established for Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts:

- Objective 1: Promote uses in proximity to the transit station, along major streets, and at significant intersections that benefit from the economic opportunities afforded by the presence of the Green Line and major educational and public facilities.

- Objective 2: Develop opportunities, particularly at the Vermont Green Line Station and Los Angeles Southwest College that offer housing, shopping, and healthy food options for residents and visitors.

- Objective 3: Improve the public right-of-way to increase mobility options for pedestrians and bicyclists. New sidewalks and bike facilities should create safe and secure connections to destinations that are integrated into the transit system.

- Objective 4: Enhance public safety and reduce criminal activity through design and programmatic improvements.

- Objective 5: Promote new development that respects and responds to the existing scale and density of adjacent neighborhoods by accommodating growth near the station area and commercial nodes.

- Objective 6: Improve the Vermont/Athens Green Line Station to make it more inviting, comfortable, and safe to transit users.

- Objective 7: Reduce vehicle miles traveled per capita within the project area to be consistent with the Assembly Bill 32 and Senate Bill 375 goals.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]). In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, greenhouse gas emissions, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Without a site-specific analysis, impacts on aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and tribal cultural resources cannot be evaluated. However, most of these impacts were also found to be less than significant in this DEIR. Therefore, another location would not avoid or substantially lessen the effects of the proposed project.

As part of the County of Los Angeles General Plan Update, the County identified 11 transit-oriented districts (TODs) for future specific plan development in order to address each community's needs and priorities with regard to land use, mobility, housing, infrastructure, open space, and market conditions. Each of the TOD specific plans offers opportunities to leverage the community's assets, connect uses and activities, and attract future investment to create more engaging and vibrant places. The proposed Specific Plan area is one of the 11 TODs identified in the County of Los Angeles General Plan.

The proposed project area has all the elements that make for a successful TOD. The major transit station in the area is Metro's Green Line Vermont/Athens Station, which connects to a community served by bus and shuttle service. The Los Angeles Southwest College is also located in the project area, which is completing significant renovations and attracts faculty and student commuters to the area. The County also has major facilities that serve the area, including the recently built Los Angeles County Sheriff's Department South Los Angeles Station and nearby county offices and service center. Further, the area includes diverse neighborhoods with single- and multifamily family residential areas and active commercial corridors within close range of job centers, amenities, and attractions in the region.

The overall purpose of the Connect Southwest LA project is to provide comprehensive direction for the development in the Specific Plan area and identify ways to expand opportunities for compact development

around the Metro Green Line Vermont/Athens station while being sensitive to the existing development character today. The plan facilitates increased housing opportunities and employment-generating uses in the station area to take advantage of the significant local and regional transit services already provided in the vicinity. The Specific Plan also lays the foundation to create a more walkable, transit-oriented area with a mix of land uses that is accessible by all modes of transportation, including transit, walking, and bicycling. Therefore, developing the project in another area of the County would not achieve the County's primary goal of creating and expanding TOD opportunities near the Vermont/Athens station.

Further, buildout of the proposed project would allow up to 4,518 dwelling units and 3,475,047 square feet of nonresidential uses within the project site. No other transit corridors within the Community of West Athens-Westmont would be able to accommodate this proposed growth while achieving the proposed project's guiding principles, detailed in Section 7.1.2, *Guiding Principles*. TOD specific plans for other priority policy areas identified in the County General Plan Update are also being prepared or will be prepared in the future by the County (e.g., West Carson, Willowbrook, Del Aire, Lennox, and Sawtelle). Therefore, no other sites were considered for further alternatives analysis.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing General Plan Alternative
- Reduced Intensity Alternative
- Alternative Land Use Plan

An EIR must identify an "environmentally superior" alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior (<, =, >). Impacts found to be potentially significant before mitigation and significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Section 7.7 identifies the environmentally superior alternative.

7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the four land use alternatives, including the proposed project. The following statistics were developed as a tool to better understand the difference between the alternatives analyzed in the DEIR. Table 7-1 identifies information regarding dwelling unit, population, and employment projections and provides the jobs-to-housing ratio for each of the alternatives.

Table 7-1 Buildout Statistical Summary

	Proposed Project	No Project/Existing General Plan Alternative	Reduced Intensity Alternative	Alternative Land Use Plan
Dwelling Units	4,518 (1,278 SFR; 3,240 MFR)	3,457 (1,448 SFR; 2,009 MFR)	3,614 (1,022 SFR; 2,592 MFR)	5,873 (1,661 SFR; 4,212 MFR)
Population[1]	14,362	14,377	11,125	18,078
Nonresidential SF	3,475,047	1,784,409	2,453,533[2]	2,453,533[2]
Employment	5,214	2,265	3,681	3,681
Jobs-to-Housing Ratio	1.15	0.66	1.02	1.16

Notes: SFR = single-family residences; MFR = multifamily residences

[1] Population projections are based on an occupancy rate of 98.6% and 3.46 persons per household (PPH) for SFR and an occupancy rate of 96.3% and 3.06 PPH for MFR. The No Project/Existing General Plan Alternative would increase population because more single-family residences are proposed than multifamily residences when compared to the proposed project.

[2] Total nonresidential SF by land use for the Reduced Intensity Alternative and Alternative Land Use Plan consists of 402,206 SF Mixed Use 1; 852,555 SF Mixed Use 2; 115,054 SF Neighborhood Commercial; 550,848 SF Public/Institutional; and 511,871 SF Civic Center.

7.3.2 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

The No Project/Existing General Plan Alternative assumes that Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont would not be adopted and the current General Plan designations of the project area would remain. Pursuant to CEQA Guidelines Section 15126.6(e)(3)(A), where a project is the revision of an existing regulatory plan, the "no project" alternative assumes continuation into the future of the existing plan, policy, or operation. Therefore, this alternative assumes the following land use designations from the West Athens-Westmont Community Plan, adopted in 1990 and amended in 2003 (see Figure 4-2, *Community Plan Land Uses*):

- Single-Family Residence (RD 2.3; 1 to 8 dwelling units per acre [du/ac]); 183 acres
- Two Family Residence (RD 3.1; 8 to 17 du/ac); 91 acres
- Medium Density Bonus (RD 3.2; 17 to 30 du/ac); 8 acres
- Senior Citizen-Density Bonus (SCD; 30 to 50 du/ac); 4 acres
- Regional Commercial (C.1); 21 acres
- Community Commercial (C.2); 36 acres
- Recreation/Open Space (OS.1); 1.6 acres
- Public/Quasi-Public Use (PL.1); 99 acres
- Transportation Corridor (TC); 25 acres

However, based on 2010 Census data, the population index for all of West Athens and Westmont showed a negative population trend (USA 2014a, 2014b). Therefore, it is assumed development in accordance with the existing General Plan would result in no new development or growth. Table 7-1 reflects existing conditions for the No Project/Existing General Plan Alternative.

7. Alternatives to the Proposed Project

7.3.2.1 AESTHETICS

Under the No Project/Existing General Plan Alternative, no new development would occur within the Specific Plan area. Therefore, the existing visual character and resources would remain as is. However, the aesthetic improvements to the project area would not occur under this alternative—such as implementation of the proposed design guidelines and development standards for new projects; installation of new pedestrian, bicyclist, and transit user amenities and features; and mobility network improvements. Additionally, the proposed project's impacts to aesthetics and visual resources were determined to be less than significant. No favorable impacts to aesthetics would occur under this alternative, and impacts under this alternative would be greater compared to the proposed project but remain less than significant.

7.3.2.2 AIR QUALITY

This alternative would be consistent with the South Coast Air Quality Management District's (SCAQMD) air quality management plan (AQMP) because population and employment assumptions used to develop the regional emissions inventory in the latest AQMP are based on the current General Plan. Additionally, because no growth is anticipated, this alternative would not increase construction or operational source emissions and criteria air pollutants and would not exceed SCAQMD's regional significance thresholds. Overall, air quality impacts would be reduced under this alternative, no mitigation measures would be required, and the significant and unavoidable impacts related to AQMP consistency and construction and operational emissions would be eliminated.

7.3.2.3 CULTURAL RESOURCES

No growth is anticipated under this alternative; thus, no construction or grading activities are anticipated. The potential to uncover previously undiscovered cultural resources through grading activities would not occur. Compared to the proposed project, impacts would be reduced and no mitigation measures would be required.

7.3.2.4 GREENHOUSE GAS EMISSIONS

This alternative would generate 99,673 metric tons of CO_2 equivalent per year ($MTCO_2e$/year) or 7.93 $MTCO_2e$ per service population (SP) per year compared to the proposed project, which would generate 102,600 $MTCO_2e$/year or 5.25 $MTCO_2e$ per SP per year. Although the proposed project would generate more GHG emissions overall, it would reduce GHG emissions per service population when compared to this alternative, resulting in cumulative reductions in GHG emissions. The proposed project would also incorporate transit-oriented development features of the Connect Southwest LA Specific Plan, including pedestrian, bicycle, and transit amenities and public realm and park improvements—these would not be implemented under this alternative. Thus, GHG impacts under this alternative would be greater than under the proposed project, although still less than significant.

7.3.2.5 HAZARDS AND HAZARDOUS MATERIALS

No new residential or nonresidential development would occur under this alternative. Therefore, compared to the proposed project, the potential for impacts related to the transport, use, and/or disposal of hazardous materials would be reduced. Existing buildings would not be demolished, and the potential hazard from the

release of asbestos and lead-based paints would be eliminated. Overall, impacts would be reduced, and no mitigation measures would be required.

7.3.2.6 HYDROLOGY AND WATER QUALITY

Existing water quality conditions, groundwater supplies, drainage patterns, and runoff amounts would remain as is under this alternative since no new development would occur. This alternative would not introduce new sources of water pollutants to the project area (from either construction or operations phases of development projects). However, replacement of old residences and nonresidential buildings with new development in accordance with the Specific Plan would be required to adhere to new hydrology and water quality requirements that are more stringent and result in better water quality and hydrologic conditions. Thus, impacts would be greater under this alternative but remain less than significant.

7.3.2.7 LAND USE AND PLANNING

This alternative would allow development in accordance with the existing West Athens-Westmont Community Plan. The proposed Specific Plan would not be adopted, and no general plan amendment or zone change would be required. However, the beneficial land use impacts of the proposed project would not be implemented—these include preparing a TOD specific plan for the West Athens-Westmont community as proposed in the County's General Plan Update and improving the mobility network in the project area to gain consistency with the Southern California Association of Governments' 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. The proposed project would also help reduce vehicle miles traveled (VMT) per capita in the project area pursuant to Assembly Bill 32 and Senate Bill 375 goals, which this alternative would not achieve. Thus, impacts to land use and planning would be similar and less than significant under both scenarios.

7.3.2.8 NOISE

No new development is anticipated under the No Project/Existing General Plan Alternative. Therefore, compared to the proposed project, noise impacts associated with construction and operational activities (i.e., traffic and stationary noise sources) would be reduced, and the proposed project's significant and unavoidable construction noise impact would be eliminated.

7.3.2.9 POPULATION AND HOUSING

Under this alternative, no growth would occur. Therefore, population, housing, and employment-generating land uses would remain as is. Population and housing impacts would be reduced compared to the proposed project, but the jobs-housing ratio under this alternative would be much lower (0.66) compared to the proposed project (1.15). The American Planning Association's suggested target for an appropriate jobs-housing ratio is 1.5, with a recommended range of 1.3 to 1.7. Thus, this alternative would have a greater adverse impact on jobs-housing balance in the Specific Plan area. Overall impacts to population and housing would end up being similar and less than significant under both scenarios.

7. Alternatives to the Proposed Project

7.3.2.10 PUBLIC SERVICES

Since no new development would occur under this alternative, no impacts would occur to public services. Police, fire, school, and library services would serve the existing population as is, and impacts would be less than significant.

7.3.2.11 RECREATION

No new development would occur under this alternative. Therefore, the population of the Specific Plan area would remain as is, and existing parks and recreational facilities would not be adversely impacted by increased use. Impacts would be reduced compared to the proposed project.

7.3.2.12 TRANSPORTATION AND TRAFFIC

Although no development would occur within the Specific Plan area under this alternative, regional transportation models take into account cumulative growth between 2017 and future years.

The traffic study prepared by IBI Group analyzed Future Year (2035) No Project conditions and determined that the following roadway segments are anticipated to operate at a Level of Service (LOS) E or worse under this condition:

- 21. El Segundo Boulevard between Van Ness Avenue to Western Avenue (AM peak hour)
- 22. El Segundo Boulevard between Normandie Avenue and Vermont Avenue (AM peak hour)

The following roadway intersections are anticipated to operate at an unacceptable LOS:

- 29. 118th & I-105 WB Ramp / Crenshaw (AM peak hour)
- 32. 116th & I-105 EB Ramp / Vermont (AM peak hour)
- 35. 120th/Van Ness Avenue (AM peak hour)
- 42. El Segundo Boulevard and Van Ness Avenue (AM and PM peak hours)
- 46. El Segundo Boulevard and I-110 SB Ramps (AM peak hour)

The following congestion management plan (CMP) monitoring stations are anticipated to operate at an unacceptable LOS (LOS F):

- 2. I-105 at Western Avenue (AM and PM peak hours)
- 6. I-110 at Manchester Avenue (AM and PM peak hours)

The following freeway on-ramp locations are anticipated to experience queues that exceed the measured storage length for left turns:

- 24. I-110 SB On-Ramp at Imperial Highway (AM and PM peak hours)
- 30. I-105 EB On-Ramp at 120th Street (AM and PM peak hours)
- 31. I-105 WB On-Ramp at Vermont Avenue (AM peak hour)
- 32. I-105 EB On-Ramp at Vermont Avenue (AM peak hour)

- 47. I-110 NB On-Ramp at El Segundo Boulevard (PM peak hour)

Additionally, all freeway segments are forecast to operate at an unacceptable level of service (LOS D or worse). However, since this alternative would not add any new trips to the project area, it would eliminate the proposed project's significant and unavoidable traffic impacts to roadway intersections and freeway main lines, and its impacts would be less than significant.

It should be noted, however, that this alternative would have a greater annual VMT per capita (12,571) than the proposed project (9,726) because the project's TOD features, internal capture, and transportation demand management trip reductions would not be implemented under this alternative.

7.3.2.13 TRIBAL CULTURAL RESOURCES

As with cultural resources, no impact would occur to tribal cultural resources since no development would occur under this alternative. Since no grading activities would occur, the potential to uncover or adversely impact known or unknown tribal cultural resources in the project area would be eliminated. Compared to the proposed project, impacts would be reduced and would not need mitigation.

7.3.2.14 UTILITIES AND SERVICE SYSTEMS

Since no growth is anticipated under this alternative, no increase in wastewater generation, water demand, solid waste generation, stormwater runoff, or dry utility demand would occur. As detailed in Section 5.14, *Utilities and Service Systems*, existing wastewater generation of 1,679,602 gallons per day (gpd), water demand of 1,555 acre-feet per year (afy), solid waste generation of 34,905 pounds per day (ppd), electricity use of 45,044,220 kilowatt-hours per year, and natural gas use of 80,827,576 thousand British thermal units per year would remain as is. Compared to the proposed project, impacts to utilities and service systems would be reduced and no mitigation measures would be required.

7.3.2.15 CONCLUSION

Ability to Reduce Environmental Impacts

The No Project/Existing General Plan Alternative would reduce impacts related to air quality, cultural resources, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems. Impacts would be similar for land use and planning and population and housing, and impacts would be greater for aesthetics, greenhouse gas emissions, and hydrology and water quality. Significant and unavoidable impacts to air quality, noise, and transportation and traffic would be eliminated.

Ability to Achieve Project Objectives

No growth would occur under this alternative, and the Connect Southwest LA Specific Plan would not be adopted and implemented; thus, none of the project objectives would be achieved. This alternative would not promote uses in proximity to the transit station, along major streets, and at significant intersections (Objective No. 1); develop housing, shopping, and healthy food options near the Vermont Green Line Station and Los Angeles Southwest College (Objective No. 2); provide mobility improvements for pedestrians, bicyclists, and

transit users (Objective No. 3); enhance public safety and reduce criminal activity through design and programmatic improvements (Objective No. 4); promote new and compatible development that respects and responds to the existing scale and density of adjacent neighborhoods (Objective No. 5); improve the Vermont/Athens Green Line Station (Objective No. 6); nor reduce VMT per capita within the project area (Objective No. 7).

7.3.3 REDUCED INTENSITY ALTERNATIVE

The Reduced Density Alternative was evaluated for its potential to reduce the proposed project's significant and unavoidable impacts related to construction and operational air quality, construction noise, and traffic. This alternative would include adopting the proposed Specific Plan and implementing its goals and policies, but would reduce proposed residential and nonresidential development by 20 and 30 percent, respectively, through implementation of a development cap.

As shown in Table 7-1, buildout of the Reduced Intensity Alternative would allow up to 3,614 dwelling units (1,022 single-family residences and 2,592 multifamily residences) and 2,453,533 square feet of nonresidential development. This alternative would introduce approximately 11,125 residents and generate 3,681 jobs, creating a jobs-housing ratio of 1.02.

7.3.3.1 AESTHETICS

Reducing residential and nonresidential development intensity by 20 and 30 percent, respectively, would generally reduce the overall intensity in the Specific Plan area. The Specific Plan would still be adopted under this alternative; therefore, the proposed aesthetic improvements to the project area, including design guidelines related to site design, building design, and the public realm would be implemented. Additionally, street network improvements for vehicles, bicyclists, pedestrians, and transit users would also be implemented to create a safer and more efficient mobility network. Thus, most of the proposed aesthetic improvements would be implemented while reducing residential and nonresidential development intensity. Aesthetic impacts would be reduced and remain less than significant.

7.3.3.2 AIR QUALITY

This alternative would reduce proposed residential and nonresidential development by 20 and 30 percent, respectively, and thus substantially reduce construction and operational air quality emissions. Project-related VMT and associated mobile-source emissions would also be reduced. Despite these reductions in short-term construction and long-term operational emissions, construction and operational emissions would still exceed SCAQMD's regional significance thresholds. Similarly, this alternative would not be consistent with the SCAQMD's AQMP since population and employment assumptions used to develop the regional emissions inventory in the latest AQMP are based on the existing General Plan.

Thus, in comparison to the proposed project, this alternative would reduce construction and operational air quality impacts but would not eliminate the project's significant and unavoidable impacts related to construction and operational emissions.

7.3.3.3 CULTURAL RESOURCES

Reducing the residential and nonresidential development potential within the Specific Plan area by 20 and 30 percent, respectively, would reduce the intensity of development. However, the development footprint of this alternative and the proposed project would be the same. Therefore, the potential to adversely impact previously undiscovered historic, archaeological, and paleontological resources would be similar. Impacts would be similar to the proposed project and less than significant with mitigation.

7.3.3.4 GREENHOUSE GAS EMISSIONS

Under this alternative, residential and nonresidential development would be reduced by 20 and 30 percent, respectively, thereby reducing project-related VMT and associated GHG emissions. GHG emission impacts under the proposed project is already less than significant, thus, impacts would be further reduced and remain less than significant under this alternative.

7.3.3.5 HAZARDS AND HAZARDOUS MATERIALS

Reducing residential and nonresidential development by 20 and 30 percent, respectively, in the project area would reduce impacts related to hazards and hazardous materials. With less development, the routine transport, use, storage, and disposal of hazardous materials and potential for accidental release of hazardous materials would be reduced. It is also probable that fewer existing buildings would be demolished, reducing the potential for release and exposure of asbestos-containing materials and/or lead-based paint. Overall, impacts related to hazards and hazardous materials would be reduced under this alternative and, similar to the proposed project, would be less than significant with mitigation.

7.3.3.6 HYDROLOGY AND WATER QUALITY

Similar to the proposed project, future individual projects in accordance with the Specific Plan would be required to comply with the Construction General Permit and the County's MS4 Permit that require the preparation and implementation of a SWPPP and WQMP. Additionally, since the project area is almost completely built out, the reduced intensity of this alternative would not substantially reduce the amount of impervious surfaces compared to the proposed project, nor would it interfere less with groundwater recharge. Development in accordance with the proposed project and the Reduced Intensity Alternative would have similar impacts to hydrology and water quality, and impacts would be less than significant.

7.3.3.7 LAND USE AND PLANNING

Compared to the proposed project, this alternative would also require a General Plan Amendment and zone change to adopt the proposed Specific Plan. This alternative would also similarly implement the goals and policies of the Specific Plan. Therefore, land use and planning impacts of this alternative would be similar to the proposed project and would be less than significant.

7.3.3.8 NOISE

This alternative would reduce impacts related to construction and operational noise. Reducing residential and nonresidential development potential by 20 and 30 percent, respectively, would proportionally reduce construction activities and associated noise. However, the project's significant and unavoidable construction noise impact would remain since it is difficult to quantify construction noise impacts at site-specific offsite or onsite sensitive receptors without project-level information. The potential for multiple projects to be under construction at the same time in the same area for prolonged periods of time (depending on the project type) also contributes to the significant and unavoidable construction noise impacts.

Operational noise impacts related to stationary (e.g., maintenance and HVAC systems) and mobile (e.g., traffic) sources would also be reduced under this alternative. Overall, construction and operational noise impacts would be reduced, but construction noise would remain significant and unavoidable.

7.3.3.9 POPULATION AND HOUSING

This alternative would allow development of 904 fewer dwelling units and 1,021,514 fewer square feet of nonresidential use, thus introducing 3,237 fewer residents and 1,533 fewer jobs to the project area. However, the jobs-housing ratio would also reduce from 1.15 to 1.02 (see Table 7-1). Population and housing impacts would be similar and remain less than significant.

7.3.3.10 PUBLIC SERVICES

Approximately 3,237 fewer residents would be introduced into the Specific Plan area under this alternative. Demand for public services, including fire, police, school, and library services would be reduced, and impacts to existing and future levels of service would lessen. Generally, impacts to public services would be reduced and, similar to the proposed project, would be less than significant.

7.3.3.11 RECREATION

Recreational impacts are determined based on the potential for future permanent residents to impair existing or planned parks and recreational facilities. Since this alternative would introduce 904 fewer dwelling units and 3,237 fewer residents than the proposed project, impacts on the County's existing parkland and recreational facilities in the area would also be reduced. Thus, impacts would be reduced and remain less than significant.

7.3.3.12 TRANSPORTATION AND TRAFFIC

Reducing residential and nonresidential development by 20 and 30 percent, respectively, would proportionally reduce average daily trips and impacts to roadways and intersections levels of service compared to the proposed project. However, although the reduction in residential and nonresidential development would proportionally reduce total vehicle miles traveled, it would increase vehicle miles traveled per capita.

However, the Specific Plan would still be adopted under this alternative; therefore, the beneficial mobility improvements would be implemented as feasible. These include pedestrian, bicyclist, and transit user

amenities, such as wider sidewalks, more bicycle lanes, street trees, benches and bus shelters, wayfinding signage, transit maps, etc. These mobility improvements would help gradually transform the project area into a safe and efficient TOD. Thus, overall impacts to transportation and traffic would be reduced.

7.3.3.13 TRIBAL CULTURAL RESOURCES

Impacts to tribal cultural resources would be similar to the proposed project because the development footprint would not change. Thus, the potential to adversely impact previously undiscovered tribal cultural resources would be similar, and impacts would be reduced to less than significant levels with mitigation incorporated.

7.3.3.14 UTILITIES AND SERVICE SYSTEMS

Reducing residential and nonresidential development potential by 20 and 30 percent, respectively, under this alternative would proportionally reduce impacts to utilities and service systems. Based on a water demand rate of 0.16 acre-feet per year per capita, buildout of this alternative would generate a demand of 1,780 acre-feet per year. In comparison, buildout of the proposed project would generate an annual water demand of 2,297 acre-feet. Thus, impacts on water services, including water supply, delivery systems and treatment, would be reduced.

Additionally, this alternative would generate approximately 1,789,607 gpd of wastewater compared to 2,400,409 gpd under the proposed project, and would generate approximately 33,852 ppd of solid waste compared to 44,689 ppd under the proposed project.

Overall, impacts to utilities and service systems would be reduced and, similar to the proposed project, would remain less than significant under this alternative.

7.3.3.15 CONCLUSION

Ability to Reduce Environmental Impacts

The Reduced Intensity Alternative would reduce impacts related to aesthetics, air quality, GHG emissions, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, and utilities and service systems. Impacts to cultural resources, hydrology and water quality, land use and planning, population and housing, and tribal cultural resources would be similar. However, significant and unavoidable impacts related to air quality, construction noise, and traffic would remain.

Ability to Achieve Project Objectives

Since this alternative would still involve adopting the proposed Specific Plan, many of the project objectives related to promoting transit-oriented improvements can be achieved. This alternative would improve the public right-of-way by increasing mobility options for pedestrians and bicyclists (Objective No. 3); enhance public safety and reduce criminal activity through design and programmatic improvements (Objective No. 4); and improve the Vermont/Athens Green Line Station to make it more inviting, comfortable, and safe to transit users (Objective No. 6).

This alternative would reduce residential and nonresidential development by 20 and 30 percent, respectively; therefore, some project objectives would be achieved but to a lesser degree. For example, this alternative would promote uses in proximity to the transit station, along major streets and significant intersections that benefit from the economic opportunities afforded by the presence of the Metro station, Los Angeles Southwest College, and public facilities (Objective No. 1), but the 30 percent reduction in development intensity may not provide as much economic opportunity as the proposed project. Similarly, this alternative would develop opportunities in the TOD that offer housing, shopping, and healthy food options to residents and visitors (Objective No. 2) and promote new development that is compatible with the existing scale and density of adjacent neighborhoods by accommodating growth near the station area and commercial nodes (Objective No. 5), but all to a lesser degree than the proposed project. Further, the reduction in residential and nonresidential development would reduce overall vehicle miles traveled (Objective No. 7), but would not reduce vehicle miles traveled per capita more than would the proposed project. It should also be noted that less development may result in less funding for the proposed improvements in the Specific Plan.

7.3.4 ALTERNATIVE LAND USE PLAN

The Alternative Land Use Plan was evaluated for its potential to assist the County in providing more housing at higher densities in the subregion with the potential for affordable housing development. This would help the County meet its share of the regional housing need through Program 6 (Transit Oriented Districts Program) of the County of Los Angeles Housing Element and further encourage transit ridership and reducing VMT per capita.

This alternative would involve adopting the proposed Specific Plan and implementing its goals and policies, but would increase residential development by 30 percent and decrease nonresidential development by 30 percent. As detailed in Table 7-1, buildout of the Alternative Land Use Plan would allow up to 5,873 dwelling units (1,661 single-family residences and 4,212 multifamily residences) and 2,453,533 square feet of nonresidential development. This alternative would introduce approximately 18,078 residents and generate 3,681 jobs, creating a jobs-housing ratio of 1.16.

7.3.4.1 AESTHETICS

Compared to the proposed project, this alternative would allow development of 1,355 additional dwelling units but 1,021,514 fewer square feet of nonresidential development. The proposed Specific Plan would still be adopted under this alternative; therefore, the aesthetic improvements to the project area, including uniform development standards and design guidelines, pedestrian and bicyclist amenities, and public realm enhancements, would be implemented. Thus, compared to the proposed project, this alternative would have similar and less than significant impacts related to aesthetics.

7.3.4.2 AIR QUALITY

This alternative would allow development of 1,355 additional dwelling units and approximately 1.0 million fewer square feet of nonresidential development. Construction and operational air quality emissions are comparable to that of the proposed project. This alternative also would not be consistent with the SCAQMD's AQMP since population and employment assumptions used to develop the regional emissions

inventory in the latest AQMP are based on the existing General Plan. Overall, impacts to air quality would be similar and remain significant and unavoidable.

7.3.4.3 CULTURAL RESOURCES

The development footprint of this alternative would be the same as the proposed project. Thus, grading activities associated with residential or nonresidential development would have similar potential to adversely impact previously undiscovered cultural resources. Impacts would be similar and less than significant with mitigation.

7.3.4.4 GREENHOUSE GAS EMISSIONS

The proposed project's land use mix was crafted to create a diverse mix of land uses and transit-oriented development. Properly planned TOD areas reduce average daily trips and vehicle miles traveled per capita by providing housing near other areas that provide services, entertainment, retail, and employment. Under this alternative, the increase in residential development and decrease in nonresidential development would increase overall VMT and VMT per capita, and thus, increase GHG impacts.

7.3.4.5 HAZARDS AND HAZARDOUS MATERIALS

Decreasing nonresidential development by 30 percent would reduce the potential for future nonresidential projects to create hazards to the public or environment through the routine use, disposal, transport, and storage of hazardous materials. On the other hand, the increase in residential development under this alternative would expose more people to potential hazardous materials, such as asbestos or lead-based paint during demolition of existing buildings. On balance, overall impacts would be similar and less than significant with mitigation.

7.3.4.6 HYDROLOGY AND WATER QUALITY

This alternative would have similar hydrology and water quality impacts as the proposed project. Future projects meeting the National Pollutant Discharge Elimination System Program requirements would be required to obtain a Construction General Permit and prepare and implement a SWPPP and WQMP and associated best management practices. Additionally, since the Specific Plan area is predominantly built out, development of either this alternative or the proposed project would not significantly increase impervious surfaces or interfere with groundwater recharge in the project area. Thus, impacts would be similar and less than significant.

7.3.4.7 LAND USE AND PLANNING

This alternative would still include the adoption of the proposed Specific Plan, and thus would require a General Plan Amendment and zone change. Goals and policies of the Specific Plan would also be implemented, and overall impacts would be similar and less than significant.

7.3.4.8 NOISE

Development under this alternative would allow 1,355 additional dwelling units but 1,021,514 fewer square feet of nonresidential development compared to the proposed project. Thus, construction noise associated with this alternative would be comparable to the proposed project. Impacts would also remain significant and unavoidable since the locations of specific future projects within the project area are unknown and it would be difficult to quantify construction noise impacts on sensitive receptors without project-level noise analyses for future projects.

Operational noise impacts associated with this alternative may be slightly reduced compared to the proposed project since residences typically generate less noise than nonresidential developments, but the difference would be nominal. Thus, overall noise impacts would be similar, and significant and unavoidable construction noise impacts would remain.

7.3.4.9 POPULATION AND HOUSING

This alternative land use plan would introduce 1,355 additional dwelling units and 3,716 additional residents compared to the proposed project. Thus, population and housing growth impacts would be greater than the proposed land use plan.

Additionally, the 30 percent reduction in nonresidential development would decrease the number of generated jobs by 1,533. Thus, the project's jobs-to-housing ratio would decrease substantially from 1.15 to 0.63 and have a greater impact on jobs-housing balance. Overall, population and housing impacts would be greater than the proposed project.

7.3.4.10 PUBLIC SERVICES

This alternative would increase residential development and decrease nonresidential development by 30 percent. Impacts to fire and police services would generally be similar assuming residential and nonresidential uses have similar numbers of calls for service. However, impacts to school and library services would increase because this alternative would introduce 3,716 additional residents into the project area. Thus, overall impacts to public services under this alternative would be greater than the proposed project, but remain less than significant.

7.3.4.11 RECREATION

Since this alternative would introduce 3,716 additional residents into the project area compared to the proposed project, demand and use of existing parks and recreational facilities in the neighborhood would increase and may result in the need to construct new parks and recreational amenities to meet future needs. Thus, impacts would be greater under this alternative.

7.3.4.12 TRANSPORTATION AND TRAFFIC

Peak hour trip generation rates for residential uses are lower than for commercial uses. Therefore, this alternative may reduce overall trip generation and impacts on roadways, intersections, and freeways. The

increase in 1,355 dwelling units in an area with 1,021,514 fewer square feet of nonresidential development may also increase overall VMT and VMT per capita since residents would have to travel farther for goods, services, and employment.

Nevertheless, the Specific Plan would still be adopted and the proposed mobility network improvements for vehicles, pedestrians, bicyclists, and transit users would be implemented as feasible. Thus, overall transportation and traffic impacts would balance out and be similar to the proposed project. Impacts to roadway intersections and freeway main lines would still be significant and unavoidable.

7.3.4.13 TRIBAL CULTURAL RESOURCES

Given that the development footprint of this alternative would be the same as the proposed project, the potential to uncover or adversely impact known and unknown tribal cultural resources in the project area is similar. Impacts would similarly be reduced to less than significant levels with mitigation.

7.3.4.14 UTILITIES AND SERVICE SYSTEMS

This alternative would increase residential development by 30 percent and decrease nonresidential development by the same amount. Based on a water demand rate of 0.16 acre-feet per year per capita, buildout of this alternative would generate a demand of 2,892 acre-feet per year. In comparison, buildout of the proposed project would generate an annual water demand of 2,297 acre-feet. Thus, impacts on water services, including water supply, delivery systems and treatment, would be greater.

Additionally, this alternative would generate approximately 2,602,607 gpd of wastewater compared to 2,400,409 gpd under the proposed project and would generate approximately 46,722 ppd of solid waste compared to 44,689 ppd under the proposed project. Overall, impacts to utilities and service systems would be greater.

7.3.4.15 CONCLUSION

Ability to Reduce Environmental Impacts

This alternative would reduce impacts related to aesthetics but would increase impacts related to GHG emissions, population and housing, public services, recreation, and utilities and service systems. Impacts to air quality, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation and traffic, and tribal cultural resources would be similar. Significant and unavoidable impacts related to air quality, GHG emissions, noise, and traffic would also remain.

Ability to Achieve Project Objectives

The Alternative Land Use Plan would be able to achieve most of the project objectives, but some to a lesser degree than the proposed project. Because the proposed Specific Plan would be adopted under this alternative, the proposed policies, development standards, and physical improvements in the Specific Plan would help achieve the following goals: improve the public right-of-way and increase mobility options (Objective No. 3); enhance public safety and reduce criminal activity through design and programmatic

improvements (Objective No. 4); and improve the Vermont/Athens Green Line Station to make it more inviting, comfortable, and safe to transit users (Objective No. 6).

This alternative would also be able to achieve the remaining project objectives, but to a lesser degree than the proposed project because it increases residential use and reduces nonresidential use by 30 percent. Compared to the proposed project, this land use mix would not fully take advantage of transit-oriented development benefits, such as reducing average daily trips and vehicle miles traveled per capita by providing housing near uses that provide services, entertainment, retail, and employment in a denser area.

Thus, this alternative would promote uses in proximity to the transit station and major roadways/intersections to benefit from the economic opportunities afforded by the Metro station, the Los Angeles Southwest College, and public facilities (Objective No. 1); develop opportunities that offer housing, shopping, and healthy food options particularly near the Metro Station and Los Angeles Southwest College (Objective No. 2); promote new development that is compatible with the existing scale and density of adjacent neighborhoods by allowing more growth near the station area and commercial nodes (Objective No. 5); and reduce vehicle miles traveled per capita per Assembly Bill 32 and Senate Bill 375 goals (Objective No. 7).

7.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 7-2 summarizes the environmental impacts of each alternative compared to the proposed project, and Table 7-3 summarizes each alternative's ability to achieve the project objectives.

Table 7-2 Summary of Proposed Project and Alternatives Impacts

Topic	Proposed Project	No Project/Existing General Plan Alternative	Reduced Intensity Alternative	Alternative Land Use Plan
Aesthetics	LTS	>	<	<
Air Quality				
Construction	S/U	<*	<	=
Operation	S/U	<*	<	=
Cultural Resources	LTS/M	<	=	=
Greenhouse Gas Emissions	LTS	>	<	>
Hazards and Hazardous Materials	LTS/M	<	<	=
Hydrology and Water Quality	LTS	>	=	=
Land Use and Planning	LTS	=	=	=
Noise				
Construction	S/U	<*	<	=
Operation	LTS	<	<	=
Population and Housing	LTS	=	=	>
Public Services	LTS	<	<	>
Recreation	LTS	<	<	>
Transportation and Traffic	S/U	<*	<	=
Tribal Cultural Resources	LTS/M	<	=	=
Utilities and Service Systems	LTS/M	<	<	>

Notes: LTS: Less than Significant; LTS/M: Less than Significant with Mitigation Incorporated; S/U: Significant and Unavoidable

(<) The alternative would result in less of an impact than the proposed project.
(>) The alternative would result in greater impacts than the proposed project.
(=) The alternative would result in the same/similar impacts as the proposed project.
* The alternative would reduce a significant and unavoidable impact.

Table 7-3 Ability to Meet Project Objectives

Project Objective	Proposed Project	No Project/ Existing General Plan Alternative	Reduced Intensity Alternative	Alternative Land Use Plan
1. Promote uses in proximity to the transit station, along major streets, and at significant intersections that benefit from the economic opportunities afforded by the presence of the Green Line and major educational and public facilities.	Yes	No	Yes, to a lesser degree	Yes, to a lesser degree
2. Develop opportunities, particularly at the Vermont Green Line Station and Los Angeles Southwest College that offer housing, shopping, and healthy food options for residents and visitors.	Yes	No	Yes, to a lesser degree	Yes, to a lesser degree
3. Improve the public right-of-way to increase mobility options for pedestrians and bicyclists. New sidewalks and bike facilities should create safe and secure connections to destinations that are integrated into the transit system.	Yes	No	Yes	Yes
4. Enhance public safety and reduce criminal activity through design and programmatic improvements.	Yes	No	Yes	Yes
5. Promote new development that respects and responds to the existing scale and density of adjacent neighborhoods by accommodating growth near the station area and commercial nodes.	Yes	No	Yes, to a lesser degree	Yes, to a lesser degree
6. Improve the Vermont/Athens Green Line Station to make it more inviting, comfortable, and safe to transit users.	Yes	No	Yes	Yes
7. Reduce vehicle miles traveled per capita within the project area to be consistent with the Assembly Bill 32 and Senate Bill 375 goals.	Yes	No	Yes, to a lesser degree	Yes, to a lesser degree

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. Since the No Project/Existing General Plan Alternative is the environmentally superior to the proposed project, an alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Intensity Alternative

As shown in Table 7-2, the Reduced Intensity Alternative would lessen impacts associated with aesthetics, air quality, GHG emissions, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, and utilities and service systems. Impacts to cultural resources, hydrology and water quality, land use and planning, population and housing, and tribal cultural resources would be similar. However, significant and unavoidable impacts related to air quality, construction noise, and traffic would remain.

7.5 REFERENCES

USA.com (USA). 2014a. West Athens, CA Population and Races. http://www.usa.com/west-athens-ca-population-and-races.htm. Accessed September 20, 2017.

———. 2014b. Westmont, CA Population and Races. http://www.usa.com/westmont-ca-population-and-races.htm. Accessed September 20, 2017.

8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "…it is the policy of the state that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project," and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment."

This chapter includes an environmental analysis and finding of no impact or less than significant impact for the topics precluded from detailed discussion in Chapter 5, *Environmental Analysis*, of this DEIR.

8.1 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?

No Impact. CEQA considers impacts to three categories of important farmland: Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. According to the California Department of Conservation Important Farmland Finder, there are no important farmlands in the Metro Planning Area of Los Angeles County, including the Specific Plan area (DOC 2017). There are also no existing agricultural uses in the Specific Plan area. Additionally, as shown in Figures 3-5, *Proposed Zoning Districts*, and 4-3, *Existing Zoning*, the current and proposed zoning districts do not have any areas designated for agriculture. Therefore, development in accordance with the proposed project and any zoning district changes proposed under the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont would have no impact on important farmlands nor convert any farmland to nonagricultural use.

B. Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?

No Impact. See response to Section 8.1(A) above.

The California Department of Conservation Division of Land Resource Protection maintains updated maps showing lands bearing Williamson Act contracts. According to the State of California Williamson Act Contract Land map (dated 2016) there are no lands within the Metro Planning Area of Los Angeles County under Williamson Act contracts (DOC 2016). Additionally, the Specific Plan area is not designated as an Agricultural Opportunity Area or Agricultural Resources Area per the County's 2035 General Plan (DRP 2014). Therefore, development in accordance with the proposed project and any zoning district changes proposed under the Connect Southwest LA project would not conflict with existing agricultural zoning, impact Williamson Act lands, or impact Agricultural Opportunity Areas.

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))?

No Impact. As shown in Figures 3-5, *Proposed Zoning Districts*, and 4-3, *Existing Zoning*, the current and proposed zoning districts do not zone any land as forest land, timberland, or timberland production. The entire project site and Metro Planning Area are urban and built out with no existing or zoned areas for forest land, timberland, or timberland production. Thus, no impacts would occur.

D. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response to Section 8.1(C), above.

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?

No Impact. See responses to Sections 8.1(A) through (C), above.

8.2 BIOLOGICAL RESOURCES

Would the project:

A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

No Impact. There is no native habitat or suitable breeding or nesting habitat for sensitive species onsite. The project site is urbanized and entirely built out. Any occurrence of sensitive species onsite is expected to be an incidental occurrence, such as for foraging. Riparian habitats are those occurring along the banks of rivers

and streams. Based on the U.S. Fish and Wildlife Services National Wetlands Inventory, there are no sensitive natural communities onsite and no riparian habitat onsite (USFWS 2017). Thus, no impact would occur.

B. Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

No Impact. See response to Section 8.2(A), above.

C. Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?

No Impact. See response to Section 8.2(A), above. The nearest wetlands to the project site mapped on the National Wetlands Mapper are riverine in the Chester Washington Golf Course west of the Specific Plan area (USFWS 2017a). No impact would occur.

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?

Less Than Significant Impact. The project site and surrounding areas in the County's Metro Planning Area are completely built out and urbanized. The site is not available for wildlife movement and there are no wildlife corridors onsite.

Trees and other vegetation onsite could be used for nesting by migratory birds protected under state and federal law. The Migratory Bird Treaty Act of 1918 (MBTA) is the domestic law implementing the United States' commitment to the protection of migratory birds. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. The USFWS administers permits to take migratory birds in accordance with the regulations pursuant to the MBTA.

Options for compliance with the MBTA include:

a. avoiding grading activities during the nesting season, February 15 to August 15; or

b. if grading activities are to be undertaken during the nesting season, a site survey for nesting birds by a qualified biologist before commencement of grading activities. If nesting birds are found, the applicant would consult with the USFWS regarding means to avoid or minimize impacts to nesting birds.

8. Impacts Found Not to Be Significant

Nesting birds are also protected under California Fish and Game Code Sections 3503 et seq. Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird, with specified exceptions.

Projects developed in accordance with the Specific Plan would be required to comply with the MBTA and the aforementioned California Fish and Game Code sections. Overall, impacts would be less than significant.

E. Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshua trees, southern California black walnut, etc.)?

Less Than Significant Impact. Given that the entire project site is built out with urban uses, there are no native oak woodlands, oak trees, or other unique native trees onsite. However, ornamental landscape vegetation onsite could include oak trees. The Los Angeles County Oak Tree Ordinance, County Code of Ordinances Sections 22.56.2050 et seq., prohibits people from damaging or removing oak trees without a permit from the Los Angeles County Department of Regional Planning. The ordinance applies to all unincorporated areas of the County.

The Oak Tree Ordinance requires permit applicants to submit the following documents to the Los Angeles County Department of Regional Planning:

1. A site plan drawn to scale and showing:

    a. The locations and dimensions of existing land uses and certain categories of proposed features on the site—including buildings, parking lots, other paved areas, landscaped areas, walls and fences, etc.

    b. The location of all oak trees subject to this [ordinance] proposed to be removed and/or relocated, or within 200 feet of proposed construction, grading, landfill or other activity.

2. An oak tree report prepared by an individual with expertise acceptable to the director and county forester and fire warden, of each tree shown on the site plan describing the size, structure, and health of each tree; and identifying trees that may be classified as heritage trees—which are either any oak tree measuring 36 inches or more in diameter, measured four and one-half feet above the natural grade; or any other oak tree having significant historical or cultural importance to the community.

Thus, compliance with the County's Oak Tree Ordinance would ensure impacts to oak woodlands and other unique native trees are less than significant.

F. Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?

Less Than Significant Impact. See response to Section 8.2(E), above.

Additionally, the project site is not in a County-designated Wildflower Reserve Area, Significant Ecological Area, or Sensitive Environmental Resources Area. Thus, impacts would be less than significant.

G. Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?

No Impact. Based on a review of the USFWS's Habitat Conservation Database, the project site is not in or next to the plan area of a habitat conservation plan (USFWS 2017b). Additionally, the CDFW Regional Conservation Plans map does not identify any natural community conservation plans in or near the project site (CDFW 2015). No impact would occur and no additional analysis is needed.

8.3 ENERGY

Would the project:

A. Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Park 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, §21.24.430 and Title 22, Ch. 22.52, Part 21)?

Less Than Significant Impact. The County adopted the California Green Building Standards Code (CALGreen) in November 2013. CALGreen is issued by the California Building Standards Commission on a three-year cycle; the current CALGreen is the 2017 Code.

The purpose of the Los Angeles County Green Building Ordinance is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact, and encouraging sustainable construction practices in the following categories:

1. Planning and design. Planning and design standards include those governing stormwater drainage and installation of electric circuitry supporting future electric vehicle charging stations.

2. Energy efficiency. Energy efficiency standards pertain to lighting, insulation, and mechanical systems (space heating and cooling and water heating).

3. Water efficiency and conservation. Water efficiency standards include requirements for water-efficient fixtures and water-efficient landscaping.

4. Material conservation and resource efficiency. Standards include recycling and/or reusing at least 50 percent of nonhazardous construction and demolition waste.

5. Environmental air quality. Standards include those governing adhesives and architectural coatings to minimize air pollution, and interior moisture control standards (Section 31.101.2).

The Los Angeles County Green Building Standards Code has four groups of standards, each of which has standards covering the five aforementioned categories:

- Residential Mandatory Standards
- Nonresidential Mandatory Standards
- Residential Voluntary Standards
- Nonresidential Voluntary Standards

Projects developed under the Specific Plan would be required to comply with the Los Angeles County Green Building Ordinance. Additionally, the Specific Plan encourages energy efficiency and sustainability by incorporating the following policies:

- Buildings and development projects within the Specific Plan area shall be designed and constructed using sustainable, energy efficient materials and incorporate strategies for the conservation of water, energy, and other natural resources.

- White or green roofs shall be used as much as possible, while the use of pavement, asphalt, and other heat producing surfaces should be minimized to reduce the heat island effect.

- Building and development projects shall be more energy efficient than required by local and state codes.

- Energy-efficient natural lighting shall be used in buildings and new developments. Maximize daylighting and views through window placement and design.

The County's Drought Tolerant Landscaping Ordinance establishes minimum standards for the design and installation of landscaping using drought-tolerant plants and native plants that require minimal use of water. These requirements help conserve water resources by requiring landscaping that is appropriate to the region's climate and to the nature of a project's use. Projects developed in accordance with the Specific Plan shall comply with the requirements in Section 22.52.2230. Further, the Specific Plan includes the following project design features related to water conservation:

- Design sustainable and energy-efficient streetscapes with low-impact development strategies including sustainable stormwater practices, permeable paved surfaces, drought-tolerant plant species, and solar lighting fixtures.

- Irrigation systems shall incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.

- Irrigation systems shall be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low-volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.

- Drainage should be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of storm water runoff and to facilitate groundwater recharge.

- Permeable surfaces should be incorporated whenever feasible to allow infiltration of rainfall and to reduce the total volume of runoff, replenish groundwater, and improve water quality

Thus, buildout of the Specific Plan would comply with the County's Drought Tolerant Landscaping Ordinance and impacts would be less than significant.

B. Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?

Less Than Significant Impact.

Regulatory Requirements

In addition to provisions of CALGreen mentioned above, future projects developed pursuant to the Specific Plan would be required to comply with the following additional regulations related to energy efficiency.

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased Corporate Average Fuel Economy Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration.

8. Impacts Found Not to Be Significant

State

Renewables Portfolio Standard

The California Renewables Portfolio Standard (RPS) was established in 2002 under Senate Bill 1078 and was amended in 2006 and 2011. In September 2015, Senate Bill 350 (de Leon) was signed into law and established tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources. This has accelerated the development of renewable energy projects throughout the state.

Additionally, the California Public Utilities Commission is required to provide quarterly progress reports on progress toward RPS goals. Based on the 4th quarter 2016 report in December, the California Energy Commission (CEC) estimated that about 27 percent of its electricity retail sales in 2016 were served by renewable energy. Statewide in-state operating capacity of renewable resources was 26,300 megawatts as of October 2016 (CEC 2016a).

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations (California Code of Regulations [CCR], Title 20, Parts 1600–1608) contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California. These standards are updated regularly to allow consideration of new energy efficiency technologies and methods.

Title 24, California Code of Regulations, Part 6: Energy Efficiency Standards for Buildings

The Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CCR Part 6) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The CEC adopted the 2008 changes to the Building Energy Efficiency Standards in order to (1) Provide California with an adequate, reasonably-priced, and environmentally-sound supply of energy and (2) Respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its greenhouse gas emissions to 1990 levels by 2020. Title 24 Part 6 of the 2013 California Building Standards Code, the 2013 California Energy Code, went into effect on July 1, 2014, and includes energy efficiency updates. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features.

Most recently, the CEC adopted the 2016 Building and Energy Efficiency Standards. The 2016 standards improve upon the 2013 standards for new construction of and additions and alterations to residential and nonresidential buildings. Under the 2016 standards, residential buildings are 28 percent more energy efficient than the 2013 standards, and nonresidential buildings are 5 percent more energy efficient than the 2013 standards (CEC 2016b).

The 2016 standards do not achieve zero net energy. However, they do get very close to the state's goal and make important steps toward changing residential building practices in California. The 2019 standards will take the final step to achieve zero net energy for newly constructed residential buildings throughout California (CEC 2016b).

Overall, future individual projects developed under the Specific Plan would comply with the aforementioned energy efficiency requirements and would not result in the inefficient use of energy. Impacts would be less than significant.

Construction Energy Use

Construction of the proposed project would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction—the majority of construction equipment during demolition and grading activities would be gas powered or diesel powered, and the later construction phases, such as interior construction and architectural coatings, would require electricity-powered equipment. Energy use during construction activities also takes into account construction workers' vehicles traveling to and from project sites and haul trucks for the import and export of materials from site clearing, demolition, and/or grading. Since the Specific Plan area is mostly built out and already served by electrical infrastructure by Southern California Edison (SCE) and natural gas infrastructure by Southern California Gas Company (SCGC), adequate infrastructure capacity is available to accommodate the electricity and natural gas demand for construction activities, and project implementation would not require additional or expanded infrastructure.

Future construction contractors are also required to minimize idling of construction equipment during construction. These required practices would limit wasteful and unnecessary electrical energy consumption. Therefore, the proposed short-term construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

Transportation Energy Use

Short-Term Construction Impacts

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. As stated above, transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Therefore, impacts related to transportation energy use during construction would not require expanded energy supplies or the construction of new infrastructure. Impacts would be less than significant.

Long-Term Operational Impacts

The proposed Specific Plan would consume transportation energy during operations from the use of motor vehicles. Estimates of transportation energy use are based on the overall project-generated vehicle miles traveled (VMT).

As modeled in CalEEMod, project-related VMT would come from resident, visitor, and employee vehicle trips; delivery and supply trucks, and trips by maintenance and repair crews. The proposed project would have an estimated daily VMT of 534,386, which equates to approximately 19,550 gallons per day or 7,116,080 gallons per year of gasoline and diesel fuel (see Appendix C). In comparison, existing daily VMT in the project area is 427,123, which equates to approximately 23,057 gallons per day or 8,392,812 gallons per year of gasoline and diesel fuel (see Appendix C). Thus, the proposed project would increase daily VMT but decrease annual fuel consumption because the average fuel economy takes into account the TOD features of the Specific Plan and proposed land use plan, recent state and federal laws, including the Pavley Advanced Clean Cars program, as well as vehicle turnover, which has improved the overall fuel economy of California's vehicle fleets..

The communities of West Athens and Westmont and their surrounding areas are highly urbanized, with numerous gasoline fuel facilities and infrastructure. Consequently, the proposed project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities.

Overall, buildout of the proposed project would not result in the inefficient, wasteful, or unnecessary use of energy through construction and transportation and impacts would be less than significant.

8.4 GEOLOGY AND SOILS

Would the project:

A. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.

No Impact. A portion of the Newport-Inglewood Fault Zone traverses the Specific Plan area in a northwest-southeast direction. This is an active fault trace and part of an Alquist-Priolo Earthquake Fault Zone (DOC 1986). Development in accordance with the Specific Plan would result in the construction of new buildings, some of which are expected to be residential. The siting of such buildings would be required to comply with the requirements of the Alquist-Priolo Earthquake Fault Zoning Act, the purpose of which is to prevent the construction of residential buildings on top of the traces of active faults. Adherence to this law and the required setbacks from active fault traces would reduce the hazards associated with earthquake fault rupture. The project would not exacerbate an existing hazardous condition, therefore, no impact would occur.

ii. Strong seismic ground shaking?

Less Than Significant Impact. Although strong seismic shaking is a risk throughout Southern California, the Specific Plan area is not at greater risk of seismic activity or impacts than other areas. Additionally, the State regulates development through a variety of tools that reduce hazards from earthquakes and other geologic hazards. The California Building Code (CBC) contains building design and construction requirements that are intended to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards.

The County building regulations are included in the County Code, Title 26, Chapters 2 through 35, and Appendices C, I, and J, where the County has adopted the most recent version of the CBC by reference. Future development projects pursuant to the proposed project would be required to adhere to the provisions of the CBC, which are imposed on project developments by the County during the building plan check and development review process. Each future development would be preceded by a detailed, site-specific geotechnical investigation. The geotechnical investigation would calculate seismic design parameters pursuant to CBC requirements and would include foundation and structural design recommendations, as needed, to reduce hazards to people and structures arising from ground shaking. Compliance with the requirements of the CBC for structural safety during a seismic event would reduce the hazards associated with strong seismic ground shaking to a less than significant level.

iii. Seismic-related ground failure, including liquefaction and lateral spreading?

No Impact. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for the Inglewood Quadrangle shows the entire project site is outside of any seismic hazard zones, including liquefaction and earthquake-induced landslides (DOC 1999). Thus, no impact would occur.

iv. Landslides?

No Impact. See response to Section 8.4(A)(iii), above.

B. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Given that the project site is predominantly built out, development in accordance with the Specific Plan would consist mostly of redevelopment and intensification of already developed sites. Therefore, the potential for future development to result in the loss of topsoil would be less than significant.

Additionally, all new developments, if on sites larger than an acre, are required to comply with the National Pollutant Discharge Elimination System (NPDES) program and its Construction General Permit (CGP) requirements, which include development and implementation of a Stormwater Pollution Prevention Plan

(SWPPP). The SWPPP would include measures to minimize pollutant discharge from project sites through best management practices (BMPs) that emphasize erosion prevention through sediment control, stabilizing slopes, and minimizing soil disturbance during both construction and operation phases. In addition, the County's Low Impact Development Standards Manual, issued by the Los Angeles County Department of Public Works, requires all projects that meet the County's definition of a Designated Project to be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces. BMPs specifically related to erosion and flooding control include biofiltration, bioretention, bioswales, green roofs, infiltration, rainfall harvest and use, permeable/pervious concrete pavement, porous landscaping, etc. Given these federal and local regulations, potential soil erosion impacts would be less than significant.

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?

Less Than Significant Impact. As previously stated, the project site is outside of any seismic hazard zones, including liquefaction and earthquake-induced landslides (DOC 1999). Additionally, individual development projects would be required to adhere to existing building and grading codes. These codes contain provisions for soil preparation/conditioning to minimize hazards from unstable and expansive soils. Grading and soil compaction also requires the preparation of site-specific grading plans and soils and geology reports to address liquefaction, subsidence, and other potential geologic or soil stability issues. Such plans and reports must be provided to the County for review and approval before projects can commence. Submittal of these technical plans and studies would ensure that hazards arising from unstable and expansive soils would be minimized to the extent practicable. Thus, impacts would be less than significant.

D. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. See response to Section 8.4(C), above.

E. Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

No Impact. The project site is served by existing sewers, and projects developed pursuant to the Specific Plan would not involve onsite wastewater treatment systems. No impact would occur.

F. Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?

No Impact. The project site is nearly flat and is not subject to the County's Hillside Management Area Ordinance or hillside design standards. No impact would occur.

8.5 MINERAL RESOURCES

Would the project:

A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The California Geological Survey (CGS) classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act of 1975. The State Geologist is responsible for classifying areas within California that are subject to urban expansion or other irreversible land uses. The State Geologist is also responsible for classifying Mineral Resource Zones (MRZ) to record the presence or absence of significant mineral resources in the state based on CGS data.

Lands designated MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are "regionally significant."

According to the CGS's "San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations" map, the entire communities of West Athens and Westmont are outside of the MRZ-2 areas (CGS 2010). Therefore, development in accordance with the proposed project would not impact any areas of known mineral resources. Additionally, development of the Specific Plan is not expected to affect existing oil operations. No impacts would occur.

B. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. See response to Section 8.6(A), above. There are no locally important mineral resource recovery sites within the project site. Therefore, future development in accordance with the Specific Plan would not result in the loss of availability of a locally important mineral resource, and no impacts to mineral resources recovery sites would occur.

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9. Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an environmental impact report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented.

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The following are the significant irreversible changes that would be caused by implementation of the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont project.

- Future development in accordance with the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources, human resources, and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Future development would also require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of future development accommodated by the Specific Plan would limit the availability of such resources for future generations or for other uses during the life of the project.

- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- An increase in project-related vehicle trips would accompany population growth as a result of Specific Plan buildout. Over the long term, emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O_3) and particulate matters ($PM_{2.5}$ and PM_{10}), nonattainment for lead (Los Angeles County only) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO_2) under the California AAQS.

9. Significant Irreversible Changes Due to the Proposed Project

- Future redevelopment and new development in accordance with the Specific Plan are long-term irreversible commitments of land in the West Athens-Westmont community.

Given the low likelihood that the developed land would revert to lower intensity uses or to its current form, the proposed project would generally commit future generations to these environmental changes.

10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

- Would this project result in the need to expand one or more public services to maintain desired levels of service?

- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Construction/Extension of Major Infrastructure Facilities

The project site is almost entirely built out, with only a few vacant parcels. Therefore, the entire project area is connected to water and wastewater pipe lines, electricity, and natural gas services. Water service is provided by Golden State Water Company, Southwest System; wastewater collection is provided by the County Department of Public Works (DPW); wastewater treatment is provided by the Sanitation Districts of Los Angeles County (LACSD); storm drainage services is provided by DPW and the California Department of

10. Growth-Inducing Impacts of the Proposed Project

Transportation; solid waste collection services is provided by Consolidated Disposal Services, Gardena; landfill services is provided by LACSD; electricity is provided by Southern California Edison; and natural gas is provided by Southern California Gas Company.

As detailed in Section 5.14, *Utilities and Service Systems*, development in accordance with the Specific Plan may require upsizing of water and wastewater pipelines to accommodate the demands of the proposed project at full buildout. The expansion of onsite infrastructure would induce growth in the area because the project area would be able to accommodate future uses.

Changes in Existing Regulations

The Specific Plan area is designated by the County of Los Angeles 2035 General Plan land use plan as the following (see Figure 4-2, *Community Plan Land Uses*):

- Single-Family Residence (RD 2.3; 1 to 8 dwelling units per acre [du/ac]); 183 acres
- Two Family Residence (RD 3.1; 8 to 17 du/ac); 91 acres
- Medium Density Bonus (RD 3.2; 17 to 30 du/ac); 8 acres
- Senior Citizen-Density Bonus (SCD; 30 to 50 du/ac); 4 acres
- Regional Commercial (C.1); 21 acres
- Community Commercial (C.2); 36 acres
- Recreation/Open Space (OS.1); 1.6 acres
- Public/Quasi-Public Use (PL.1); 99 acres
- Transportation Corridor (TC); 25 acres

The anticipated adoption of Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont would allow development of the following zoning districts: Single Family Residence Zone, Residential Planned Development Zone, Two-Family Residence Zone, Limited Multiple Residence Zone, Mixed Use 1 Zone, Mixed Use 2 Zone, Neighborhood Commercial Zone, Civic Center Zone, Public-Institutional Zone, and Buffer Strip Zone (see Figure 3-4, *Proposed Zoning Districts*). Buildout of the proposed project would introduce up to 5,454 residential units and approximately 3.5 million square feet of nonresidential uses.

Overall, implementation of the proposed Specific Plan would involve expanding onsite infrastructure and increasing intensity and density of permitted land uses, which would induce overall growth in the project area. However, it should be noted that the growth anticipated is within the projections assumed for the area (see Section 5.9, *Population and Housing*).

Would this project result in the need to expand one or more public services to maintain desired levels of service?

The proposed project would increase demand for police, fire, school, and library services. The Los Angeles County Fire Department provides fire protection and emergency services, and the Los Angeles County Sheriff's Department provides police protection to the project area. If necessary, future expansion of police

or fire services would be financed through development impact fees that are charged to project developers of all new developments; therefore, impacts to fire and police services would be less than significant.

Buildout of the Specific Plan would introduce approximately 3,204 additional residents to the project area, which would increase demand for school and library services as well. New students would likely attend schools in the Los Angeles Unified School District, and potential library patrons would likely visit the Woodcrest Library in the Community of Westmont. Project impacts related to school and library services would not adversely impact existing capacities or levels of service.

Overall, the proposed project would not result in the need to expand one or more public services. A full discussion of public service impacts is provided in Section 5.10, *Public Services*.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During construction of future projects in accordance with the Specific Plan, a number of design, engineering, and construction-related jobs would be created. This would be temporary employment conditions lasting until project construction is completed; however, it would be a direct, growth-inducing effect of the proposed project.

Buildout of the Specific Plan would introduce up to 4,518 residential units and approximately 3.5 million square feet of nonresidential uses. The increase in residents and nonresidential development and associated jobs as a result of the proposed project would spur new economic investment in commercial, office, and industrial uses serving the Specific Plan area. Future residents would also pay property and sales tax for living and buying within the West Athens-Westmont communities. This would represent an increased demand for economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses, particularly within the transit and mixed-use corridors of the project area. Additionally, a guiding principle of the Specific Plan is to promote uses in proximity to the transit station, along major streets, and at significant intersections that benefit from the economic opportunities afforded by the presence of the Metro Green Line and major educational and public facilities. The Specific Plan encourages development of employment-generating uses along major corridors, supports the expansion and retention of the Los Angeles Southwest College and associated educational industries, and supports the redesign of commercial corridor street frontages to encourage active pedestrian and bicyclist activity and a growing local economy. Overall, the proposed project would facilitate economic growth in the West Athens-Westmont community.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Approval of the Connect Southwest LA project would not require the approval of discretionary actions that would set precedents for future projects with similar characteristics. The proposed project would require approval of a general plan amendment (GPA) and zone change (ZC) to change the land use designations and zoning districts onsite, and adoption of the Specific Plan. The GPA and ZC would expand the intensity and density of permitted uses onsite, which may encourage growth of a similar type in the areas surrounding the

10. Growth-Inducing Impacts of the Proposed Project

Specific Plan area. If additional development were allowed in the vicinity of the project, it may cause additional environmental impacts. However, future projects in the West Athens-Westmont community or neighboring cities (i.e., Inglewood, Hawthorne, Gardena, and Los Angeles) would require environmental review and discretionary approval by the applicable lead agencies (e.g., County Board of Supervisors or City Council). The proposed project would not change the existing protocol for project approval and would not provide precedents or make it more likely for other projects to gain approval of similar applications.

11. Organizations and Persons Consulted

County of Los Angeles

Department of Regional Planning

Anita Gutierrez, AICP, Section Head

Leon Freeman, Regional Planning Assistant II, Community Studies West Section

Department of Parks and Recreation

Jennifer Jung, LEED AP BD+C, Park Planner

Fire Department

Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau

Sheriff's Department

Eric Strong, Lieutenant

Public Library

Skye Patrick, County Librarian

Elsa Munoz, Head, Support Services

Golden State Water Company Southwest System

Joseph Zhao, Southwest District Operations Engineer

Los Angeles Southwest College

Daniel B. Hall, Vice President Administrative Services

Los Angeles Unified School District

Rena Perez, Director, Master Planning & Demographics

Sanitation Districts of Los Angeles County

Adriana Raza, Customer Service Specialist

11. Organizations and Persons Consulted

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12. Qualifications of Persons Preparing EIR

PLACEWORKS

Nicole Morse, Esq.
Associate Principal

- BS, Applied Ecology, University of California, Irvine
- JD, Business Law, Whittier Law School

Fernando Sotelo, PE, PTP
Senior Associate, Transportation

- BS, Naval Engineering, University of Sao Paulo, Brazil
- MS, Civil Engineering, University of Southern California
- California Traffic Engineer No. 2770
- Professional Transportation Planner

Bob Mantey
Senior Engineer, Noise, Vibration & Acoustics

- BS, Engineering, Harvey Mudd College

John Vang, JD
Associate

- BA, Anthropology, University of California, Los Angeles
- MA, Urban Planning, Design, & Development, Cleveland State University
- JD, Cleveland-Marshall College of Law, Cleveland State University

Frances Yau, AICP
Associate

- BS, Environmental Systems, University of California, San Diego
- Master of City and Regional Planning, Cornell University

12. Qualifications of Persons Preparing EIR

Michael Milroy
Associate

- BS, Biological Science, California State University, Long Beach
- MS, Interdisciplinary Studies/Neuroscience, California State University, Long Beach

Cameron Sullivan
Project Engineer, Noise and Transportation

- BS, Acoustics, Columbia College

Cary Nakama
Graphic Artist

- AA, Computer Design, Platte College of Computer Graphic Design
- BA, Business Administration, Data Processing and Marketing, California State University, Long Beach

IBI GROUP

Bill Delo, AICP
Managing Principal

- BA, Environmental Analysis & Design, University of California, Irvine

David Chew
Transportation Planner

- BS, Environmental Design, University of California, Irvine
- MS, Urban Planning, San Jose State University

MCKENNA ET AL.

Jeanette A. McKenna, MA, RPA
Principal Investigator

- BA, Anthropology, California State University, Fullerton
- MA, Anthropology, California State University, Fullerton
-

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Appendix A Notice of Preparation (NOP) and NOP Comments

Appendices

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Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

**NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
AND PUBLIC SCOPING MEETING**

DATE: May 17, 2017

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, section 15082(a) of the California Code of Regulations and Notice of Public Scoping Meeting

The County of Los Angeles ("County") is the lead agency pursuant to the California Environmental Quality Act ("CEQA") and intends to prepare an Environmental Impact Report ("EIR") for the proposed project identified below. The County has prepared this Notice of Preparation ("NOP") to provide Responsible Agencies and other interested parties with information describing the project and to identify its potential environmental effects pursuant to State requirements.

AGENCIES: The County requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with Title 14, section 15082(b) of the California Code of Regulations. Your agency will need to use the EIR prepared by the County when considering any permits that your agency must issue, or other approval for the project.

ORGANIZATIONS AND INTERESTED PARTIES: The County requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT TITLE: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont; Project No. 2016-000317, Plan No. 2016002080

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The unincorporated communities of West Athens and Westmont are located in the southwestern portion of the Metro Planning Area. The Transit Oriented District ("TOD") Specific Plan is 658 acres and encompasses areas within the unincorporated communities of West Athens and Westmont. The project area is bounded generally by Lohengrin Street/West 110th Street to the north; West 120th Street/West 121st Street to the south; Vermont Avenue to the east; and Lohengrin Street/Imperial Highway/South Wilton Place/Western Avenue to the west (see Figure 1, Regional Location). Regional access to the project site is from

Interstate 105 (I-105, the “Century Freeway” or “Glen Anderson Freeway”) via ramps at South Vermont Avenue. I-105 runs east-west through the Specific Plan area and divides it into northern and southern portions.

Approximately 189 acres of the 658-acre Specific Plan area is non-parcelized right-of-way, including roadways, utility easements and drainage infrastructure). The remaining area encompass the following existing land uses: 198 acres of single family residential uses, 85 acres of institutional uses, 53 acres of commercial use, 46 acres of multifamily residential use, 36 acres of duplex/triplex residential use, 19 acres of active right-of-way, 17 acres of vacant land, and 15 acres of miscellaneous use. The single family residential units encompass the majority of existing uses to the north and south of I-105 while the majority of multifamily and duplex/triplex residential uses are in the northeastern and eastern portions of the Specific Plan area. Commercial uses are located primarily along Imperial Highway, Vermont Avenue and Western Avenue. Institutional uses include the Los Angeles Southwest College (LASC), the Los Angeles County Sheriff’s Station, St. Francis Xavier Cabrini Catholic School and Church, West Athens Elementary School, and Southside Christian Palace Community Church.

The Metro Green Line runs along the median of I-105 for the majority of its route, extending from the City of Norwalk to the City of Redondo Beach. The Vermont/Athens Green Line station platform sits at freeway level and is under the Vermont Avenue overpass.

PROJECT DESCRIPTION: The proposed project is a transit oriented district specific plan that would permit development of up to 1,061 additional residential units and approximately 1.7 million additional square feet of nonresidential development over existing conditions in the plan area. In total, buildout of the project would allow up to 4,518 residential units and approximately 3.5 million square feet of nonresidential development.

The Specific Plan would designate the following ten zoning districts for the 473 acres of developable project area: Single-Family Residence (167 acres), Residential Planned Development (7 acres), Two-Family Residence (80 acres), Limited Density Multiple Residence (18 acres), Mixed Use 1 (27 acres), Mixed Use 2 (23 acres), Neighborhood Commercial (11 acres), Civic Center (22 acres), Public-Institutional (83 acres), and Buffer Strip (35 acres).

The Mixed Use 1 Zone promotes development of a mix of commercial, office, and residential, with an emphasis on neighborhood serving uses. The Mixed Use 2 Zone is intended to be developed over time as a transit-supportive environment, providing a higher-intensity mix of retail, office, restaurant uses and residential development in a compact, walkable setting. Developments in both mixed use zones would have private/public open space components and strong bicycle and pedestrian connections to the Vermont/Athens station, LASC campus, and into the community.

The Civic Center Zone is intended to allow opportunities for non-civic uses, including commercial, multifamily residential uses, and public open space, where appropriate, to

occur with existing civic use areas located along Imperial Highway. Over time, the Civic Center Zone is anticipated to integrate the existing civic uses and multifamily residential areas to the east into a walkable, safe district that is well connected to the nearby Vermont/Athens Station.

The draft of the Specific Plan will be available for viewing beginning May 31, 2017, at http://planning.lacounty.gov/southwest.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

Based on a preliminary review of the proposed project consistent with Section 15060 of the CEQA Guidelines, the County has determined that an EIR should be prepared for this proposed project. In addition, consistent with Section 15082 of the CEQA Guidelines, the County has identified the following probable environmental effects of the project, which will be addressed in the EIR for this project:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Services Systems

The County has determined that there is not a likelihood of potentially significant effects related to the following environmental topics:

- Agricultural Resources
- Biological Resources
- Energy
- Geology and Soils
- Hydrology/Water Quality
- Mineral Resources

The County proposes that the EIR indicate the reasons why these effects were determined not to be significant and are therefore not addressed in detail in the EIR.

NOTICE OF SCOPING MEETING: The County will conduct a public scoping meeting for the purpose of soliciting oral and written comments from interested parties as to the appropriate scope and content of the EIR.

All interested parties are invited to attend the scoping meeting to assist in identifying issues to be addressed in the EIR. The scoping meetings will include a brief presentation of the project to be addressed in the EIR and will provide attendees with an opportunity to provide input to the scope of the EIR. The Scoping Meeting will be held on **Thursday, June 15, 2017 from 6:00 P.M. to 8:00 P.M.** at the following location:

A. C. Bilbrew Library Community Meeting Room
150 E. El Segundo Blvd,
Los Angeles, CA 90061

Translation in other languages can be made available at the meeting upon request. Please submit translation requests at least seven business days in advance of each scheduled meeting to SouthwestTOD@planning.lacounty.gov or call (213) 974-6427.

PUBLIC REVIEW PERIOD: The County has determined to make this NOP available for public review and comment pursuant to Title 14, section 15082(b) of the California Code of Regulations. The comment period for the NOP **begins on Wednesday, May 31, 2017, and ends on Wednesday, July 5, 2017**.

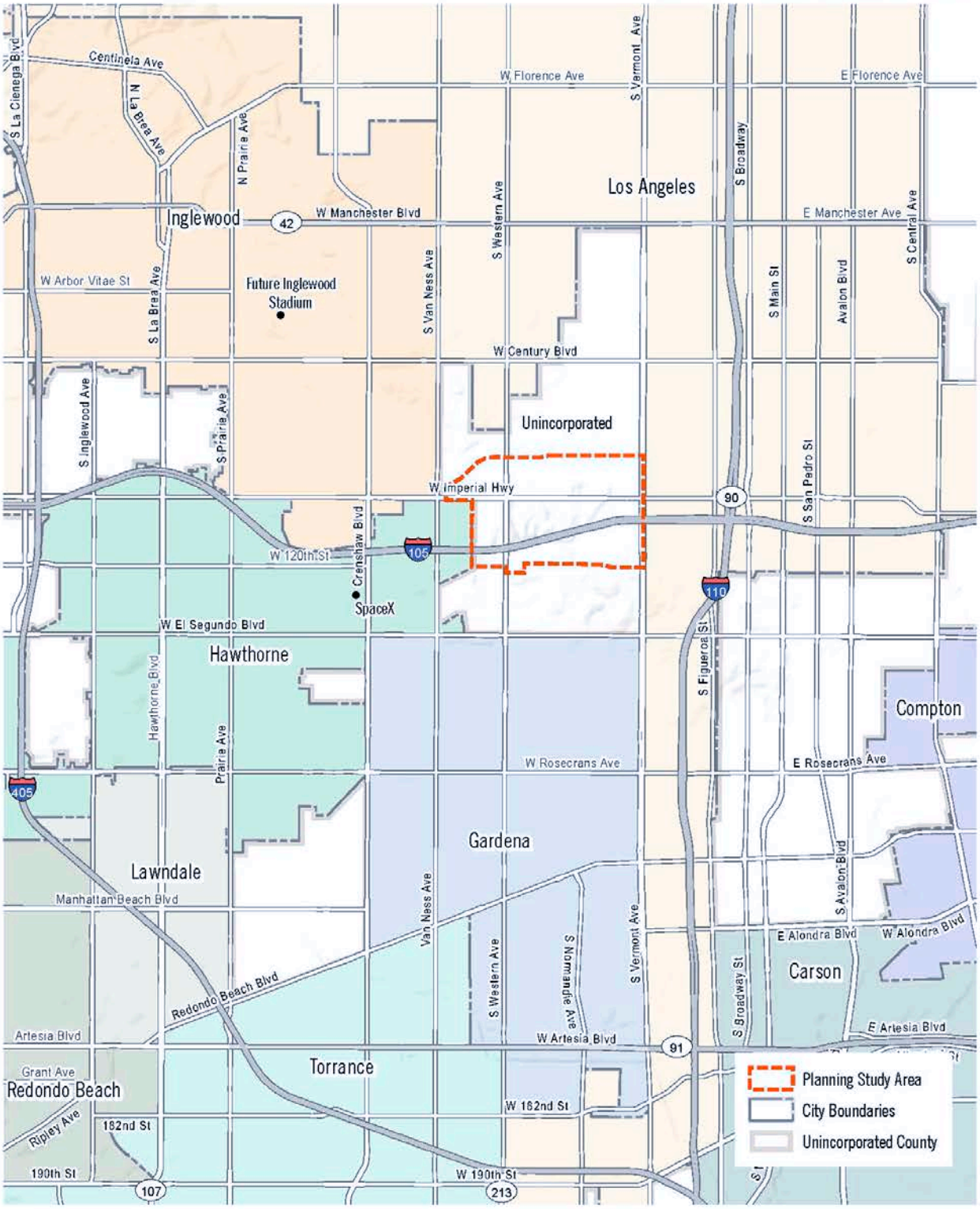
Any comments provided should identify specific topics of environmental concern and your reason for suggesting the study of these topics in the EIR. Please direct all written comments to the following address:

County of Los Angeles Department of Regional Planning
Community Studies West Section
Anita Gutierrez, AICP, Supervising Regional Planner
320 West Temple Street, Room 1356
Los Angeles, CA 90012
E-mail: SouthwestTOD@planning.lacounty.gov
Fax: (213) 626-0434

All written responses will be included as Appendices in the Draft EIR and their contents considered in accordance with State and County environmental guidelines. Thank you for your participation in the environmental review of this project.

DOCUMENT AVAILABILITY: The draft Specific Plan and NOP will be available for public review beginning May 31, 2017, on the project website: http://planning.lacounty.gov/southwest. They will also be available for review Monday through Thursday from 7:30 a.m. to 5:30 p.m. at the Los Angeles County Department of Regional Planning address listed above; and during regular library hours at the Woodcrest Library, 1340 W. 106th Street, Los Angeles, CA 90044; and the A. C. Bilbrew Library, 150 E. El Segundo Blvd, Los Angeles, CA 90061.

FIGURE 1.1: REGIONAL CONTEXT MAP



STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

May 17, 2017

To: Reviewing Agencies

Re: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
SCH# 2017051051

Attached for your review and comment is the Notice of Preparation (NOP) for the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Anita Gutierrez
Los Angeles County
320 West Temple Street, Room 1356
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2017051051
Project Title Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
Lead Agency Los Angeles County

Type NOP Notice of Preparation

Description The proposed project is a transit oriented district specific plan that would permit development potential of up to 4,518 residential units and approx. 3.5 million sq. ft. of nonresidential land uses in the plan area in the unincorporated communities of West Athens and Westmont. The Specific Plan would designate the following ten zoning districts for the 473 acres of developable project area: Single-Family Residence (167 acres), Residential Planned Development (7 acres), Two-Family Residence (80 acres), Limited Multiple Residence (18 acres), Mixed Use 1 (27 acres), Mixed Use 2 (23 acres), Neighborhood Commercial (11 acres), Civic Center (22 acres), Public-Institutional (83 acres), and Buffer Strip (35 acres).

Lead Agency Contact

Name Anita Gutierrez
Agency Los Angeles County
Phone 213-974-6422 **Fax**
email
Address 320 West Temple Street, Room 1356
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City
Region
Cross Streets 658-acre project site, general center of site is Normandie Ave./Imperial Hwy
Lat / Long 33° 55' 51.7" N / 118° 18' 7.9" W
Parcel No. Various
Township 3S **Range** 14W **Section** 1 **Base** SB

Proximity to:

Highways I-105, -110
Airports Hawthorne
Railways Southern Pacific RR
Waterways Dominguez Channel
Schools Various
Land Use Various land uses designations and zoning

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Economics/Jobs; Forest Land/Fire Hazard; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Other Issues; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Growth Inducing; Landuse; Cumulative Effects

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Reviewing Agencies Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Department of Housing and Community Development; Office of Emergency Services, California; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; State Water Resources Control Board, Division of Drinking Water, District 16; Regional Water Quality Control Board, Region 4; Resources Agency

---

Date Received 05/17/2017 **Start of Review** 05/17/2017 **End of Review** 06/15/2017

Note: Blanks in data fields result from insufficient information provided by lead agency.

Print Form

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2017051051

Project Title: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont

Lead Agency: County of Los Angeles
Contact Person: Anita Gutierrez
Mailing Address: 320 West Temple Street, Room 1356
Phone: (213) 974-6422
City: Los Angeles
Zip: 90012
County: Los Angeles

Project Location: County: Los Angeles
City/Nearest Community: West Athens-Westmont
Cross Streets: 658-acre project site, general center of site is Normandie Avenue/Imperial Highway
Zip Code: 90044
Longitude/Latitude (degrees, minutes and seconds): 33 ° 55 ′ 51.7 ″ N / 118 ° 18 ′ 7.9 ″ W
Total Acres: 658 acres
Assessor's Parcel No.: Various
Section: 1
Twp.: 3S
Range: 14W
Base: San Bern
Within 2 Miles: State Hwy #: I-105, -110
Waterways: Dominguez Channel
Airports: Hawthorne
Railways: Southern Pacific RR
Schools: Various

Governor's Office of Planning & Research
MAY 17
STATE CLEARINGHOUSE

Document Type:

CEQA:
- [x] NOP
- [ ] Early Cons
- [ ] Neg Dec
- [ ] Mit Neg Dec
- [ ] Draft EIR
- [ ] Supplement/Subsequent EIR (Prior SCH No.) _____
- Other: _____

NEPA:
- [ ] NOI
- [ ] EA
- [ ] Draft EIS
- [ ] FONSI

Other:
- [ ] Joint Document
- [ ] Final Document
- [ ] Other: _____

Local Action Type:

- [ ] General Plan Update
- [x] General Plan Amendment
- [ ] General Plan Element
- [ ] Community Plan
- [x] Specific Plan
- [ ] Master Plan
- [ ] Planned Unit Development
- [ ] Site Plan
- [x] Rezone
- [ ] Prezone
- [ ] Use Permit
- [ ] Land Division (Subdivision, etc.)
- [ ] Annexation
- [ ] Redevelopment
- [ ] Coastal Permit
- [ ] Other: _____

Development Type:

- [x] Residential: Units 4,518 Acres _____
- [ ] Office: Sq.ft. _____ Acres _____ Employees _____
- [x] Commercial: Sq.ft. 3.5 mil Acres _____ Employees 5,214
- [ ] Industrial: Sq.ft. _____ Acres _____ Employees _____
- [ ] Educational: _____
- [ ] Recreational: _____
- [ ] Water Facilities: Type _____ MGD _____
- [ ] Transportation: Type _____
- [ ] Mining: Mineral _____
- [ ] Power: Type _____ MW _____
- [ ] Waste Treatment: Type _____ MGD _____
- [ ] Hazardous Waste: Type _____
- [ ] Other: _____

Project Issues Discussed in Document:

- [x] Aesthetic/Visual
- [ ] Agricultural Land
- [x] Air Quality
- [x] Archeological/Historical
- [ ] Biological Resources
- [ ] Coastal Zone
- [ ] Drainage/Absorption
- [x] Economic/Jobs
- [ ] Fiscal
- [ ] Flood Plain/Flooding
- [x] Forest Land/Fire Hazard
- [ ] Geologic/Seismic
- [ ] Minerals
- [x] Noise
- [x] Population/Housing Balance
- [x] Public Services/Facilities
- [x] Recreation/Parks
- [x] Schools/Universities
- [ ] Septic Systems
- [x] Sewer Capacity
- [ ] Soil Erosion/Compaction/Grading
- [x] Solid Waste
- [x] Toxic/Hazardous
- [x] Traffic/Circulation
- [ ] Vegetation
- [ ] Water Quality
- [ ] Water Supply/Groundwater
- [ ] Wetland/Riparian
- [x] Growth Inducement
- [x] Land Use
- [x] Cumulative Effects
- [x] Other: GHG

Present Land Use/Zoning/General Plan Designation:

Various land uses designations and zoning

Project Description: *(please use a separate page if necessary)*

The proposed project is a transit oriented district specific plan that would permit development potential of up to 4,518 residential units and approximately 3.5 million square feet of nonresidential land uses in the plan area in the unincorporated communities of West Athens and Westmont. The Specific Plan would designate the following ten zoning districts for the 473 acres of developable project area: Single-Family Residence (167 acres), Residential Planned Development (7 acres), Two-Family Residence (80 acres), Limited Multiple Residence (18 acres), Mixed Use 1 (27 acres), Mixed Use 2 (23 acres), Neighborhood Commercial (11 acres), Civic Center (22 acres), Public-Institutional (83 acres), and Buffer Strip (35 acres).

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

NOP Distribution List

JP

County: Los Angeles

SCH# 2017051051

esources Agency

Resources Agency
Nadell Gayou

- ☐ Dept. of Boating & Waterways
  Denise Peterson
- ☐ California Coastal Commission
  Elizabeth A. Fuchs
- ☐ Colorado River Board
  Lisa Johansen
- ☐ Dept. of Conservation
  Crina Chan
- ☐ Cal Fire
  Dan Foster
- ☐ Central Valley Flood Protection Board
  James Herota
- ☐ Office of Historic Preservation
  Ron Parsons
- ☐ Dept of Parks & Recreation
  Environmental Stewardship Section
- ☐ S.F. Bay Conservation & Dev't. Comm.
  Steve Goldbeck
- ■ Dept. of Water Resources
  Resources Agency
  Nadell Gayou

Fish and Game

- ☐ Depart. of Fish & Wildlife
  Scott Flint
  Environmental Services Division
- ☐ Fish & Wildlife Region 1
  Curt Babcock
- ☐ Fish & Wildlife Region 1E
  Laurie Harnsberger
- ☐ Fish & Wildlife Region 2
  Jeff Drongesen
- ☐ Fish & Wildlife Region 3
  Craig Weightman
- ☐ Fish & Wildlife Region 4
  Julie Vance
- ■ Fish & Wildlife Region 5
  Leslie Newton-Reed
  Habitat Conservation Program
- ☐ Fish & Wildlife Region 6
  Tiffany Ellis
  Habitat Conservation Program
- ☐ Fish & Wildlife Region 6 I/M
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Wildlife M
  William Paznokas
  Marine Region

Other Departments

- ☐ California Department of Education
  Lesley Taylor
- ■ OES (Office of Emergency Services)
  Monique Wilber
- ☐ Food & Agriculture
  Sandra Schubert
  Dept. of Food and Agriculture
- ☐ Dept. of General Services
  Cathy Buck
  Environmental Services Section
- ■ Housing & Comm. Dev.
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- ☐ Delta Protection Commission
  Erik Vink
- ☐ Delta Stewardship Council
  Kevan Samsam
- ☐ California Energy Commission
  Eric Knight
- ■ Native American Heritage Comm.
  Debbie Treadway
- ■ Public Utilities Commission
  Supervisor
- ☐ Santa Monica Bay Restoration
  Guangyu Wang
- ☐ State Lands Commission
  Jennifer Deleong
- ☐ Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Cal State Transportation Agency CalSTA

- ■ Caltrans - Division of Aeronautics
  Philip Crimmins
- ☐ Caltrans – Planning HQ LD-IGR
  Christian Bushong
- ■ California Highway Patrol
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- ☐ Caltrans, District 1
  Rex Jackman
- ☐ Caltrans, District 2
  Marcelino Gonzalez
- ☐ Caltrans, District 3
  Eric Federicks – South
  Susan Zanchi - North
- ☐ Caltrans, District 4
  Patricia Maurice
- ☐ Caltrans, District 5
  Larry Newland
- ☐ Caltrans, District 6
  Michael Navarro
- ■ Caltrans, District 7
  Dianna Watson
- ☐ Caltrans, District 8
  Mark Roberts
- ☐ Caltrans, District 9
  Gayle Rosander
- ☐ Caltrans, District 10
  Tom Dumas
- ☐ Caltrans, District 11
  Jacob Armstrong
- ☐ Caltrans, District 12
  Maureen El Harake

Cal EPA

Air Resources Board

- ☐ Airport & Freight
  Jack Wursten
  - ☐ Transportation Projects
    Nesamani Kalandiyur
  - ☐ Industrial/Energy Projects
    Mike Tollstrup
- ☐ California Department of Resources, Recycling & Recovery
  Sue O'Leary
- ☐ State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- State Water Resources Control Board
  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- ■ State Water Resources Control Board
  Div. Drinking Water # 16
- ☐ State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- ☐ State Water Resouces Control Board
  Phil Crader
  Division of Water Rights
- ☐ Dept. of Toxic Substances Control
  CEQA Tracking Center
- ☐ Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- ☐ RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- ☐ RWQCB 3
  Central Coast Region (3)
- ■ RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- ☐ RWQCB 5S
  Central Valley Region (5)
  - ☐ RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - ☐ RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- ☐ RWQCB 6
  Lahontan Region (6)
  - ☐ RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- ☐ RWQCB 7
  Colorado River Basin Region (7)
- ☐ RWQCB 8
  Santa Ana Region (8)
- ☐ RWQCB 9
  San Diego Region (9)

- ☐ Other _____
  _____
  _____
- ☐ _____
  Conservancy

Last Updated 4/28/17

A-9

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

Edmund G. Brown Jr., Governor

May 22, 2017

Anita Gutierrez
Los Angeles County
320 West Temple Street, Room 1356
Los Angeles, CA 90012

RE: SCH# 2017051051; Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont Project, Los Angeles County, California

Dear Ms. Gutierrez:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    - **a.** A brief description of the project.
    - **b.** The lead agency contact information.
    - **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
    - **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
    - **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    - **a.** Alternatives to the project.
    - **b.** Recommended mitigation measures.
    - **c.** Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    - **a.** Type of environmental review necessary.
    - **b.** Significance of the tribal cultural resources.
    - **c.** Significance of the project's impacts on tribal cultural resources.
    - **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    - **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
    - **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
   a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
   b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. 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:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
District 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0673
FAX (213) 897-1337
www.dot.ca.gov

Serious Drought.
Serious Drought.
Making Conservation
a California Way of Life.

June 13, 2017

Ms. Anita Gutierrez
County of Los Angeles
Dept. of Regional Planning
320 West Temple Street, Room 1356
Los Angeles, CA 90012

RE: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
Notice of Preparation (NOP) for DEIR
SCH# 2017051051
IGR# 07-LA-2017-00923-FL
Vic. LA/ 110/ PM 15.099 to 13.008
LA/ 105/ PM 7.212 to 4.684

Dear Ms. Gutierrez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project.

The proposed project is a Transit Oriented District ("TOD") Specific Plan that would permit development potential of up to 4,518 residential units and approx. 3.5 million sq. ft. of nonresidential land uses in the plan area in the unincorporated communities of West Athens and Westmont. Also, the Specific Plan would designate the following ten zoning districts for the 473 acres of developable project area: Single-Family Residence (167 acres), Residential Planned Development (7 acres), Two-Family Residence (80 acres), Limited Multiple Residence (18 acres), Mixed Use 1 (27 acres), Mixed Use 2 (23 acres), Neighborhood Commercial (11 acres), Civic Center (22 acres), Public-Institutional (83 acres), and Buffer Strip (35 acres).

This letter is a follow-up to a scoping meeting on May 25, 2017 between County of Los Angeles and Caltrans. Both agencies agree that the preparation of the traffic analysis, potential traffic impacts, and proposed mitigation on the State facilities is necessary.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. However, the County may use the Level of Service (LOS) methodology until The Governor's Office of Planning and Research (OPR) complete its CEQA Guideline to implement SB743 (https://www.opr.ca.gov/s_sb743.php).

Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining the safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to "*provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*"

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Good geometric and traffic engineering design to accommodate bicyclists and pedestrians are critical at every on and off ramp and freeway terminus intersection with local streets. Caltrans recommends the traffic study to include the impact of the traffic from pedestrians and bicyclists and will work with the County to look for every opportunity to develop projects that improve safety and connectivity for pedestrians and bicyclists.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHW A) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Caltrans understands that the current General Plan and new transportation performance measures and CEQA thresholds have not being updated to VMT (Vehicle Miles Traveled) at the time. Caltrans is concerned that when traffic generated by the project, along with cumulative traffic is expected to use an off-ramp that is operating at or near capacity, the additional traffic may potentially exceed the off-ramps capacity and back up onto the mainline freeway.

If the County is still using LOS methodology when conducting the traffic impact analysis, to assist Caltrans in evaluating the impacts of this project on State transportation facilities, the following comments should be considered and the project's traffic consultant should be referred to Caltrans' traffic study guide Website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to I-110 and I-105, and all on/off ramps, within the project vicinity including the following locations:

    - SB/NB I-110 on/off-ramps from/to Century Blvd.
    - SB/NB I-110 on/off-ramps from/to El Segundo Blvd.
    - WB/EB I-105 on/off-ramps from/to Hoover St.

- WB/EB I-105 on/off-ramps from/to Vermont Ave.
- WB/EB I-105 on/off-ramps from/to Crenshaw Blvd.

The traffic consultant agreed to analyze the freeway segments until the project trips reaches 50 trips on each direction of the freeway per Caltrans guide on each direction of the freeway. In addition, the traffic study should also analyze the storage for left-turn pocket at on-ramps when available.

An off-ramp queuing analysis should be conducted utilizing the Highway Capacity Manual (HCM). The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor (85% total queue length) or other methods approved in advance by Caltrans. The existing queue length should be calculated from the traffic counts and the percent of truck assignments with an adequate passenger car equivalent factor. The analyzed result may need to be calibrated with actual signal timing when available. It is also recommended that the Lead Agency determine whether the existing, existing plus project, and project-related plus cumulative traffic are expected to cause long queues on the on and off-ramps. Please include mitigation measures if forecasted vehicle queues are expected to exceed available storage capacity with reasonable safety factor.

2. Project travel modeling should be consistent with other regional and local modeling forecasts and travel data. Caltrans uses the indices to verify the results and any differences or inconsistencies must be thoroughly explained. Please submit modeling assumptions for Caltrans review and comment. In addition, the traffic consultant agreed to provide a Select Zone analysis including AM/PM peak hour trip to freeways and ramps.

3. Trip generation rates for the project should be based on the nationally recognized recommendations contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE).

4. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area with and without project. Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions should include build-out of all projects and any plan-horizon years.

5. The analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.

6. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should also be included. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.

   This proposed project indicated to generate net 31,730 ADT, 2,935/3,158 AM/PM peak hour trips with only 10% TDM reduction. Caltrans encourages the study to increase the TDM to 15-20% for this TOD. (If feasible, the goal should be more than 40% to be a legitimate TOD, such

as considering 5% Metro transit/bus fare discount to residents living/working in the TOD area, work from home incentives, flexible hour to work, and including electric car parking spaces and charging stations, etc).

7. A fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. (Please see Appendix "B" of the Guide for more information). Please note that for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved and not yet approved projects and other sources of growth.

   When a traffic impact is identified, traffic impact fee is recommended and should be considered for this project. Caltrans requests a meeting should be set up with the Lead agency for further discussion.

Additional concerns/suggestions from Caltrans Traffic Operations to the proposed project are as follow:

- TOD project may not be economically sufficient, such that 50-60% of the population may still work outside of the area.

- Traffic counts and freeway analysis should be a continuous analysis and not in part and should use the Highway Capacity Manual.

- If there are impacts on the freeways then mitigation measures should be proposed, and if the impacts are considered as unavoidable impacts, it should still be look at for way to mitigate such can be on/off the freeways, etc.

- Auxiliary lane, weaving lane should be analyzed to see any potential safety issues.

- What are the primary/key measures to encourage pedestrian and bicycle other than increasing the densities, which it may not be the solution? How about considering eliminate parking lot or reduce parking spaces, etc.?

Furthermore, Caltrans encourages the Lead Agency to work with neighboring developing cities such as, the City of Los Angeles, City of Inglewood, City of Hawthorne, and the City of Gardena to resolve cumulative significant traffic impacts on the State facilities. A plan to work with the neighboring cities should be discussed in the Specific Plan or a new Resolution/Policy should be passed such as but not limit to the following suggested policy languages:

- The Lead Agency will work with neighboring cities to address cumulative significant traffic impact on Freeway I-110 and I-105, and on/off ramps as a result of build out of the Specific Plan. The Lead Agency will continue to work with Caltrans to identify potential cumulative traffic impact and mitigation measures.

- The Lead Agency will form a fair share fee program working with neighboring cities to improve the State facilities.

- The Lead Agency's existing traffic impact fees will include any State facility improvement as part of the cumulative traffic impact. Procuring funds toward freeway segments, freeway interchanges, freeway on/off-ramps, as well as for bus and rail transit facilities will be in the goals of the Lead Agency.

Although Caltrans expect to receive the DEIR from the State Clearinghouse, if the Lead agency would like to expedite the review process or receive early feedback, please feel free to send a copy of the DEIR directly to our office.

If you have any questions or concerns regarding these comments, please feel free to contact the project coordinator, Ms. Frances Lee, at (213) 897-0673 or electronically at frances.lee@dot.ca.gov.

Sincerely,

DIANNA WATSON, Branch Chief
LD-IGR/CEQA Review

cc: Scott Morgan, State Clearinghouse

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL: June 27, 2017
SouthwestTOD@planning.lacounty.gov
County of Los Angeles Department of Regional Planning
Community Studies West Section
Anita Gutierrez, AICP, Supervising Regional Planner
320 West Temple Street, Room 1356
Los Angeles, CA 90012

Notice of Preparation of a Draft Environmental Impact Report for the Connect Southwest LA: TOD Specific Plan for West Athens-Westmont (Project No. 2016-000317, Plan No. 2016002080)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include emission calculation spreadsheets and modeling input and output files (not PDF files)[1]. Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

On March 3, 2017, the SCAQMD's Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP), which was later approved by the California Air Resources Board of Directors on March 23rd. The 2016 AQMP[2] is a regional blueprint for achieving air quality standards and healthful air in the South Coast Air Basin. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality and lays out the challenges facing the South Coast Air Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NOx) emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment. The 2016 AQMP is available on SCAQMD's website at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. Guidance[3] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

The SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency compare the emission results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the proposed project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure

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[2] South Coast Air Quality Management District. March 3, 2017. *2016 Air Quality Management Plan*. Available at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

[3] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

in the Draft EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the Draft EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the air quality impacts from the overlap should be combined and compared to the SCAQMD's regional operational thresholds to determine significance.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.

Alternatives

In the event that the proposed project generates significant adverse air quality and health risks impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits
In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit the SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to the SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources
SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC170519-01
Control Number

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

July 5, 2017

Anita Gutierrez
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1356
Los Angeles, CA 90012

RE: Connect Southwest LA: TOD Specific Plan for West Athens-Westmont; Project No. 2016-000317, Plan No. 2016002080 – Notice of Preparation of a Draft EIR

Dear Ms. Gutierrez:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft EIR for the Connect Southwest LA TOD Specific Plan for West Athens-Westmont ("Plan") located in the County of Los Angeles. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

Project Description

The proposed project is a transit oriented district specific plan that would permit development of up to 1,061 additional residential units and approximately 1.7 million additional square feet of non-residential development over existing conditions in the plan area. In total, build out of the project would allow up to 4,518 residential units and approximately 3.5 million square feet of non-residential development.

The Plan would designate the following ten zoning districts for the 473 acres of developable project area: Single-Family Residence (167 acres), Residential Planned Development (7 acres), Two-Family Residence (80 acres), Limited Density Multiple Residence (18 acres), Mixed Use 1 (27 acres), Mixed Use 2 (27 acres), Neighborhood Commercial (11 acres), Civic Center (22 acres), Public-Institutional (83 acres). And buffer Strip (35 acres).

The Mixed Use 1 Zone promotes development of a mix of commercial, office, and residential, with an emphasis on neighborhood serving uses. Mixed Use 2 Zone is intended to be developed over time as a transit-supportive environment, providing higher intensity mix of retail, office restaurant uses and

residential development in a compact, walkable setting. The Civic Center Zone is intended to allow opportunities for non-civic uses, including commercial, multifamily residential uses, and public open space.

Metro Comments

Bus Operations

Several Metro bus lines operate within the Plan area. Metro has standard language that relates to construction activity adjacent to bus transit facilities. Metro recommends that the Plan include language that informs future development activity within the Specific Plan area of Metro's notification procedures and considerations for projects located in close proximity to a Metro facility that may impact Metro bus operations. Metro encourages the provision of a 12 foot, or at a minimum 11 foot wide outside lanes that the bus will be traveling in, especially for large multimodal streets.

Green Line Adjacency

The Metro Green Line light rail currently operates weekday peak service as often as every five minutes in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW proximate to the proposed project. Metro has an Adjacent Construction Design Manual that describes Metro's development project review process and considerations for project siting as it relates to Metro facilities. Metro suggests that the project sponsor include policy language or guidance in the Specific Plan that clearly denotes development occurring within 100 feet of a Metro facility will require Metro review and approval, including compliance with Metro's Development Guidelines. Provisions for transit priority treatments should be considered to make the development welcoming to transit access.

Metro strongly recommends that the Plan include policies encouraging transit-supportive public realm improvements, such as wide sidewalks, bus shelters, comfortable seating, pedestrian-scaled lighting, landscaping (i.e., street trees that provide continuous shade along transit access routes); multi-modal way finding signage (directing people to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood); and enhanced, ADA-compliant street crossing elements adjacent to transit stops and stations (i.e., enhanced crosswalks, crossing signals, and accessible ramps).

First/Last Mile Connections

To support first/last mile connections to transit service, Metro encourages that Plan include policy recommendations that support first/last mile connections such as the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along the primary building frontage to improve pedestrian safety and comfort to access the nearby bus stops. The City should consider incorporating policy language that calls for the installation of such amenities as part of the future project development in the Plan area.

Active Transportation

Metro encourages the County to promote bicycle use through adequate short-term bicycle parking, such as ground level bicycle racks and/or curbside bicycle corrals, as well as secure and enclosed long-term bicycle parking for guests, employees, and residents of high-density residential, retail/commercial, or mixed-use developments. Additionally, the Plan should help facilitate safe and

convenient connections for pedestrians, people riding bicycles, and transit users to/from destinations, such as Vermont/Athens Station, within Plan study area. The Plan is also encouraged to support these connections with wayfinding signage inclusive of all modes of transportation.

The Plan has various policies in place that support active transportation and multi-modalism. Metro looks forward to continuing to collaborate with the County to effectuate policies and implementation activities that promote transit supportive communities.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. Metro looks forward to reviewing the Draft EIR. Please send it to the following address:

Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,

Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachments: Adjacent Construction Design Manual

ADJACENT CONSTRUCTION DESIGN MANUAL

1.0 INTRODUCTION

1.1 Parties planning construction over, under or adjacent to ~~a~~ Metropolitan Transportation Authority (MTA) facilit**ies**~~y~~ or structure**s** are advised to submit for review ~~seven (7)~~**two (2) hard** copies **and one (1) electronic copy** of their **design** drawings and ~~four (4) copies of their~~ calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.

1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments ~~(usually includes Construction, Operations, Maintenance, and Real Estate)~~**for MTA departments review**. Parties shall be responsible for all costs related to **MTA**~~drawing~~ reviews~~ by MTA~~. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:

A. Site Plan

B. Drainage Area Maps and Drainage Calculations

C. Architectural drawings

D. Structural drawings and calculations

E. Civil Drawings

F. Utility Drawings

G. Sections showing Foundations and MTA Structures

H. Column Load Tables

I. Pertinent Drawings and calculations detailing an impact on MTA facilities

J. A copy of the Geotechnical Report.

K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.

L. Drawings and calculations should be sent to:

MTA Third Party Administration (Permits Administration)
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits). The Party shall review the complexity of the project, and **contact MTA to** receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to **Engineering,** Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.

1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.

1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro **Transit**~~Rail~~ System

1.6 The following items must be completed before starting any construction:

A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.

B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.

1.7 Qualified Seismic, Structural and Geotechnical Oversight

The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

2.0 REVIEW PROCEDURE

2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.

2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.

2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.

2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

2.5 The calculations submitted for review shall include the following:

A. A concise statement of the problem and the purpose of the calculation.

B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.

C. References to articles, manuals and source material shall be furnished with the calculations.

D. Reference to pertinent codes and standards.

E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.

F. The source or derivation of all equations shall be shown where they are introduced into the calculations.

G. Numerical calculations shall clearly indicate type of measurement unit used.

H. Identify results and conclusions.

I. Calculations shall be neat, orderly, and legible.

2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:

A. Program Name.

B. Program Abstract.

C. Program Purpose and Applications.

D. Complete descriptions of assumptions, capabilities and limitations.

E. Instructions for preparing problem data.

F. Instructions for problem execution.

G. List (and explanation) of program acronyms and error messages.

H. Description of deficiencies or uncorrected errors.

I. Description of output options and interpretations.

J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.

K. Computer printout of all supporting calculations.

L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.

2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.

2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.

2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

3.0 MECHANICAL CRITERIA

3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.

3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.

3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.

3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.

3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

4.0 OPERATIONAL REQUIREMENTS

4.1 GENERAL

A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.

B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:

1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.

2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis**, with the approval of Construction Work Plan by MTA Construction Safety Department**.

3. All cranes must be stored and secured facing away from energized tracks, when appropriate.

4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity. **All members of the work crew will be required to attend MTA Safety Training.**

5. In order to provide a safe zone to maintain adjacent developments. All developments adjacent to Metro At-Grade Stations, Aerial Stations or Track Guideways shall provide a minimum 5 foot setback from the Metro and developer's shared property line to the outside face of the proposed structure at Metro or the developer's property for maintenance to be performed or installed from within the zone created by this setbacks.

4.2 OVERHEAD PROTECTION - Station Entrances

A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.

1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.

2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the

shield shall be constructed and maintained watertight.

B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.

C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.

D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:

1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.

E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four (4") inches of asphaltic concrete placed **over a minimum four (4”) inches of untreated base material,** and finished by a machine.

4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.

B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.

C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.

D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-

4.4 OTHER METRO FACILITIES

A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See Exhibit A for details.

B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.

C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.

D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

E. Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.

4.5 SAFETY REGULATIONS

A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual (Part F) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required

B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, (Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.

C. Party and contractor personnel while within the operating MTA right-of-way shall coordinate all safety rules and procedures with MTA Rail Operations Control Center.

D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

5.0 CORROSION

5.1 STRAY CURRENT PROTECTION

A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.

B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.

C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

End of Section

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818 West 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1800
F: (213) 236-1825
www.scag.ca.gov

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July 5, 2017

Ms. Anita Gutierrez, AICP, Supervising Regional Planner
County of Los Angeles, Department of Regional Planning
Community Studies West Section
320 West Temple Street, Room 1356
Los Angeles, California 90012
Phone: (213) 626-0434
E-mail: SouthwestTOD@planning.lacounty.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont [SCAG NO. IGR9277]

Dear Ms. Gutierrez,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont in Los Angeles County. The proposed project consists of a transit oriented district-specific plan that would allow up to 4,518 residential units and approximately 3.5 million square feet of nonresidential development.

When available, please send environmental documentation to *SCAG's office in Los Angeles or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Assistant Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang
Acting Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

2016.05.09 printed on recycled paper

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT [SCAG NO. IGR9277]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted County of Los Angeles Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	10,326,200	11,145,100	11,514,800
Households	6,458,000	7,325,000	7,412,300	3,493,700	3,809,300	3,946,600
Employment	8,414,000	9,441,000	9,871,500	4,662,500	5,062,100	5,225,800

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

Appendix B Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont

Appendices

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CONNECT SOUTHWEST LA:
A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT

FINAL PUBLIC REVIEW DRAFT
MAY 2018

Prepared for Los Angeles County Department of Regional Planning
Prepared by PlaceWorks, IBI Group, and HR&A Advisors

CONNECT SOUTHWEST LA:
A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT

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MAY 2018

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CHAPTER 1 – INTRODUCTION

1.1 OVERVIEW

The Los Angeles County 2035 General Plan (General Plan) provides a policy framework for the implementation of smart growth development to create healthy, livable, and equitable communities. Los Angeles County identified eleven Transit Oriented Districts (TODs) for future specific plan development in order to address each community's needs and priorities in regard to land use, mobility, housing, infrastructure, open spaces, and market conditions. Each of the TOD specific plans offers incredible potential opportunity to leverage the community's assets, connect uses and activities, and attract future investment to create more engaging and vibrant places. Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Specific Plan / Connect Southwest LA Specific Plan) is one of the eleven TODs in the General Plan.

The Los Angeles County Department of Regional Planning (DPR) identified the following goals to guide each TOD specific plan:

- Increase walking, bicycling, and transit ridership and reduce vehicle miles traveled (VMTs);
- Facilitate compact, mixed use development;
- Increase economic activity;
- Facilitate the public investment of infrastructure improvements;
- Streamline the environmental review process for future infill development projects.

1.2 PURPOSE & BACKGROUND

The overall purpose of the Connect Southwest LA Specific Plan is to provide comprehensive direction for the development within the Specific Plan area and facilitate implementation of the goals and policies of the General Plan, including the vision for the TOD priority areas. The Specific Plan provides ways to expand opportunities for compact development around the Vermont/Athens Metro Green Line station, yet is sensitive to the existing development character today. The plan facilitates increased housing opportunities and employment-generating uses in the station area to take advantage of the significant local and regional transit services already provided in its vicinity.

The Specific Plan also lays the foundation to create a more walkable, transit-oriented area with a mix of land uses that is accessible by all modes of transportation, including transit, walking, and bicycling.

The plan not only establishes a vision for the West Athens and Westmont communities, but also provides specific policies, development standards, design guidelines, and recommended capital improvement projects—that will help to achieve that vision. An implementation and financing strategy is included in order to support future implementation of the plan.

The Vermont/Athens Green Line Station's proximity to numerous community facilities, including Los Angeles Southwest College, creates opportunities for improving the built environment and overall community livability, but there are also many challenges that must be addressed as part of a successful planning process.

Much of the commercial portion of the planning area is composed of auto-oriented uses such as gas stations, drive-thru restaurants, automotive repair shops, as well as vacant parcels and low density residential uses. These uses do not promote a pedestrian or transit orientation for neighborhood vitality, and are generally inconsistent with TOD goals. Furthermore, some properties and structures in the planning area are physically deteriorated due to their lack of maintenance and upkeep by property owners and property managers. These ultimately result in an unsafe neighborhood environment that is not conducive to walking and which discourages new development and investment. Perhaps the greatest challenge to creating a vital district is the location of the Vermont Station platform, within the median of the I-105 Freeway. The physical barriers to pedestrian access are exacerbated by the width of Vermont Avenue and the surrounding physical environment.

1.2.1 SPECIFIC PLAN LOCATION

The West Athens-Westmont Community is located in the southwestern portion of the Metro Planning Area, described in the 2035 General Plan as the geographic center of Los Angeles County (Figure 1.1: Regional Context). The Community Plan Area is approximately 3.1 square miles, and is bounded on the north and east by the City of Los Angeles, on the south by the City of Gardena, and on the west by the Cities of Hawthorne and Inglewood (Figure 1.2: Local Context). The West Athens-Westmont Community is crossed by Interstate 105 (I-105) Freeway, dividing the Community Plan

FIGURE 1.1: REGIONAL CONTEXT

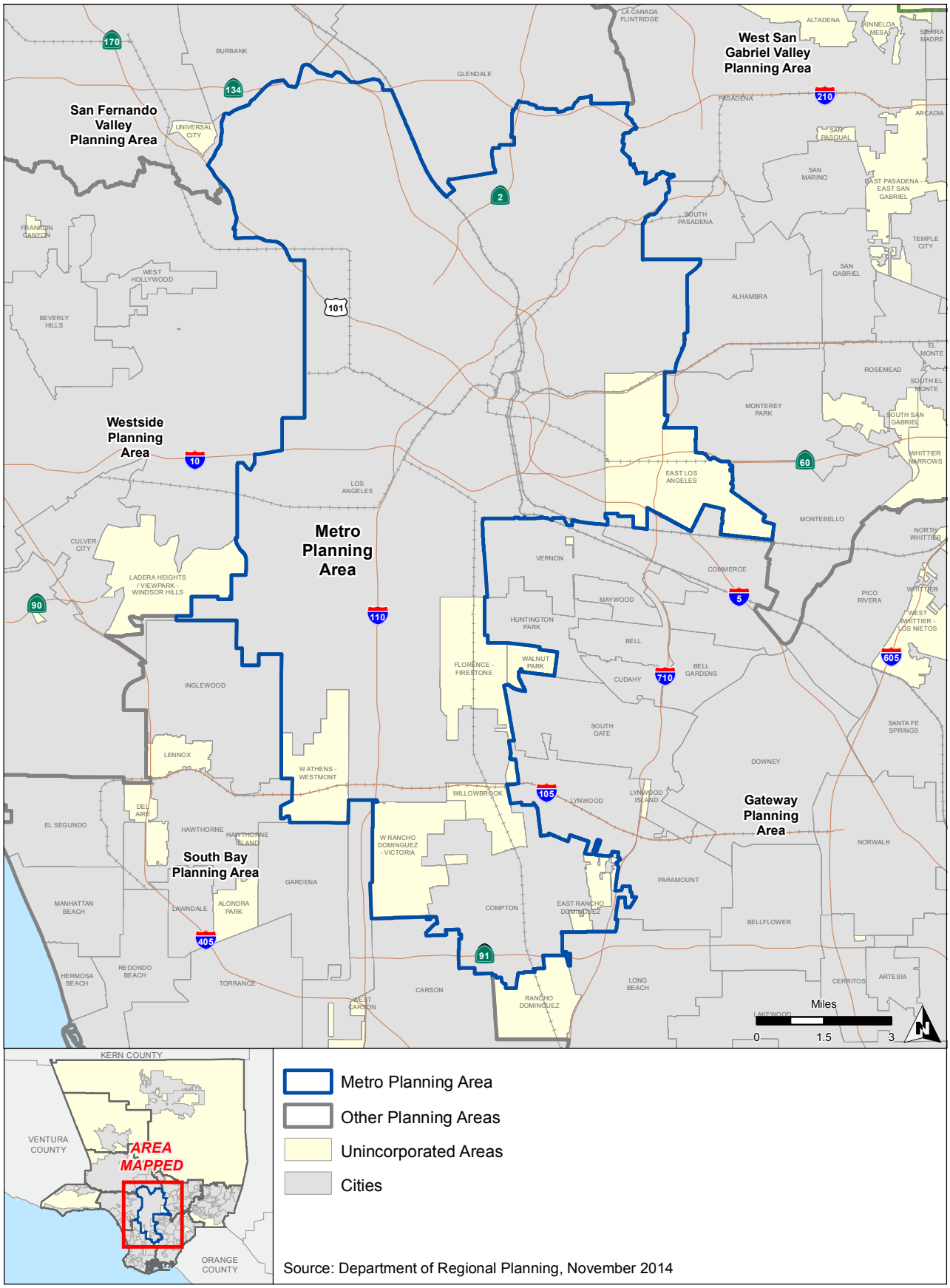
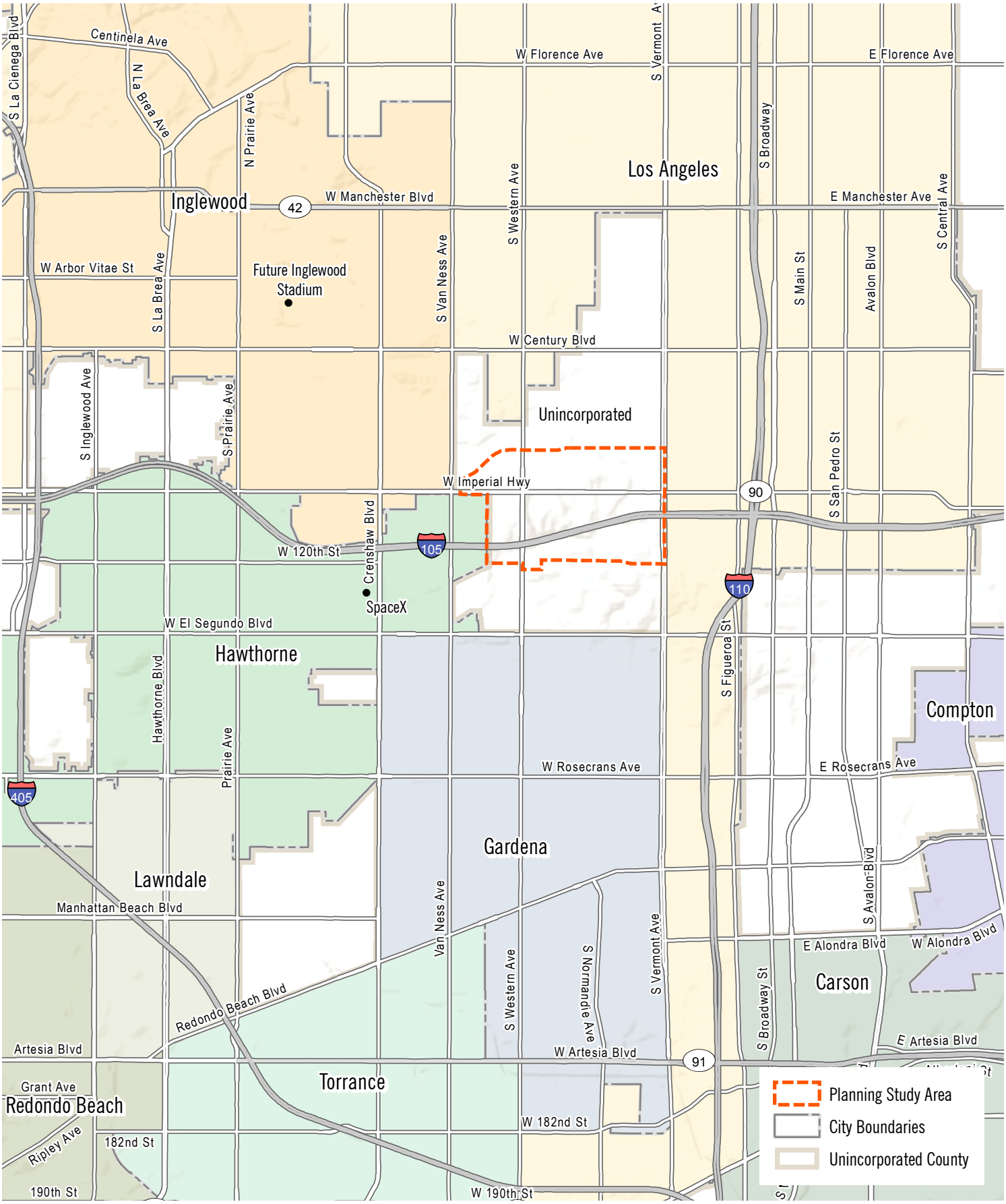


FIGURE 1.2: LOCAL CONTEXT



Area into two distinct subareas. The Metro Green Line runs in the median of the I-105 for the majority of its route, extending from the City of Norwalk to the City of Redondo Beach. The Vermont Green Line station platform is located in the median of the I-105 Freeway below Vermont Avenue.

Specific Plan Area

The Specific Plan area is the study area boundary for which the Specific Plan has been developed (Figure 1.3: Specific Plan Area). It is defined according to the following streets:

- North Boundary: Lohengrin Street / West 110th Street
- South Boundary: West 120th Street / West 121st Street
- East Boundary: Vermont Avenue
- West Boundary: Lohengrin Street/Imperial Highway/South Wilton Place/Western Avenue

County of Los Angeles Context

The Specific Plan area falls within the County of Los Angeles on the eastern edge of the Los Angeles County border with the City of Los Angeles. Vermont Avenue is the eastern boundary of the Specific Plan area and is also the geographic boundary of the unincorporated communities of the West Athens and Westmont neighborhoods.

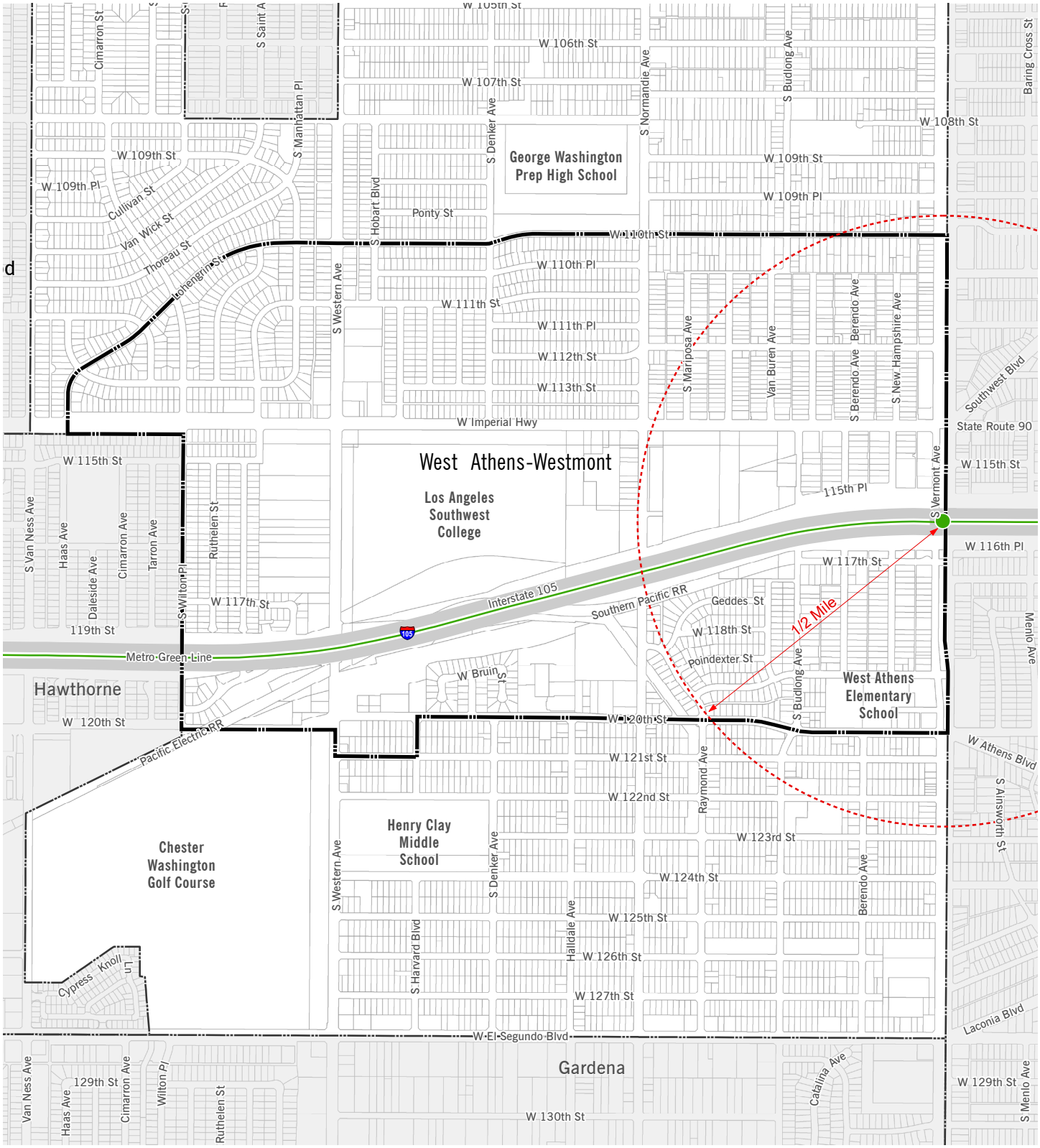
City of Los Angeles Adjacent Context

The area to the east of Vermont Avenue falls within the jurisdiction of the City of Los Angeles, and therefore is not included within this Specific Plan boundaries. However, the neighboring jurisdiction is important to consider within the context of the TOD Specific Plan area.

In an effort to create a contemporary, 21st Century Zoning Code for the City of Los Angeles, the Department of City Planning has over recent years identified targeted improvements that will facilitate better context-sensitive planning, a more transparent entitlement process, and foster implementable long-range Community Plans. Two examples of such code amendments include a proposed Community Plan Implementation Ordinance (CPIO), which allows for tailored regulations within individual neighborhoods.

The purpose of the South Los Angeles Community Implementation Overlay is to implement the goals and policies of the South Los Angeles Community Plan. There are two CPIO designations for the Vermont TOD Station Area. This includes a Transit-Oriented District (Subarea F-TOD Medium) and a Residential Design District. The TOD Subareas

FIGURE 1.3: SPECIFIC PLAN AREA



Vermont/Athens Station — Metro Green Line — Study Area — City Boundaries

encourage the creation of pedestrian-friendly, multi-modal villages around transit. They promote a mix of uses including residential, employment, and shopping opportunities within walking distance of transit stations. The TOD Subareas offer incentives for affordable housing and targeted commercial uses. Development standards ensure that new development is appropriate to the scale and context of each transit neighborhood.

Echoing the concepts set forth in the Mixed-Use Boulevards and Nodes District, the Transit-Oriented District maximizes the presence of fixed light rail transit as well as intersections with established Metro Rapid bus lines, within the community, and offers greater development incentives for mixed-use projects that provide affordable housing.

The Subarea F-TOD Medium designation allows up to a maximum height of five stories with a targeted use, mixed-income housing, or affordable housing integrated into the development. Targeted uses such as banks, child care, and sit-down restaurants are provided with parking, height, and/or FAR incentives. FAR, parking density, and/or height incentives are also offered for mixed-income and 100% affordable housing projects.

The Residential Design District brings increased stability to residential neighborhoods, and provides direction for new infill residential development that is consistent with the strongest assets of the existing residential neighborhood.

1.2.2 RELATIONSHIP TO OTHER RELEVANT STUDIES AND PLANS

The Connect Southwest LA Specific Plan will be related to a number of policy and regulatory documents at the local, county, and state level. As a Specific Plan, it is intended to implement the County of Los Angeles 2035 General Plan and will serve as the primary regulatory framework for development in the planning area. The Los Angeles County Code of Ordinances and Zoning Map will be amended to implement any land use changes proposed under the Connect Southwest LA Specific Plan. The regulations in the Specific Plan shall serve as the zoning, development, and design standards for all projects in the Specific Plan area.

This section describes the current and past planning efforts that have helped set the policy and regulatory framework for developing the Specific Plan.

"The transit center around the Vermont Station for the Metro Green Line in West Athens-Westmont presents an opportunity to capitalize on infrastructure investments in a community with high ridership. Vermont Avenue has the potential for increased economic vitality through the creation of employment-rich activities along the commercial corridors that are adjacent to the Metro station. In addition, the residential areas within the transit center would benefit from increased pedestrian amenities and design improvements."

– County of Los Angeles 2035 General Plan

County of Los Angeles 2035 General Plan

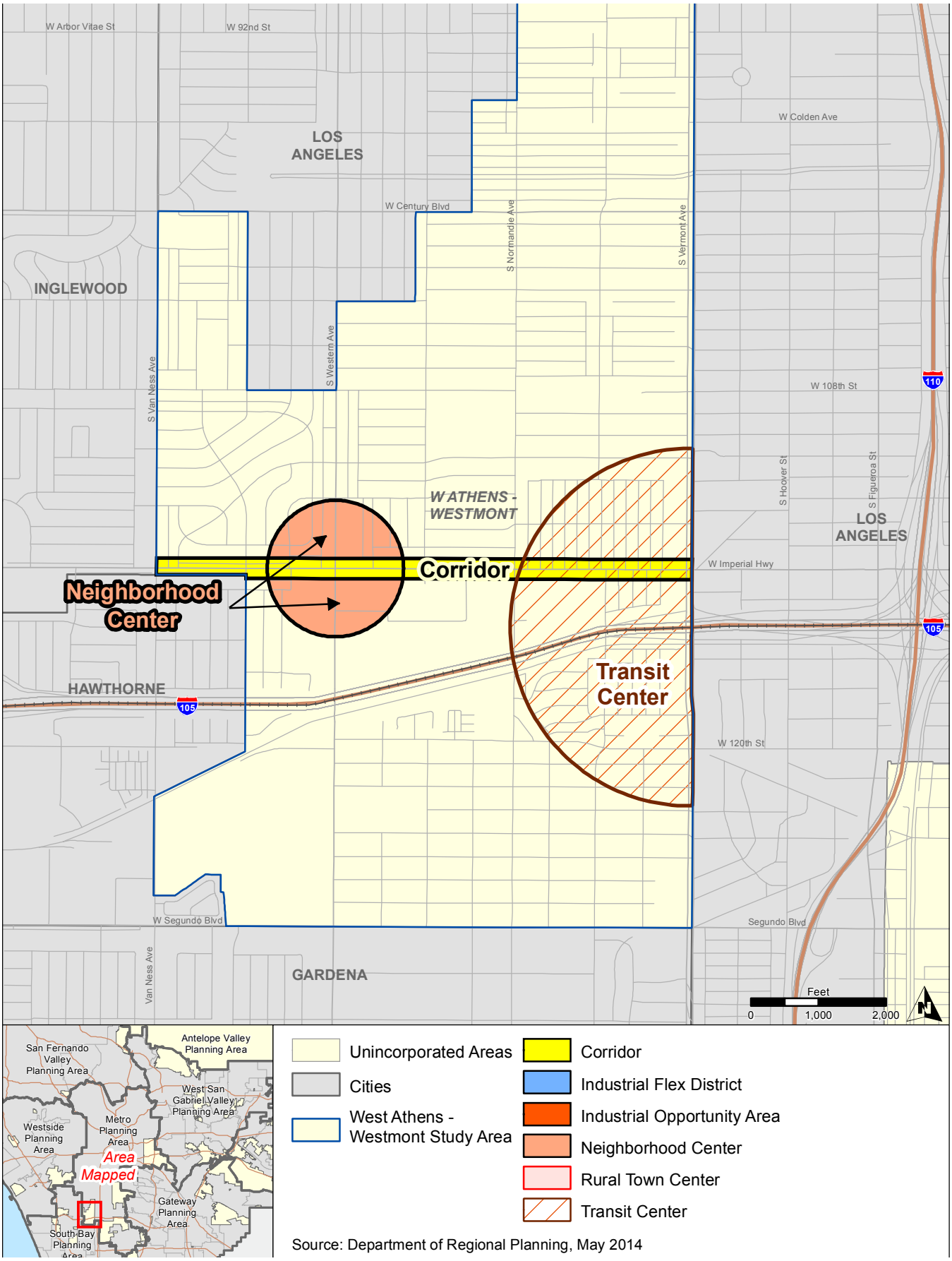
The County of Los Angeles Board of Supervisors adopted the County of Los Angeles 2035 General Plan on October 6, 2015. The General Plan established the Planning Areas Framework to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. The West Athens-Westmont Community is located within the Metro Planning Area, and is identified as an Opportunity Area in the General Plan due to the area's potential for redevelopment as an employment hub, with increased pedestrian amenities (Figure 1.4: General Plan Opportunity Areas). The General Plan identifies a Transit Center, Neighborhood Center and Corridor in the Opportunity Area.

The Vermont/Athens Station area is identified as a Transit Center Opportunity Area which is defined as an area supported by major public transit infrastructure. Transit Centers are identified based on opportunities of higher intensity development, including multi-family housing, employment and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design; and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.

Neighborhood centers are areas with opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office and other uses. Neighborhood centers are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as street trees, lighting, and bicycle lanes.

Corridors are areas along boulevards or major streets that provide connections between neighborhoods, employment and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.

FIGURE 1.4: GENERAL PLAN OPPORTUNITY AREAS



West Athens-Westmont Community Plan (1990)

The West Athens-Westmont Community Plan was last updated 26 years ago in 1990. The policy document contains policies to preserve and improve the quality of life in the community, based on input received from local residents during the plan's preparation. The land use policies recommended infill development and redevelopment to improve the economic base, while precluding intensification of existing residential neighborhoods. In summary, the Community Plan policies supported the following:

- Mixed-use development, particularly near the Vermont/ Athens Green Line Station, that bolstered economic activity and employment opportunities for the community
- The preservation of the existing residential neighborhood, and the renovation of deteriorated housing stock that provided safety and affordability for residents
- Economic incentives for small businesses that improved job opportunities for local residents.
- Multimodal transit infrastructure to support the transit dependent population
- Improve parks and open space in the neighborhood, while mitigating the impacts of environmental pollutants

Figure 1.5 shows the land use designations from the West Athens-Westmont Community Plan.

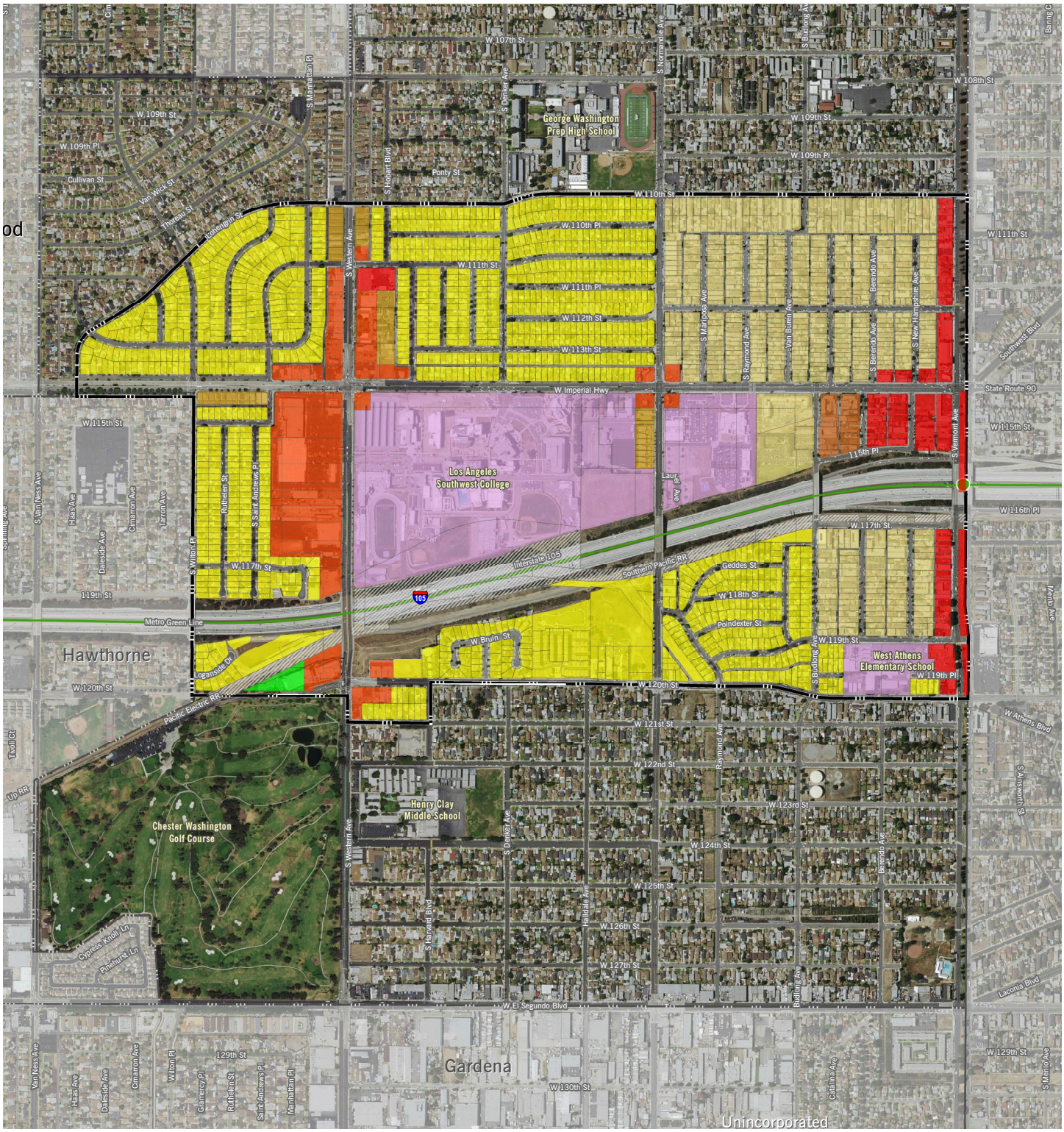
Los Angeles County Code of Ordinances

Since the area is located in unincorporated territory, the zoning for West Athens-Westmont is currently subject to the provisions of Title 22, Planning and Zoning, of the Los Angeles Code of Ordinances (Zoning Code). The provisions of the Specific Plan shall prevail and supersede the applicable provisions of the County Code.

West Athens-Westmont Community Standards District

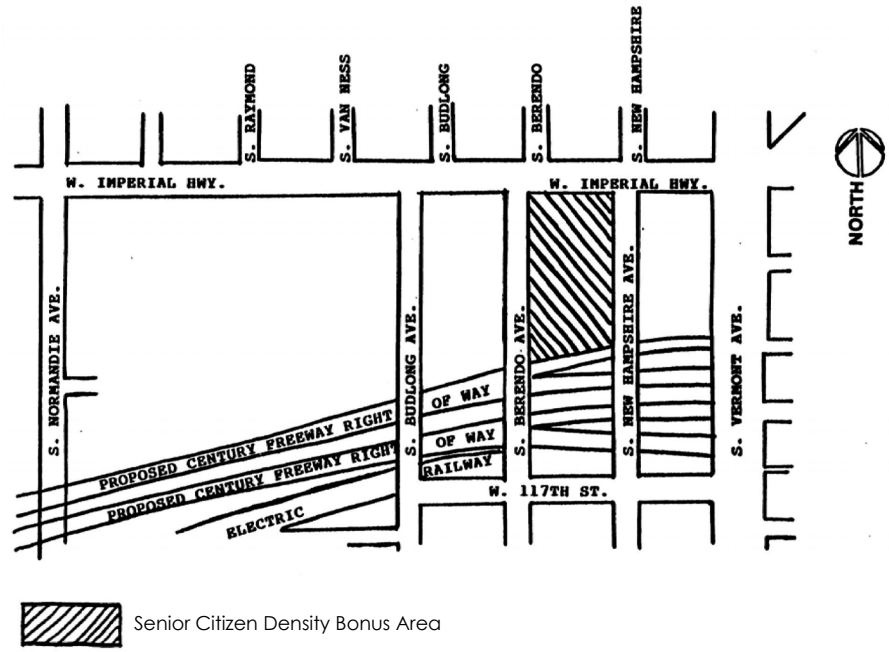
The West Athens-Westmont Community Standards District is a zoning overlay district established to provide a means of implementing special development standards necessary to ensure the goals and policies of the West Athens-Westmont Community Plan. Property in the Community Standards District may be used for any purpose permitted in the basic zone, unless expressly noted otherwise. The Community Standards District restricts the height of all residential development (R-1, R-2, R-3-( )U) to a 35 foot, or two-story maximum, and requires all residences to maintain 50 percent landscaped front yards.

FIGURE 1.5: COMMUNITY PLAN LAND USE



Two area-specific development standards are listed in the Community Standards District, one of which is included in the Specific Plan area. The parcels bounded by New Hampshire Avenue, Berendo Avenue, Imperial Highway and the I-105 Freeway, as shown in Figure 1.6, could be developed with senior citizen housing at a maximum density of 50 dwelling units per net acre, pending a conditional use permit.

FIGURE 1.6: CONCEPTUAL SITE PLAN FOR THE WESTERN AVENUE COMMERCIAL CORRIDOR FOCUS AREA



Green Line TOD Ordinance (2005-2015)

The Board of Supervisors adopted the Green Line TOD Ordinance to Title 22, Planning and Zoning, as an overlay zone to promote revitalization and higher transit ridership. The ordinance incentivized mixed use development along Vermont Avenue and Imperial Highway, and required pedestrian-friendly development standards including ground floor retail, zero-ten-foot setbacks, transparent frontages, decorative accents, limited driveway access, and streetscape improvements. This ordinance was repealed with the adoption of the 2035 General Plan, which replaced the ordinance with the TOD Program that identified eleven TODs for the development of future specific plans.

Los Angeles Southwest College Master Plan

The Los Angeles Southwest College Master Plan (2003) established a near- and long-term vision for expansion and improvements on the 64 acre campus. The plan provides for the development of new and updated academic, student support, and athletic facilities as well as landscape and pedestrian improvements. Proposition A and AA Bond Measures were committed to funding the improvements proposed in the 2003 Master Plan. The plan provided for the demolition of several academic buildings due to the presence of hazardous earthquake fault lines traversing the campus. In 2008 and 2010, the Master Plan was updated and guided future construction projects that utilized 100% buildout of the permitted development capacity. The college has completed all proposed construction projects to date. Los Angeles Southwest College is currently in the process of updating the Master Plan, expected to be completed by Summer 2017.

Metro First-Last Mile Strategic Plan

(Los Angeles County Metropolitan Transportation Authority)

The First-Last Mile Strategic Plan outlines a specific infrastructure improvement strategy that expands the reach of transit through the creation of the Metro Pathway, a network of streets that connect to transit and maximizes multi-modal benefits and efficiencies. The Metro Pathway is intended to facilitate easy, safe, and efficient access to the Metro system. The guidelines provided will serve as a resource to the Connect Southwest LA Specific Plan process to capture potential ridership and take full advantage of LA County's significant investments in the public transportation network.

Metro Green Line Station Access Plan, 2007

(Los Angeles County Metropolitan Transportation Authority)

The Green Line Station Access Plan assessed and recommended physical infrastructure and safety improvements to increase walking and bicycling to four selected Metro Green Line stations located in low-income neighborhoods in the South Bay, including the Vermont Green Line Station. Recommendations for the Vermont Station included improved coordination efforts among Metro, Caltrans, Union Pacific Railroad, County of Los Angeles and the City of Los Angeles to facilitate pedestrian infrastructure improvements and beautification projects along Vermont Avenue. Proposed physical improvements included:

- The removal of the barrier walls on 117th Street, and the installation of formal sidewalks that connect in and out of the cul-de-sac south of the station
- The reconfiguration of the sidewalks, travel lanes, and the central median along Vermont Avenue south of the station from the railroad tracks to El Segundo Boulevard.
- The addition of traffic calming measures, like curb extensions or general widening of sidewalks, at intersections adjacent to the Vermont station such as curb extensions or general widening of the sidewalks.
- The creation of a formal or informal bike route (such as with shared use lane arrows) on 117th Street from Vermont Avenue to Main Street and 118th Street from Main Street to Avalon Boulevard as a possible alternative to riding on Imperial Highway.
- The implementation of noise abatement measures for the station platform.
- Install clear signage to indicate the location of the station along major corridors within the station area.

Metro Joint Development Program: Policies and Process

(Los Angeles County Metropolitan Transportation Authority)

Metro's Joint Development Program outlines a strategy designed to secure the most appropriate private and/or public sector developments for Metro-owned properties. The policies aim to reduce greenhouse gas emissions and increase transit ridership by attracting new riders and increasing the number of transit trips generated from joint development projects. Within the planning area, Metro owns a surface park-and-ride lot that provides 155 parking spaces dedicated for transit patrons. This property may be a potential future joint development site, pending many factors include community will and market demand.

Los Angeles County TOD Access Study

(Southern California Association of Governments)

The Los Angeles County TOD Access Study assessed the station access capacity and needs within nine proposed TODs in Los Angeles County to inform the creation of the TOD Program within the General Plan. This study recommended significant signalization and crosswalk improvements, as well as curb extensions and bulb-outs at the following intersections:

- 110th and Vermont Avenue
- 112th and Vermont Avenue

- Imperial Highway and Budlong Avenue
- Imperial Highway, Vermont Avenue, and Southwest Boulevard
- I-105 Westbound Ramps and Vermont Avenue
- I-105 Eastbound Ramps/116th Place and Vermont Avenue
- 120th Street and Vermont Avenue

Vermont Green Line Station TOD Technical Assistance Panel Report

(Urban Land Institute)

DRP commissioned the Vermont Green Line Station TOD Technical Assistance Panel (TAP) Report in 2010 to generate innovative ideas and plans for future investment and development in the station area. The panel of experts proposed the following strategies for the study area:

- Develop a multimodal plaza that reduces the wide center median and expands the sidewalks to link the communities north and south of the freeway
- Improve the Vermont Avenue median by developing a linear park to create a sense of identity and place for the community
- Encourage higher density mixed use development on existing commercial nodes to create transit supportive commercial uses, while buffering and protecting the existing single family neighborhood
- Coordinate local community shuttles to increase linkages with the Vermont Metro Station

Los Angeles Countywide Park Needs Assessment, 2016

(LA County Department of Parks and Recreation)

The County Department of Parks and Recreation conducted a comprehensive assessment of the park land and infrastructure needs and opportunities in the planning area. This study conducted significant community engagement to determine a prioritized list of park projects for the West Athens-Westmont community. According to the Park Needs Assessment, unincorporated West Athens-Westmont has a Very High park need. Public realm improvements, like the addition of parks and open space, could increase walkability of a neighborhood and improve connections to the transit station.

West-Athens Westmont Community Park and Recreation Plan, 2017

(LA County Department of Parks and Recreation)

The Department of Parks and Recreation has completed the Community Parks and Recreation Plans to envision greener futures for the following six unincorporated communities in Los Angeles County: East Los Angeles, East Rancho Dominguez, Lennox, Walnut Park, West Athens-Westmont, and Willowbrook. As part of the public outreach process for the West Athens-Westmont Community Parks and Recreation Plan, residents expressed the need for a wide variety of recreational amenities, including the following: multi-use fields for sports; basketball courts; gymnasium; event center; exercise equipment; walking paths; community room; shaded areas to sit and play; security lighting; and community garden.

County of Los Angeles Bicycle Master Plan, 2012

(LA County Department of Public Works)

This plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing network, connecting gaps, addressing constrained areas, and providing for greater local and regional connectivity. Bikeway improvements are addressed in Chapter 6 - Mobility.

1.2.3 COMMUNITY ENGAGEMENT

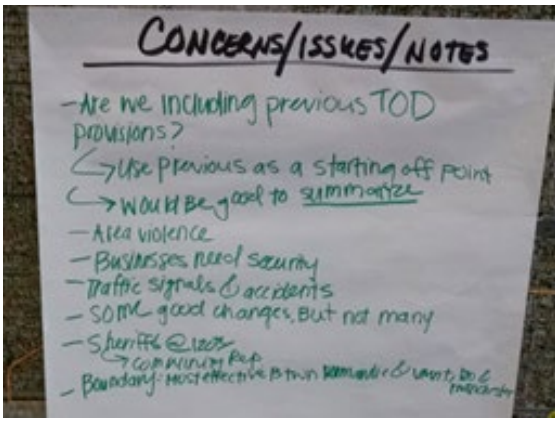
As part of the planning process for the Connect Southwest LA Specific Plan, County staff from the Department of Regional Planning (DRP) facilitated community outreach events that helped shape the Specific Plan.

Connect Southwest LA Specific Plan Task Force

The Connect Southwest LA Specific Plan Task Force was assembled by the DRP for the purpose of guiding the preparation of this plan. The complex challenges contained within the planning area requires a concentrated effort by a team of professionals and community liaisons to create change and improve the study area. Los Angeles County Department of Regional Planning organized a Task Force of various county departments and nearby communities to act as a technical advisory committee to assist the planning process. The roles of the Task Force are as follows:

- Share information with the project consultant team, including other studies or planned projects occurring in the study area
- Act as a conduit for their respective organization, taking information back to their organizations for review and comments
- Respond to the project team's ideas and provide feedback
- Review draft documents, reports, and maps produced

The Task Force consisted of Regional Planning staff; representatives from other County agencies, including the Departments of Public Health, Parks and Recreation, Public Works, and the Community Development Commission; and other key stakeholders, including the Cities of Hawthorne and Los Angeles and LA Metro. Task Force members met quarterly throughout the Specific Plan preparation process to review key project products and provide input at major milestones of the project and on draft documents.



Community Workshops

Two community workshops were held on April 7, 2016 and May 14, 2016 to introduce the policy objectives of the project and review the scope and existing assets within the project area.

Forty members of the community attended these meetings and provided insights and local knowledge about the challenges and opportunities in the community. The following themes were raised as important considerations:

- Security and safety with more coordination between the county and adjacent cities for enforcement presence and visibility
- The area around Los Angeles Southwest College should be more focused on the campus to create a "college town" atmosphere
- Business development to encourage and support new businesses, such as restaurants, as well protecting local businesses
- Green improvements including community gardens on underutilized or vacant parcels
- Mobility improvements including new sidewalks and lighting around LASC
- Clear communication of the plan throughout the planning process and take into consideration previous planning efforts

- Revitalization to encourage and promote the development of new affordable housing
- Avoid gentrification and tailor the plan to meet the needs of existing community members and the unique place that exists today

A follow-up workshop on October 6, 2016 was held and DRP staff reviewed and discussed the draft Vision Statement, Guiding Principles, Goals and Objectives for the Specific Plan as well as themes from the early workshops.

A final workshop on December 8, 2016 prior to release of the draft Specific Plan discussed the availability of a comprehensive existing conditions report, a refined Vision Statement, Guiding Principles, Goals and Objectives document, an Opportunity Areas map, Proposed Specific Plan Zone Descriptions and a Proposed Zoning Map all in draft form for discussion.

Stakeholder Outreach

Throughout the planning process for the Specific Plan, Regional Planning staff met with and received input from the following community groups and stakeholders:

- West Athens-Westmont Task Force
- West Athens-Westmont Best Start
- Southwest Community Association
- LA County Second District Board Office
- West Athens Victory Garden
- California Department of Transportation (Caltrans)
- LA Metro
- Los Angeles Southwest College
- West Athens residents
- Westmont residents

DRP staff attended meetings with the West Athens-Westmont Task Force on March 22, 2016 and the West Athens-Westmont Best Start on March 24, 2016 to announce the project and discuss scheduled public workshops to kick off the Specific Plan study effort. In addition, DRP staff hosted a table distributing project information and giveaways at the Weingart YMCA Wellness & Aquatic Center Healthy Kids Community Day on April 30, 2016, the 74th Street/Raymond Elementary School Fair on June 3, 2016, and the Juneteenth Community Celebration in Willowbrook on June 25, 2016.

DRP staff attended the following stakeholder meetings:

- Southwest Community Association on September 12, 2016 and March 13, 2017
- HawthorNEXT Specific Plan for the nearby Metro Green Line Crenshaw Station on March 21, 2016 and June 20, 2016
- Second District Empowerment Congress, Economic Development Committee on March 17, 2016
- Meetings on April 9, 2016 and April 23, 2016 with plot-owners at the West Athens Victory Garden, which is managed by the Los Angeles Neighborhood Land Trust

1.3 SPECIFIC PLAN ORGANIZATION

The Specific Plan includes the following topics:

Chapter 1 – Introduction: Establishes the purpose and context for the Specific Plan, provides an overview of the planning process, and the Specific Plan's relationship to other relevant plans and programs.

Chapter 2 – Vision, Goals, and Policies: Outlines the vision for the West Athens-Westmont community and the overarching goals and policies for achieving the vision articulated in the Specific Plan.

Chapter 3 – Land Use and Urban Design Framework: Develops the recommendations for sub-area districts within the plan and includes conceptual plans for opportunity areas for infill development and revitalization.

Chapter 4 - Regulating Code: Permitted land uses, regulations, and development standards for each of the Specific Plan Zones are laid out. They include regulations for building height, density, parking, site configuration, building design, open space and landscaping requirements, and other design standards.

Chapter 5 – Design Guidelines: Design guidelines will promote aesthetically pleasing and viable, site-compatible development that supports the vision and guiding principles of the Specific Plan.

Chapter 6 – Mobility: Provides a summary of the proposed mobility and circulation plan for the Specific Plan area, including the vehicular, pedestrian, bicycle, transit, and parking networks.

Chapter 7 – Infrastructure: Addresses the critical infrastructure requirements associated with the future development in the Specific Plan area, including water, sewer, stormwater, solid waste, and public services.

Chapter 8 – Economic Development Strategy: Highlights opportunities for economic development in the Specific Plan area and associated community benefits.

Chapter 9 – **Administration & Implementation:** Provides specific implementation and funding strategies for realizing the goals of the Specific Plan as well as describing review and approvals.

1.3.1 HOW TO USE THE SPECIFIC PLAN

Under California Law (Government Code § 65450 et seq.), cities and counties may adopt specific plans to develop policies, programs, and regulations to implement the jurisdiction's adopted general plan. The specific plan, therefore, serves as a bridge between the general plan and individual development projects.

Specific plans are similar to development zoning ordinances in that they establish implementation through the use of development regulations. However, unlike the County Code, the Connect Southwest LA Specific Plan is targeted to a specific planning area to allow for greater flexibility and specificity.

The Connect Southwest LA Specific Plan will be adopted by **ordinance and resolution** and is intended to be used by residents, business and property owners, developers, designers, County staff, and elected officials in the review of proposed development projects in the project area. The Specific Plan should be used in conjunction with the goals, policies, and regulations in the General Plan and County Code in order to guide users through the development review process. It is important to note that the Connect Southwest LA Specific Plan only establishes land use zones, land use regulations, and development standards. Any particular development proposals would occur through private investment following the adoption of the Specific Plan.

CHAPTER 2 – VISION, GOALS, AND POLICIES

2.1 INTRODUCTION

The Connect Southwest LA Specific Plan sets a vision that captures the West Athens-Westmont communities' key values and aspirations for the future. This chapter provides a detailed vision statement with guiding principles and sets specific goals and policies to help guide the communities in achieving that vision.

2.2 VISION

The Vision Statement paints a picture of how the planning area will develop for years to come. This is a vision for how the area will look 20 years from now as future development decisions and public improvements are guided by the Specific Plan.

VISION STATEMENT

The Connect Southwest LA Specific Plan area is connected, comfortable, and thriving. It offers a blend of commercial uses that serve the neighborhoods of West Athens and Westmont. Street improvements have made it easier and safer to access the transit station, employment centers, shopping areas, and the schools in the neighborhood. Improvements to the station and better connections into the community have increased ridership and reduced commuting by private automobiles. Residents are able to access affordable housing options that grant stability, security, and a sense of community. Pocket parks and other creative uses of underutilized open space address the need for additional green space and outdoor recreation.

2.3 GUIDING PRINCIPLES

The Connect Southwest LA Specific Plan establishes a framework for the future of the West Athens/Vermont Green Line Station area. Below are five guiding principles that have been established to create a more livable, sustainable, and accessible TOD station area.

- **Guiding Principle 1:** Promote uses in proximity to the transit station, along major streets, and at significant intersections that benefit from the economic opportunities afforded by the presence of the Green Line and major educational and public facilities. Development opportunities, particularly at the Vermont Green Line Station and Los Angeles Southwest College should offer housing, shopping, and healthy food options for residents and visitors.
- **Guiding Principle 2:** Improve the public right-of-way to increase mobility options for pedestrians and bicyclists. New sidewalks and bike facilities should create safe and secure connections to destinations that are integrated into the transit system.
- **Guiding Principle 3:** Enhance the sense of safety. Design and programmatic improvements that promote safety should contribute to a decrease in criminal activity.
- **Guiding Principle 4:** Ensure compatible development. New development respects and responds to the existing scale and density of the neighborhood, by accommodating growth near the station area and commercial nodes should respect and respond to the existing scale and density of adjacent neighborhoods.
- **Guiding Principle 5:** Improve the Vermont/Athens Green Line Station to make it more inviting to transit users. Exterior improvements to the west-bound station should create a comfortable and safe public place for transit users.

2.4 GOALS AND POLICIES

The following goals and policies will support a mix of land uses, create affordable housing options, build and maintain a diverse economy, and provide a variety of mobility options. These policies are aimed at increasing transit-ridership, improving community safety, and providing a cohesive sense of place.

Goal 1: A Mix of Land Uses

- **Policy 1.1:** Encourage the adaptive reuse of buildings and appropriately scaled infill, mixed-use development in the planning area.

- **Policy 1.2:** Accommodate a variety of housing types to meet the needs of current and future residents. Provide for the development of a neighborhood commercial center that serves as a destination for LASC students, while accommodating residents and other stakeholders that live, work, and gather in the community.
- **Policy 1.3:** Focus new development and mixed use projects in areas adjacent to the Vermont/Athens Green Line Station and at the intersection of Imperial Highway and Western Avenue, as those areas have been identified as strategic opportunity areas.
- **Policy 1.4:** Promote a mix of uses and services to support the needs of families, youth, seniors, and a growing population.
- **Policy 1.5:** Support land uses and infrastructure improvements that can reduce the need for parking and promote alternative modes of transportation, such as transit, walking, or biking.

Goal 2: Affordable Housing Options

- **Policy 2.1:** Accommodate the development a mix of housing to meet the needs of current and future residents, including an equitable distribution of affordable housing through such means as value capture development.
- **Policy 2.2:** Allow for the integration of housing strategies such as Single Room Occupancy (SROs), units to alleviate the struggles of those suffering from homelessness.
- **Policy 2.3:** Support the conversion of "nuisance" motels into permanent supportive housing for the homeless population in the neighborhood.
- **Policy 2.4:** Streamline the process for residents to occupy second units or Accessory Dwelling Units as a means of creating new, safe housing units while respecting the look and scale of the single family neighborhoods.

Goal 3: A Diverse Economy

- **Policy 3.1:** Encourage employment-generating uses where possible by continuing to allow commercial uses along the major corridors.
- **Policy 3.2:** Encourage the expansion and retention of LASC, and supportive educational and service industries.
- **Policy 3.3:** Require that the street frontages of commercial uses are located and designed to foster active pedestrian activity supporting their economic activity.
- **Policy 3.4:** Work with LASC to offer job-training, continuing education courses, recreational opportunities and programs for local residents.

Goal 4: A Variety of Mobility Options

- **Policy 4.1:** Develop a balanced, integrated, multi-modal transportation system that is efficient and safe with frequent service connecting to destinations, employment centers, and residential areas.
- **Policy 4.2:** Provide a variety of transportation choices that promote accessible alternatives to the automobile including walking, bicycling, and taking transit.
- **Policy 4.3:** Design streetscapes that are attractive and inviting by incorporating sufficient lighting, street trees/ shade, landscaping, benches, and other amenities that are pleasant, offer visual stimulation, and promote activity for all users.
- **Policy 4.4:** Design sustainable and energy-efficient streetscapes with low-impact development strategies including sustainable stormwater practices, permeable paved surfaces, drought-tolerant plant species, and solar lighting fixtures.
- **Policy 4.5:** Support walking and biking as First and Last Mile solutions to transit by providing amenities such as bicycle parking, bike racks, street lights, seating, and wayfinding maps and signage.
- **Policy 4.6:** Provide a safe and comfortable pedestrian network linking the transit station with LASC, commercial centers, county facilities, and residential neighborhoods.
- **Policy 4.7:** Implement parking policies that encourage travel by public transit and other sustainable modes of transportation, such as priced parking, parking time limits, or prohibited on-street parking.
- **Policy 4.8:** Implement more accurate and flexible parking standards that reflect the parking demand for the area.

Goal 5: A Safe and Healthy Community

- **Policy 5.1:** Incorporate more lighting and visibility along streets and pedestrian ways.
- **Policy 5.2:** Implement traffic calming features along main corridors to improve pedestrian safety.
- **Policy 5.3:** Support safer routes to schools and parks through increased signage, lighting, landscaping, and pedestrian connections around schools.
- **Policy 5.4:** Locate transit stops in areas that are active and visible to maximize personal security and safety of waiting transit riders.
- **Policy 5.5:** Improve community health by supporting policies and programs aimed at promoting physical fitness and increasing access to healthy foods.

- **Policy 5.6:** Promote the production and distribution of locally grown food such as by allowing farmers markets, food cooperatives, and public right-of-ways for urban agriculture.

Goal 6: Quality Parks, Open Space, and Public Space Infrastructure

- **Policy 6.1:** Improve visibility and access to the Vermont Green Line Station through increased lighting, signage, public art, and street furniture.
- **Policy 6.2:** Redesign the west-side entrance of the Vermont/Athens Green Line Station with ample amenities and improve the comfort and safety of transit users.
- **Policy 6.3:** Reallocate excess portions of right-of-way, such as wider than necessary vehicular travel lanes, to design sidewalks and bicycle facilities for the comfort and safety of all users.
- **Policy 6.4:** Increase recreational opportunities for the community by creating neighborhood pocket parks and finding other creative uses for underutilized open space.

CHAPTER 3 – LAND USE AND URBAN DESIGN FRAMEWORK

3.1 INTRODUCTION

The Connect Southwest LA Specific Plan provides the County of Los Angeles Department of Regional Planning and other partners with a strategy to proactively plan for the future of the Vermont/West Athens station area and the surrounding West Athens-Westmont communities.

The West Athens-Westmont Community Plan and previous studies, along with the economic and market analysis has been taken into consideration to develop land use and urban design recommendations for districts within the Specific Plan area. The Specific Plan also takes into account input received during Task Force meetings and public outreach events.

3.2 SPECIFIC PLAN DISTRICTS

3.2.1 LAND USE DISTRICTS OVERVIEW

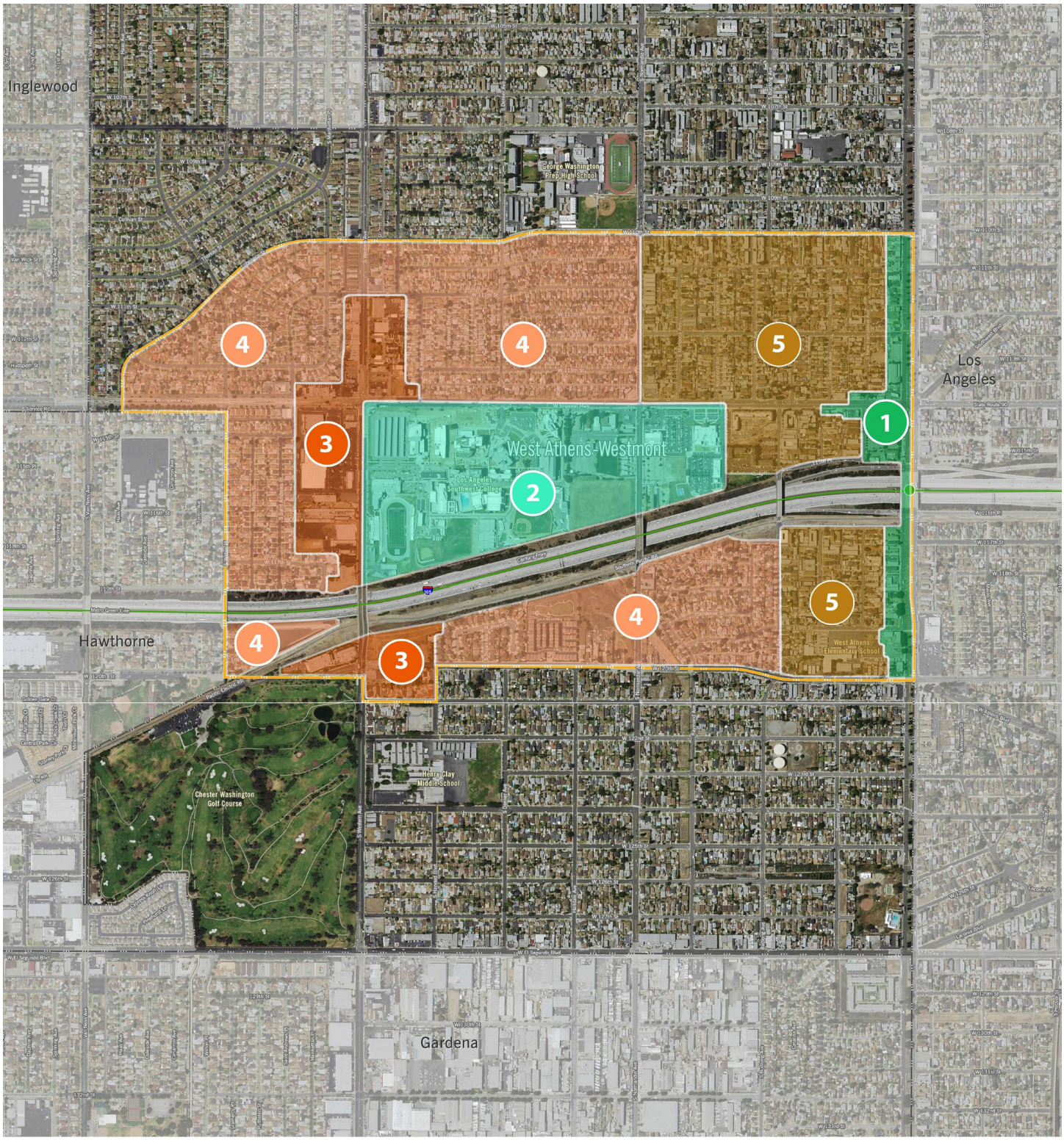
The Connect Southwest LA Specific Plan study area is broken down into five districts to better address community needs and issues within the Specific Plan area (Figure 3.2). Districts are defined as areas of a different scale and unique characteristics that may be the result of the location, quantity or relationship of different elements, such as land use patterns, density, architecture, age, etc.

An existing conditions summary for each district is shown in the chapter, along with a strategy for implementing the vision and goals of the Specific Plan. Opportunities for land use changes, urban design enhancements, and connectivity improvements utilizing a placemaking approach will help to implement the changes at the appropriate scale and location within each district.

3.2.2 CONCEPTUAL PLANS

The conceptual plan drawings on the following pages depict desired building locations, streetscapes and the relationship between buildings and open spaces. A conceptual plan is a plan that portrays one example of how to implement the TOD Specific Plan recommendations. The concept plan is not intended as a defacto design project, yet rather to illustrate one alternative method of development consistent with the recommendations provided in this document. The exact location, scale and design character of future public and private improvements may differ from these plans and should

FIGURE 3.1: LAND USE DISTRICTS MAP



1 Vermont Station Corridor

2 Civic Center

3 Western Avenue Commerical

4 Single Family Residential

5 Multi-Family Residential

respond to scale, form, and architectural design per each block.

The Connect Southwest LA Specific Plan provides the County of Los Angeles Department of Regional Planning and other partners with a strategy to proactively plan for the future of the Vermont/West Athens station area and the surrounding West Athens-Westmont community. Key influences affecting land use and transportation decisions within this plan include community feedback, the West Athens-Westmont Community Plan, previous studies, and an economic and market analysis. The plan takes all of the aforementioned influences into consideration to ensure the final recommendations are fully informed and meet the vision established by the community.

Existing Vermont/Athens Station signage.

Existing Metro park and ride lot has 155 parking spaces for transit patrons.

Existing view of transit station boarding area.

3.2.3 VERMONT STATION DISTRICT

Existing Conditions

The Vermont Station District encompasses the properties fronting Vermont Avenue from 110th Street to 120th Street, including the Vermont Green Line Station and a center running median. The Vermont Green Line Station is located at the intersection of the I-105 Freeway, in the freeway median below street level. The station is accessed through a station entrance located on the Vermont Avenue bridge overpass.

Access to the Vermont Green Line Station is poorly indicated; it lacks significant signage, streetlights, and street furniture. The overall aesthetic of the station area is not welcoming to transit use, and likely deters potential riders from using the Metro. The station platform located in the freeway median exposes transit users to excessive noise and air pollution caused by the high volumes of vehicular traffic.

The west side of the corridor, north of Imperial Highway, is occupied by buildings that have a zero-foot setback from the street with an average of 75% street frontage, forming a consistent street wall along its length. The properties at the Vermont Avenue/Imperial Highway intersection have variable building setbacks that accommodate vehicular access, where surface parking is located between the building frontages and the street. Store signage and billboards add to the visual clutter of the intersection.

South of the Vermont/Athens Green Line Station, development transitions to deep rectangular parcels featuring properties with several buildings with varying setbacks, with few properties that accommodate vehicles. On the eastside of Vermont, a large parcel with a building oriented towards the adjacent surface parking lot provides poor definition of the public realm.

Specific Plan Strategy

Potential improvements of the Vermont/Athens Green Line Station should be improved to provide better access and visibility from Vermont Avenue. The improvements of the station would primarily be the responsibility of Metro, with Los Angeles County Public Works responsible for those in the public right-of-way. This should include the following:

- Upgrade the elevators, escalator and stairs to the Metro Green Line platforms

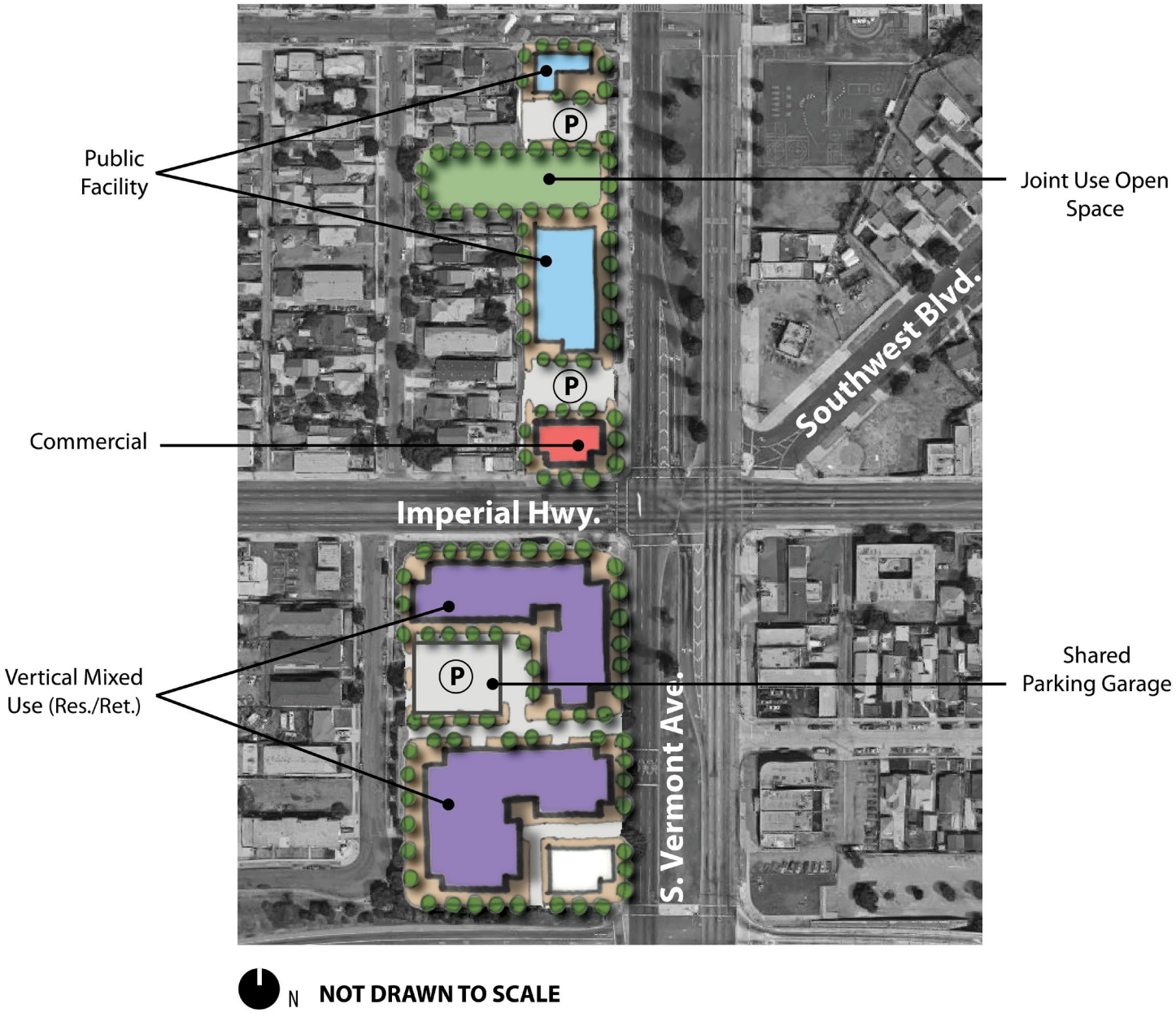
- Improve the west station entry to create a safer and more comfortable area for patrons
- Widen the sidewalk to allow a more prominent entrance into the station and to allow more streetscape amenities, benches, etc.
- Add new bus canopies along the bridge overpass for buses for a more comfortable passenger waiting area
- Improve lighting, landscaping and signage throughout area.

The Vermont Station Corridor District is intended to be developed over time as a transit-supportive environment, providing a higher-intensity mix of retail, office, restaurant uses and residential development in a compact, walkable setting. Residential housing include would include a range of multiple family residential housing types in a vertical mixed-use configuration. Vertical mixed use development along Vermont Avenue would help create a more pedestrian-oriented environment, with storefronts opening on to sidewalks, a consistent and engaging façade, and a dynamic retail mix.

Figure 3.2 illustrates potential new uses, buildings and open space in the Vermont Station Corridor District. Low-to mid-rise vertical mixed use buildings, integrating commercial and office/professional uses would include residential units above. One of the mixed use buildings is shown on the existing Metro Park and Ride lot site just south of Vermont Avenue and Imperial Highway would include structured parking to accommodate parking for residents, visitors, and transit riders.

A variety of open space opportunities, such as pocket parks and urban plazas could also be provided in this district. A conceptual design for an improved median on Vermont Avenue directly south of I-105 would provide a much-needed public benefit to the community. This improved landscaped median would help to create more usable public passive open space, increase pedestrian connectivity, and provide a traffic calming design feature to signal the cars on Vermont Avenue to slow down (See Figure 6.19). Improvements to the aesthetics, safety and connectivity of the station area would help attract more potential riders, which would increase demand for transit-adjacent amenities.

FIGURE 3.2: CONCEPTUAL SITE PLAN FOR MIXED USE DEVELOPMENT NEAR STATION



Highway intersection. These buildings are setback an average of 160 feet from Imperial Highway, separated by a surface parking lot that features well-landscaped parking medians. The buildings are oriented towards the surface parking lot. The buildings are single-story with institutional façade stylings.

Example of potential development in civic center zone.

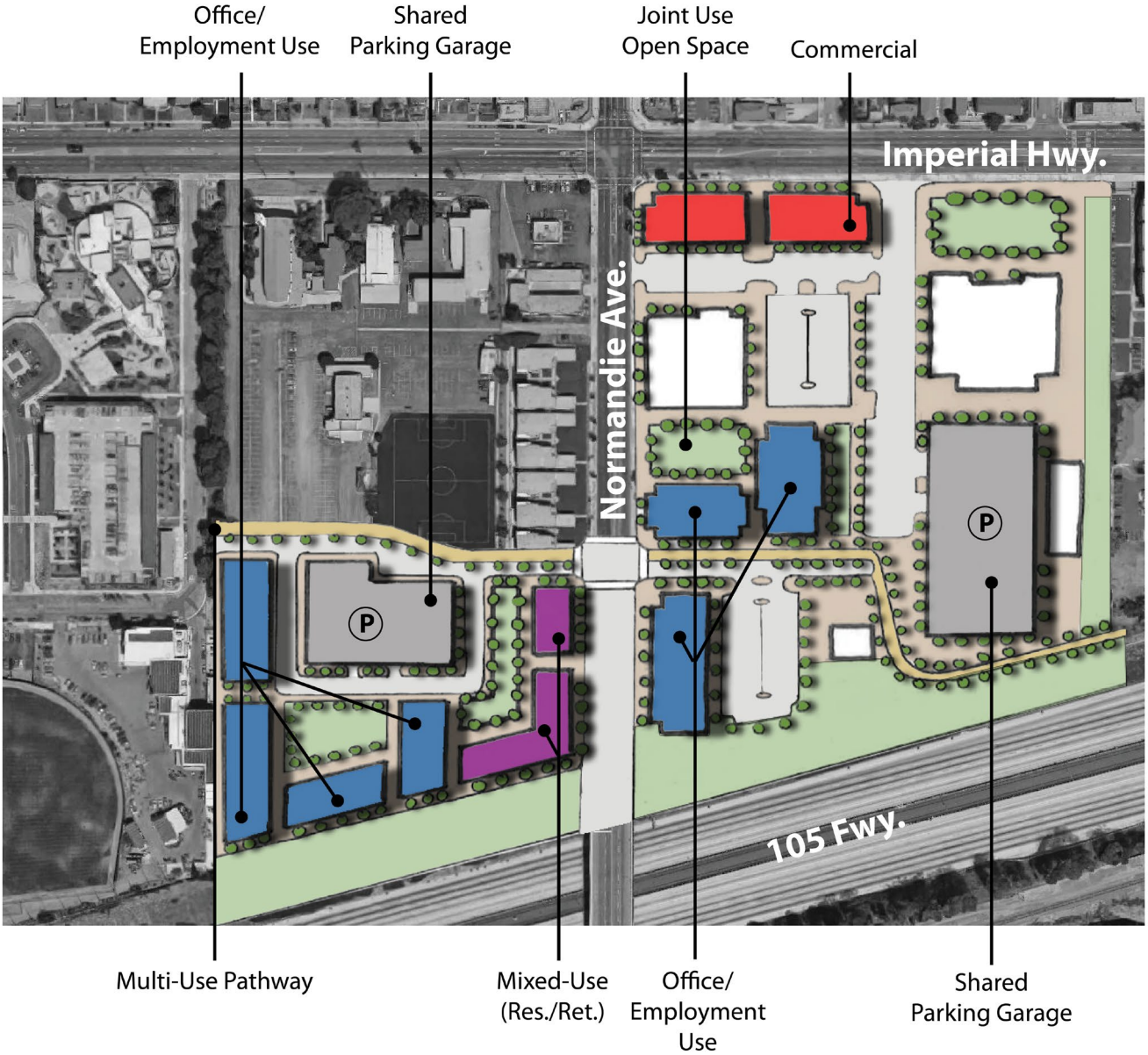
Specific Plan Strategy

Underutilized land owned by the County of Los Angeles at the corner of Imperial Highway and Normandie has the potential to accommodate additional community-serving uses. In order to achieve the long-term vision of the community, the Specific Plan will help facilitate the transition of the existing uses to higher intensity development in this area. Several buildings within this district would likely be retained or replaced, such as the Los Angeles County Probation Department and Sheriff's Department.

The Conceptual Site Plan illustrates how the Civic Center District could be developed under the development regulations and standards of the Specific Plan. Through lot consolidation and new development of a unified project, a district could be created with public institutional and non-civic uses, including commercial, residential, and public open space along Imperial Highway and Normandie. The Civic Center District could see a potential joint use housing development with a civic use, such as a recreation center or library.

Over time, the Civic Center District would integrate the existing civic uses and the multifamily residential areas to the east into a more a walkable, pedestrian-oriented district that is well connected to the Vermont/Athens Station. This would provide new housing options, including workforce or senior housing, in proximity to both employment uses and transit.

FIGURE 3.3: CONCEPTUAL SITE PLAN FOR THE CIVIC CENTER



N **NOT DRAWN TO SCALE**

3.2.4 CIVIC CENTER DISTRICT

Existing Conditions

Existing Los Angeles County Sheriff's building along Imperial Highway.

The Civic Center District encompasses the properties located on the south side of the Imperial Highway between Western Avenue and Budlong Avenue. This district is occupied by institutional land uses that share similar building form, massing, architectural design, and relation to street fronts. Auto-oriented development is concentrated at the intersection of Imperial Highway and Normandie Avenue.

Imperial Highway is a wide arterial street with two travel lanes in each direction with turning lanes. A transit stop is located on Imperial Highway at Denker Avenue and features significant pedestrian amenities: a covered bus stop, street furniture, trash receptacles, and a tree canopy.

Los Angeles Southwest College (LASC) is located on about 64 acres in the center of the study area. Approximately 12,000 commuter students attend classes at LASC. Signage is prominent at the entrances, bold and large for vehicular traffic to view easily. The buildings are setback significantly from the street and are located in the center of campus. The campus stands apart from the scale and aesthetic of the surrounding community. It is an institutional superblock that anchors the West Athens-Westmont community.

The design of the campus supports pedestrian activity, with significant sidewalk connectivity between buildings, and plazas that serve as gathering places. Pedestrian access to the campus from the surrounding street network is limited to Denker Avenue to the north and Western Avenue to the west. One transit stop is located on the edge of the campus block at Denker and features significant pedestrian amenities: a covered bus stop, street furniture, trash receptacles, and a tree canopy.

Despite the college's proximity to the Vermont/Athens Green Line Station, the majority of students do not use the light rail line as their choice form of travel due to the distance to the station and lack of safe pedestrian facilities. Pedestrian infrastructure and safety improvements connecting the station to LASC would likely lead to increased ridership.

The Los Angeles County Probation Department and Sheriff's Department occupies three separate structures on multiple contiguous parcels totaling approximately 15 acres in the southeast corner of the Normandie Avenue and Imperial

Existing view of LASC entrance from Western Avenue.

Existing Food4Less shopping center.

3.2.5 WESTERN AVENUE COMMERCIAL CORRIDOR DISTRICT

Existing Conditions

The Western Avenue Commercial Corridor district is located on the north side of the I-105 Freeway along Western Avenue extending to the project area's extent. This area was identified by the General Plan as an Opportunity Area for a Neighborhood Center. Neighborhood Centers are areas with opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office and other uses.

The commercial area is focused south of Imperial Highway along the east side of Western Avenue, with concentrations of development at the street intersection of Western and Imperial Highway. Properties north of Imperial Highway on the west side of Western Avenue are typical of neighborhood commercial built form with minimal setbacks from the sidewalk, creating an uninterrupted street wall between Imperial Highway and 111th Street.

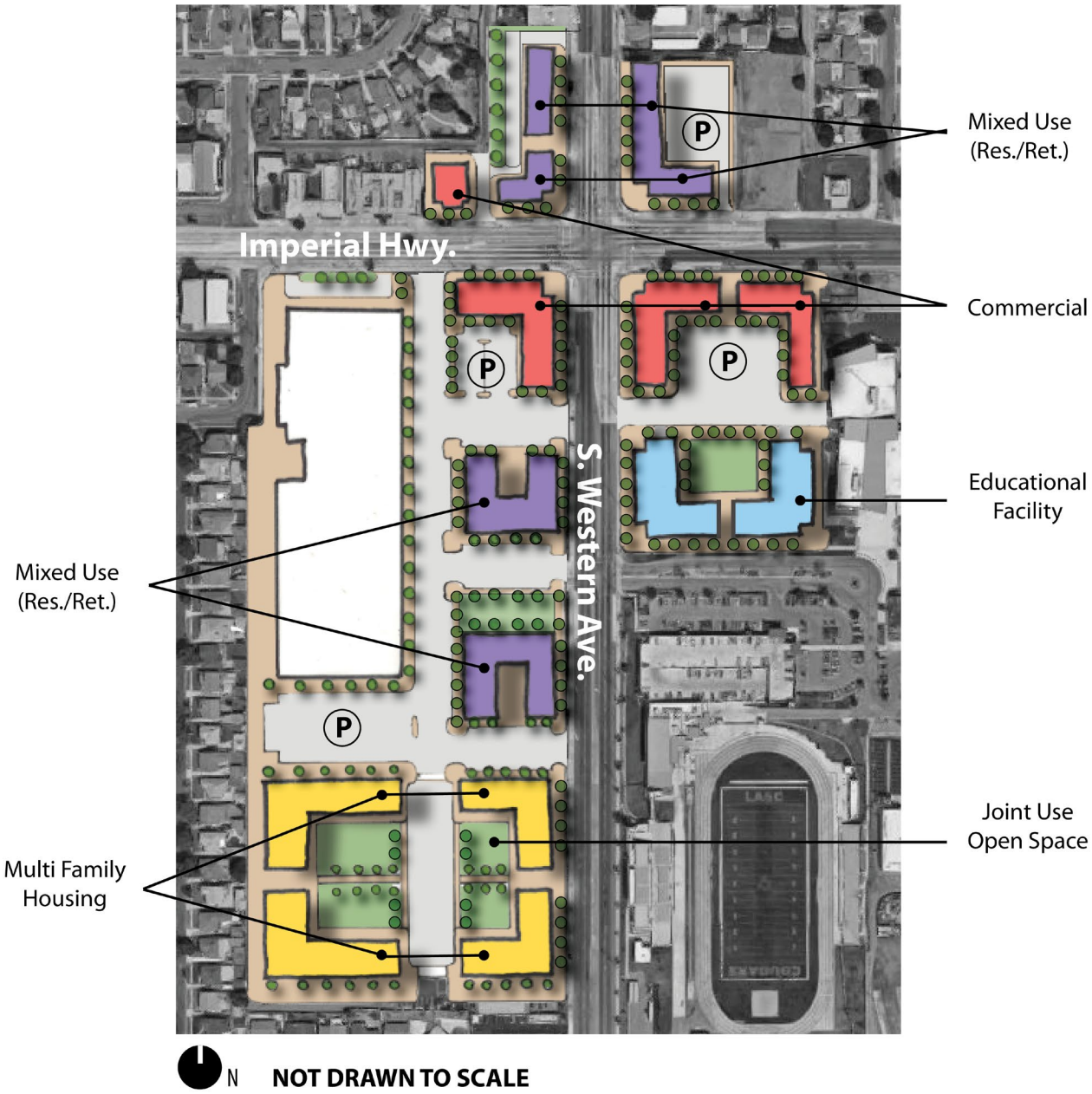
Properties south of Imperial Highway on the west side of Western Avenue are generally automobile-oriented with buildings setback an average of 60 feet from the roadway. Surface parking lots are located between the building frontages and Western Avenue, and all the buildings face the parking lots. The buildings occupy a relatively low percentage of the street frontage and provide poor spatial definition to the public realm.

Specific Plan Strategy

This conceptual site plan illustrates how the Western Avenue Commercial Corridor District could be developed under the development standards of this Specific Plan. The properties on the west edge of Western Avenue, north of Imperial Highway, exhibit a development character similar to a neighborhood retail district. Infill commercial and mixed use development would respect the existing character of the district. New development, as well as the adaptive reuse of existing buildings, would promote more pedestrian activity along Western Avenue and Imperial Highway in this area.

Through lot consolidation and development of a unified project at higher densities in the Food For Less shopping center, this district offers the potential to create a mixed use district with new retail, residential, and employment opportunities for local residents and college students.

FIGURE 3.4: CONCEPTUAL SITE PLAN FOR THE WESTERN AVENUE COMMERCIAL CORRIDOR FOCUS AREA



Existing single family housing.

Existing single family housing.

3.2.6 SINGLE FAMILY RESIDENTIAL DISTRICT

Existing Conditions

The Single-Family Residential District encompasses the residential neighborhoods north of the I-105 Freeway/west of Normandie Avenue and south of the I-105 Freeway/ west of Budlong Avenue. These were largely developed between 1947 and 1955, apart from the two gated subdivision developments located to the north of 120th Street between Western and Normandie that were constructed in 1987 and 2012.

The older single-family homes are typical of post-war housing in Southern California; single-story, stucco-covered minimalist, traditional, or ranch style homes with gable-styled pitched roofs. These homes were constructed as tract housing developments, likely by various land-owning real estate developers. The homes are mostly single-story structures setback 15 feet from the right-of-way, oriented towards the street, and accessed by a driveway. Many of these single-family homes have accessory units located to the rear of the property, used for storage space or additional living space.

Specific Plan Strategy

The single-family neighborhoods are established communities and will continue to consist of single-family homes and duplexes. The Specific Plan aims to preserve and enhance these uses. Adding additional living quarters as Accessory Dwelling Units (ADUs) or limiting the requirements for constructing second units would help increase the density of the single-family residential areas surrounding the station.

Accessory dwelling units provide an additional housing resource for families including multi-generational households. An accessory dwelling unit includes an interior connection to the remainder of the residence and may also have a separate exterior entrance. An accessory dwelling unit typically includes a living room with a kitchenette (microwave and refrigerator but no stove), a bathroom, ad one of more bedrooms. Accessory dwelling units are permitted in the Residential Zone districts in the Specific Plan (see Chapter 4).

In addition, proposed new residential housing types such as single-family attached houses (townhouses) would be appropriate through infill development in the Single-Family District, as can be seen in Figure 3.7.

FIGURE 3.5: CONCEPTUAL SITE PLAN OF ATTACHED RESIDENTIAL

Existing multi-family housing.

Example photo of potential multi-family housing.

3.2.7 MULTI-FAMILY RESIDENTIAL DISTRICT

Existing Conditions

The Multi-Family Residential District encompasses residential neighborhoods north of the I-105/east of Normandie Avenue and south of the I-105/east of Budlong Avenue. These neighborhoods mainly consist of multi-family duplexes, triplexes, and apartment buildings, built between 1920 and 1960.

These homes and apartments vary significantly in size, orientation, setback, lot coverage, materials, and design. Most structures are separated from the public realm by a security fence, ranging in size and design material. The average front-yard setback is 12 feet, and side-yard setback averages 5 feet. Street-facing structures and side-yard facing structures feature pedestrian walkways that link to the sidewalk, as the majority of on-site tenant parking is accessed via the alley network.

Specific Plan Strategy

The Specific Plan provides opportunities for development of housing with multiple units, as either apartments or condominiums. The intent is to promote desirable transit-supportive densities close to transit and other services. The development standards promote a variety of housing types given the range of lot sizes and configurations. It is intended to encourage the development of affordable and workforce housing to serve the needs of the West Athens-Westmont communities, as well as Los Angeles Southwest College.

FIGURE 3.6: CONCEPTUAL SITE PLAN OF ATTACHED RESIDENTIAL

N **NOT DRAWN TO SCALE**

CHAPTER 4 – REGULATING CODE

4.1 INTRODUCTION

This Regulating Code is intended to achieve development consistent with the vision defined for the future of the West Athens-Westmont community. The standards in this section regulate the development of buildings, streets, and public spaces with a focus on the physical, built environment including the relationship between the private and public realms. Certain standards may apply only to specific planning areas or streets, and are indicated as such in this section.

Development regulations and standards established in this Specific Plan are tailored to each zoning designation based on its location, adjacent streets, and intended use, as shown in Figure 4.1, Regulating Plan. The Specific Plan's capacity for housing units and non-residential buildings are based on the standards established in the Regulating Plan as shown in Table 4.1.

The Regulating Code below includes development standards for each applicable planning area, as follows:

- Use regulations, which provide permitted and conditionally permitted uses in the Specific Plan area. Those uses not specifically listed are subject to a determination by the Director of Regional Planning (Director) as either permitted, permitted subject to a conditional use permit, or prohibited consistent with the intent of the planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.
- Built form standards, which address specific aspects of site development, including building mass and placement adjacent to streets and other buildings.
- Building frontage standards, which identify permitted frontage types per applicable street. Frontages dictate the relationship between the street (back of right-of-way) and the façade of the ground-floor of the building.
- Open space standards, which address the required amount of private and public open space for residential and nonresidential developments.
- Landscape standards, which address the placement and type of vegetation, for residential and nonresidential developments.
- Other design standards addressing streetscape elements such as lighting, furnishings, public art, outdoor dining, etc.

FIGURE 4.1: REGULATING PLAN

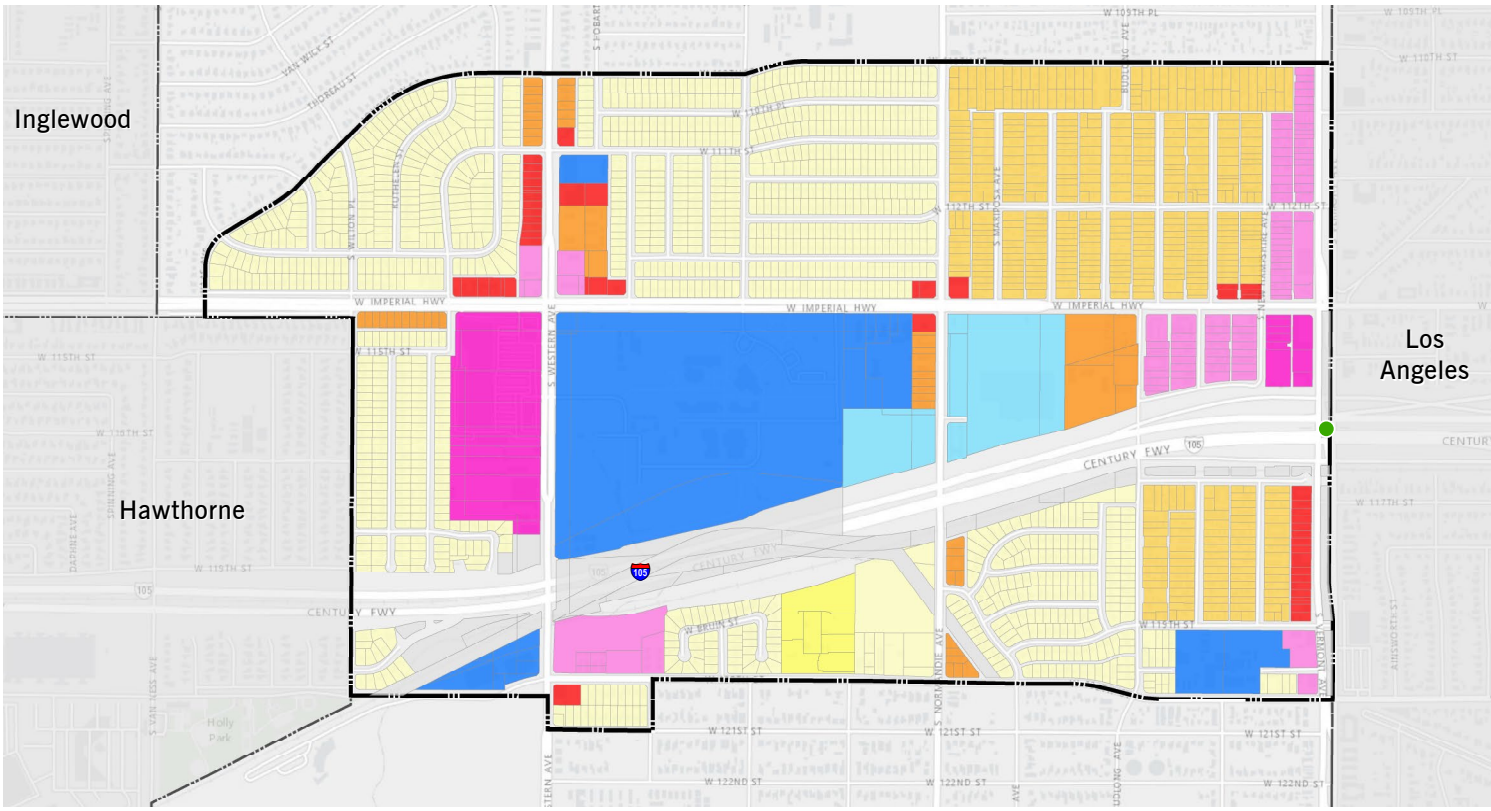


TABLE 4.1: DEVELOPMENT POTENTIAL OF SPECIFIC PLAN

Zoning Description	Acres	% Of Total	Estimated Buildout	
			Residential	Non-Residential
Residential 1	167	35.3%	1,278 units	0 sq. ft.
Residential 2	80	16.8%	1,432 units	0 sq. ft.
Residential 3	18	3.9%	478 units	0 sq. ft.
Residential Planned Development	7	1.4%	67 units	0 sq. ft.
Neighborhood Commercial	11	2.3%	0 units	164,363 sq. ft.
Mixed Use Development 1	27	5.6%	536 units	574,580 sq. ft.
Mixed Use Development 2	23	4.9%	559 units	1,217,935 sq. ft.
Civic Center	22	4.7%	168 units	731,244 sq. ft.
Public / Institutional	83	17.5%	0 units	786,925 sq. ft.
Buffer Strip	35	7.4%	0 units	0 sq. ft.
Total	**473**	**100.0%**	**4,518 units**	**3,475,047 sq. ft.**

Note: Right-of-way not included in total acres.

4.2 LAND USE APPLICABILITY

The provisions of this Regulating Code are applicable to all parcels in the Specific Plan area and shall supersede the provisions in the Los Angeles County Code of Ordinances (Code). The County shall administer the provisions of this Regulating Code in accordance with the State of California Government Code and the Los Angeles County General Plan and Code of Ordinances. Where this Regulating Code differs from provisions in the Code, the provisions herein shall prevail. If the Specific Plan is silent on an issue, the provisions of the Code shall be consulted.

Design standards and guidelines in Chapter 5, Design Guidelines, of this Specific Plan shall be used in concert with the development standards in the Regulating Code. No construction, modification, addition, placement, or installation of any building or structure shall occur, nor shall any new use commence on any lot, on or after the effective date of this Specific Plan, except in conformity with the provisions of this Specific Plan.

4.3 SPECIAL REQUIREMENTS

The following special requirements shall be required for all zoning designations where applicable.

4.3.1 HOUSING ELEMENT REQUIREMENTS

California law requires that cities and counties zone land to encourage and facilitate their fair share of housing growth—referred to as the regional housing needs assessment (RHNA). The preparation of this Specific Plan provides the County with the opportunity to create new affordable units to accommodate the needs of the residents. Based on the County of Los Angeles 2014 Housing Element, there is remaining development potential that can be accommodated in the Specific Plan area and could help facilitate lower income residential development. The remaining development potential does not include additional potential density bonus units. Development within the Specific Plan area may, but is not necessarily anticipated to, occur during the Housing Element planning period.

4.3.2 ACCESSORY DWELLING UNITS

On January 1, 2017, California State Senate Bill 1069, Assembly Bill 2299, and Assembly Bill 2406 went into effect making several changes to address barriers to the development of accessory dwelling units (ADUs) and expanding capacity for their development in zones where housing is allowed by right. An Accessory Dwelling Unit (ADU) is a secondary dwelling unit with complete independent living facilities for one or more persons and generally takes three forms: detached (separate from the primary structure), attached (connected to the primary structure), and repurposed existing space (space such as a master bedroom within the primary residence converted into an independent living unit). ADU's are regulated by State Law, until the County adopts its own ADU ordinance, which is currently being drafted at time of this Plan.

4.3.3 TRANSITIONAL HOUSING

Transitional housing, as defined in California Government Code 65582(h), is housing configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six (6) months from beginning of assistance. Transitional housing shall be considered a residential use of property, and may be subject only to those restrictions that apply to other residential dwellings of the same type (single-family, multi-family) in the same zone.

4.3.4 EXISTING STRUCTURES

Reuse of existing structures shall comply with applicable codes, including but not limited to the California Building Code as amended by the County of Los Angeles, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).

Demolition of existing structures may be required by the County of Los Angeles to be undertaken under the following conditions:

- Where information determines the need for demolition to eliminate public health and safety risk.
- To accommodate the completion of public improvements.

- To properly implement the permanent development intent of the plan and site in which the structure is located.

Prior to the issuance of use and occupancy permits, adaptive reuse and renovations of existing buildings, open space areas, and other site improvements shall be aesthetically upgraded through architectural and landscape improvements. Such improvements may include, but are not limited to:

- Upgraded treatments to building façades, including the use of plaster, brick, stone, and/or other approved materials.
- Updated building facade painting.
- Upgraded window types and window treatments
- Upgraded roofing materials and roof overhangs.
- Decorative treatment of all exposed site walls with new materials.
- Enhancement of the design and placement of private patios and balconies.
- Upgraded appearance of entrances, including doorways, walkways, driveways, and decorative paving.
- Extensive planting of trees and shrubs throughout the site, including parking areas and common open space areas.
- Improved landscape design of front yards and common areas and/or along building perimeters and entries.
- Improvements to common recreational areas including provision of shelters, lighting, and refurbishing of facilities.
- Addition of pedestrian amenities including paths, benches, shade trees, trash receptacles, drinking fountains, lighting, and decorative paving.
- Addition of bicycle facilities including bike racks/and storage areas.
- Creation of project entryways through signage and landscape design, as applicable.
- Creation of signage program for building identification and directional signs.
- Upgraded and consistent signage, including tenant project identification, addressing, and directional signs.
- Enhanced lighting scheme for building entrances, common areas, paths, and parking areas.
- Application of defensible space techniques in landscaping and lighting to deter criminal activity.

Existing housing in R-1 Zone.

4.3.5 WEST ATHENS-WESTMONT RESIDENTIAL 1 (R-1) ZONE

Purpose and Intent

The Single-Family Residence (R-1) Zone is applied to preserve the scale and form of the area's existing single-family residential neighborhoods. The R-1 Zone provides primarily for single-family detached homes, up to 9 dwelling units per acre. Within this zone are larger lots that may be suitable for accessory dwelling units and other habitable accessory structures, as defined in Chapter 22.18 of Title 22.

Development Potential for R-1 Zone

- Total Developable Area: 167 acres
- Residential: 1,278 units
- Non-Residential: None

Development Standards for R-1 Zone

Standards for the Residential 1 Zone shall be consistent with Chapter 22.18, R-1 Single Family Residence Zone, unless otherwise specified in this section and Chapter 5, Design Guidelines, below. The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements. The development standards accommodate the single-family residential uses anticipated in this zone. They are intended to preserve established single-family neighborhoods, improve connectivity, and provide screening and landscape design along roadways.

TABLE 4.2: SITE DEVELOPMENT REGULATIONS FOR R-1 ZONE

Standard	Minimum	Maximum
Density		
Dwelling Units per Acre	1 du/ac	9 du/ac
Lot Size (Sq. Ft. per Lot)	5,000 sq. ft.	None
Building Setback[1]		
Front Setback	15 feet	None
Side Setback	5 feet [2]	None
Rear Setback	10 feet	None
Building Height		
Floors	None	2 Stories
Building Height	None	35 feet [3]

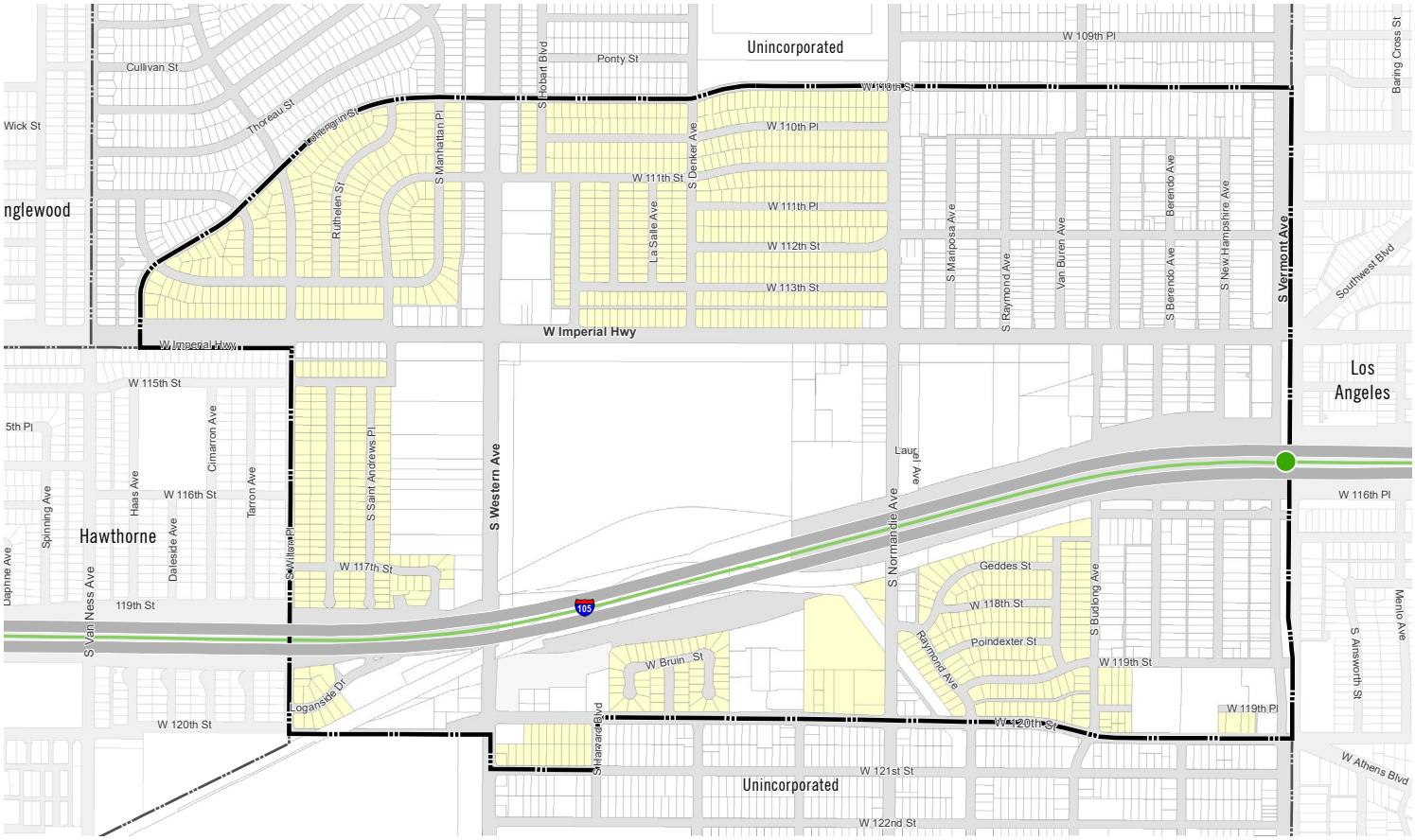
Notes:

[1] Where a lot or parcel of land is less than 50 feet in width, such lot or parcel of land may have interior side yards equal to 10 percent of the average width, but in no event less than three feet in width.

[2] Minimum landscaped areas are required within building setback areas per Landscaping section on the next page; and Chapter 6.0, Mobility and Public Realm Strategy. Building setbacks from streets are measured from back of rights-of-way.

[3] Building height shall be determined from the finished grade within 5 feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.

FIGURE 4.2: R-1 ZONE MAP



Landscaping

- Front Yard Landscaping: With the exception of the required paved driveway and walkway, all areas within the street-fronting yard shall be landscaped and maintained.
- Where possible, existing trees shall be maintained.
- Drought-tolerant landscaping requirements shall be consistent with Los Angeles County Code, Title 31, Green Building Standards, Section 4.106.5.

Fences

- If street fencing is required for security reasons, wrought-iron-style fences that do not obscure views to or from the public right-of-way may be permitted up to five feet high in front yards and corner side yards, subject to Director's review.
- Fence design may include a combination solid wall and open fencing as long as over 50 percent of the wall is transparent.
- Barbed wire and chain-link fencing are prohibited.

Utility and Mechanical Equipment

- All utility and mechanical equipment shall be placed in locations that are not exposed to view from the street or shall be screened from view. Satellite dishes shall be located away from public view.
- Screening elements shall be an integral part of the building's design.

Use Regulations for R-1 Zone

The land use regulations define permitted, conditionally permitted, and prohibited uses in the West Athens-Westmont Residential 1 Zone, as shown in Table 4.3, Use Regulations for R-1 Zone. Use regulations shall remain consistent with Chapter 22.18, R-1 Single Family Residence Zone, unless otherwise specified in this section.

Accessory uses and structures are permitted when associated with, and subordinate to, a permitted use on the same site, and would include:

- Carport
- Garage/garage conversions
- Home occupation subject to provisions of Los Angeles County Code Chapter 22.140.290
- Patio cover/trellis
- Swimming pool, spa, jacuzzi

TABLE 4.3: USE REGULATIONS FOR R-1 ZONE

Use	Regulation
Residential	
Farmworker dwelling units	Prohibited
Farmworker housing complexes	Prohibited
Mobile home units	Prohibited
Condominium and cooperative	Conditional
Multiple-family dwelling unit (apartment)	Prohibited
Public / Institutional	
School, public or private community college/educational campus	Conditional
Parks and playgrounds with appurtenant facilities found in conjunction therewith	Permitted
Residential care facility for six or fewer persons	Conditional
Commercial	
Community care facility for six or fewer persons	Conditional
Juvenile halls	Prohibited

Notes: This table only reflects uses that are different from Chapter 22.18 R-1 Single Family Residential Zone.

4.3.6 WEST ATHENS-WESTMONT RESIDENTIAL 2 (R-2) ZONE

Example of attached housing that may be allowed in the R-2 Zone.

The Two Family Residence (R-2) Zone is applied to provide opportunities for medium density housing containing multiple units up to 18 dwelling units per acre. The development standards for this designation promote a variety of attached housing types, including courtyard housing, row homes, townhomes, and garden apartments, to provide a variety of housing options.

Development Potential for R-2 Zone

- Total Developable Area: 80 acres
- Residential: 1,432 units
- Non-Residential: None

Development Standards for R-2 Zone

Standards for the Residential 2 Zone shall remain consistent with Chapter 22.18, R-2 Two-Family Residence Zone, unless otherwise specified in this section and Chapter 5, Design Guidelines, below. The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements. Housing types that can be accommodated in this zone include single-family, duplexes, and townhouses. The standards are intended to preserve established residential character, improve connectivity, and provide screening and landscape design along roadways.

TABLE 4.4: SITE DEVELOPMENT REGULATIONS FOR R-2 ZONE

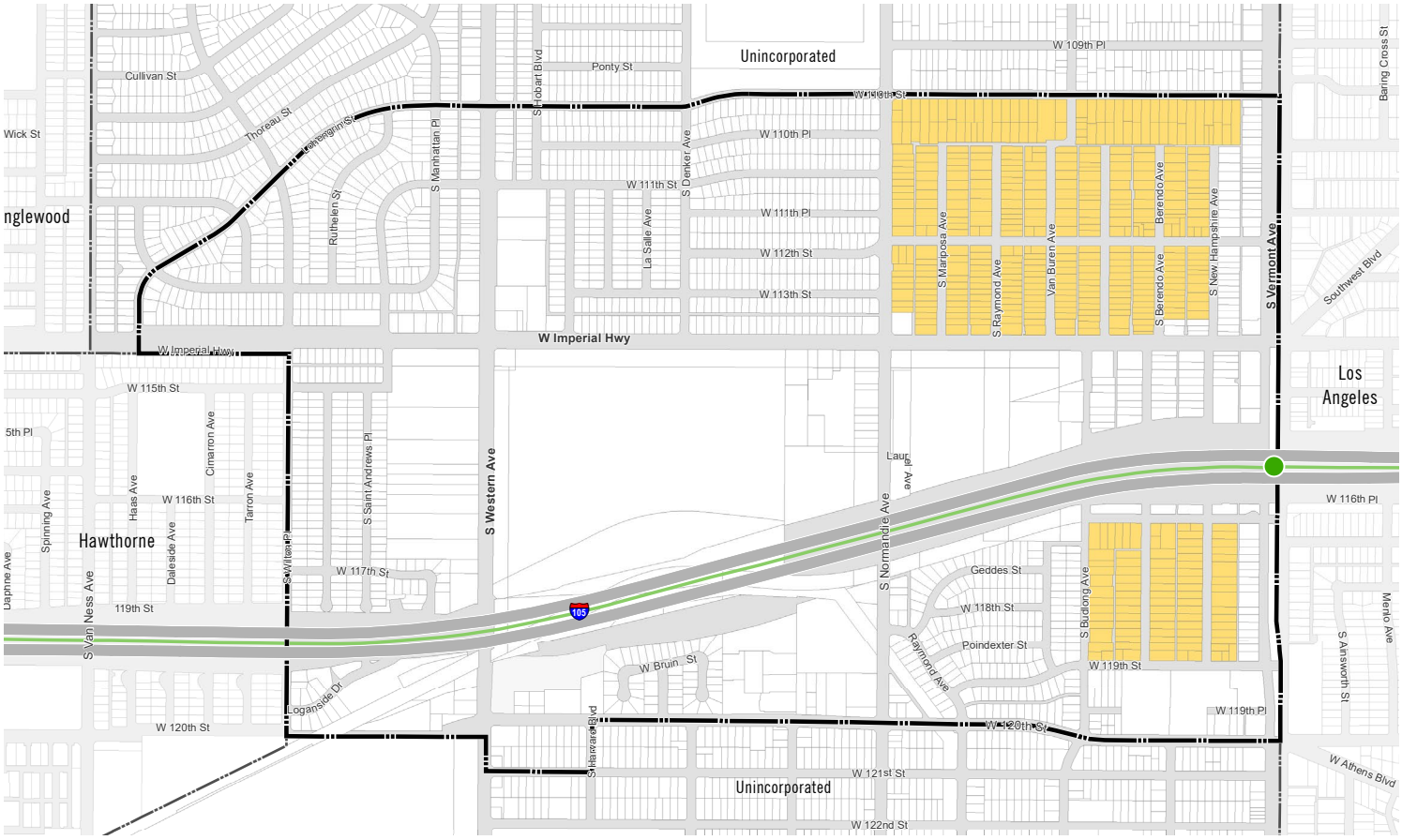
Standard	Minimum	Maximum
Density		
Dwelling Units per Acre	10 du/ac	18 du/ac
Lot Size (Sq. Ft. per Lot)	5,000 sq. ft.	None
Lot Size per Unit	2,500 sq. ft.	None
Building Setback		
Front Setback	15 feet	None
Side Setback	5 feet [1]	None
Rear Setback	10 feet	None
Building Height		
Floors	None	2 Stories
Building Height	None	35 feet [2]

Notes:

[1] Four stories maximum for stand-alone residential configuration, five stories allowed in a mixed use configuration.

[2] Height excludes signs, chimneys, and rooftop antennas.

FIGURE 4.3: R-2 ZONE MAP



Landscaping

- Front Yard Landscaping: With the exception of the required paved driveway and walkway, all areas within the street-fronting yard shall be landscaped and maintained.
- Where possible, existing trees shall be maintained.
- Drought-tolerant landscaping requirements shall be consistent with Los Angeles County Code, Title 31, Green Building Standards, Section 4.106.5.

Fences

- If street fencing is required for security reasons, wrought-iron-style fences that do not obscure views may be permitted up to five feet high in front yards and corner side yards, subject to Director's review.
- Fence design may include a combination solid wall and open fencing as long as over 50 percent of the wall is transparent.
- Barbed wire and chain-link fencing are prohibited.

Utility and Mechanical Equipment

- All utility and mechanical equipment shall be placed in locations that are not exposed to view from the street or shall be screened from view. Satellite dishes shall be located away from public view.
- Screening elements shall be an integral part of the building's design.

Use Regulations for R-2 Zone

The land use regulations define permitted, conditionally permitted, and prohibited uses in West Athens-Westmont Residential 2 Zone, as shown in Table 4.5, Use Regulations for R-2 Zone. Use regulations shall be consistent with Chapter 22.18, R-2 Two-Family Residence Zone, unless otherwise specified in this section.

Transitional housing," as defined in California Government Code 65582(h), is housing configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six (6) months from beginning of assistance. Transitional housing shall be considered a residential use of property, and may be subject only to those restrictions that apply to other residential dwellings of the same type (single-family, multi-family) in the same zone.

Accessory uses and structures are permitted when associated with, and subordinate to, a permitted use on the same site, and would include:

- Carport
- Garage/garage conversions
- Home occupation subject to provisions of Los Angeles County Code Chapter 22.44.1490
- Patio cover/trellis
- Swimming pool, spa, jacuzzi

TABLE 4.5: USE REGULATIONS FOR R-2 ZONE

Use	Regulation
Residential	
Farmworker dwelling units	Prohibited
Farmworker housing complexes	Prohibited
Mobile home units	Prohibited
Condominium and cooperative	Conditional
Multiple-family dwelling unit (apartment)	Prohibited
Public / Institutional	
School, public or private community college/educational campus	Conditional
Parks and playgrounds with appurtenant facilities customarily found in conjunction therewith	Permitted
Residential care facility for six or fewer persons	Conditional
Commercial	
Community care facility for six or fewer persons	Conditional
Juvenile halls	Prohibited

Notes: This table only reflects use that are different from Chapter 22.18 R-2 Two Family Residence Zone.

4.3.7 WEST ATHENS-WESTMONT RESIDENTIAL 3 (R-3) ZONE

The West Athens-Westmont Residential 3 (R-3) Zone accommodates developments containing higher density multiple units, either apartments or condominiums, up to 30 dwelling units per acre. The intent is to promote desirable medium to higher density residential close to transit and other services. The development standards for this designation promote a variety of product types given the range of lot sizes and configurations. This designation is also intended to encourage the development of affordable and workforce housing to serve the needs of the West Athens-Westmont community, and especially associated with Los Angeles Southwest College.

Existing multi-family housing in R-3 Zone.

Development Potential for R-3 Zone

- Total Developable Area: 18 acres
- Residential: 478 units
- Non-Residential: None

Development Standards for R-3 Zone

Standards for the West Athens-Westmont Residential 3 Zone shall remain consistent with Chapter 22.18, R-3 Limited Density Multiple Residence Zone, unless otherwise specified in this section and Chapter 5, Design Guidelines, below. The following development standards regulate new site and building development by establishing standards for development intensity, building height, open space, and other site design elements. The standards accommodate the single- and multi-family residential uses anticipated in this zone. They are intended to buffer established residential neighborhoods from non-residential uses, provide screening and landscape design along roadways, and provide connectivity.

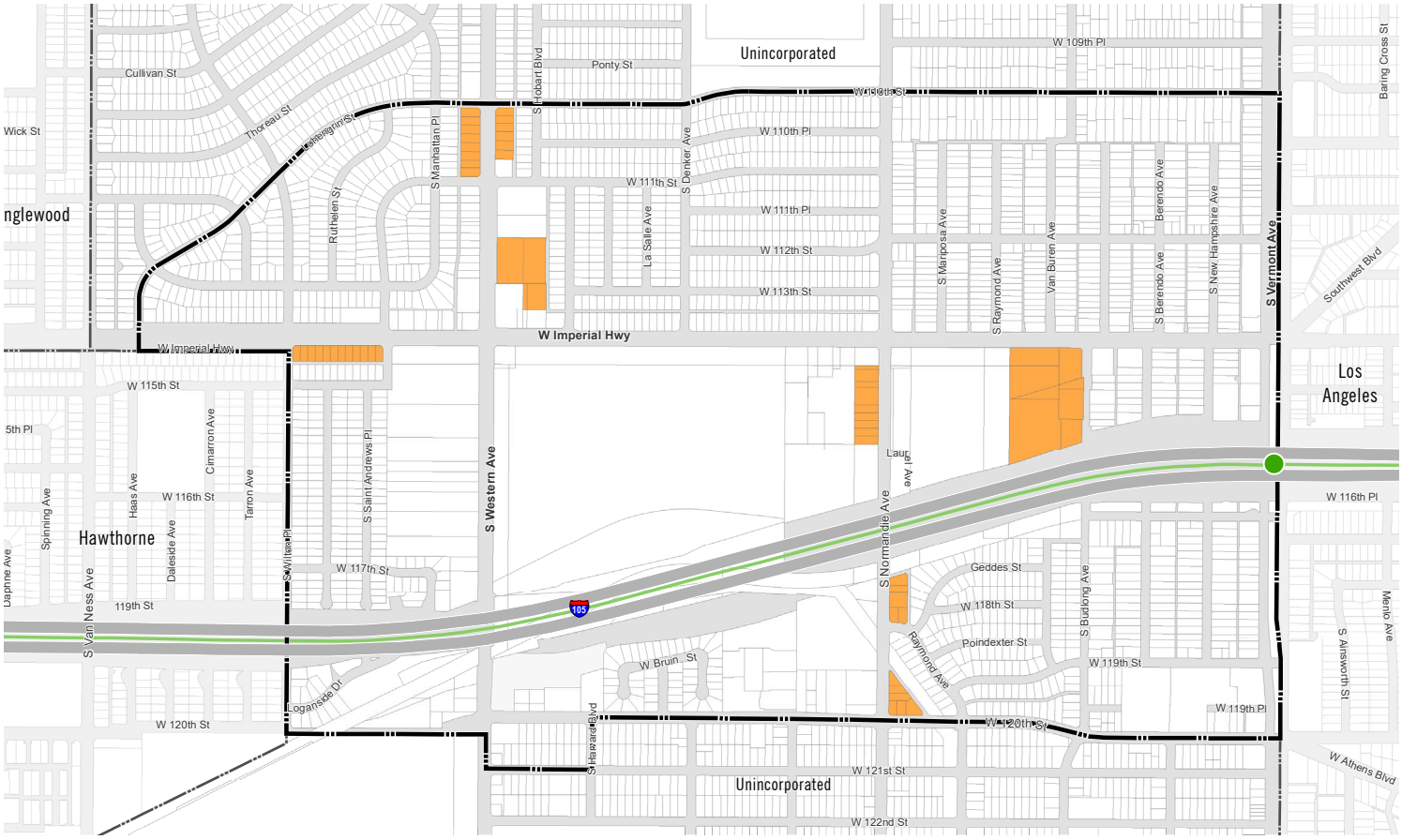
TABLE 4.6: SITE DEVELOPMENT REGULATIONS FOR R-3 ZONE

Standard	Minimum	Maximum
Density		
Dwelling Units per Acre	18 du/ac	30 du/ac
Lot Size (Sq. Ft. per Lot)	5,000 sq. ft.	None
Building Setback		
Front Setback	10 feet	None
Side Setback	5 feet	None
Rear Setback	10 feet	None
Interior Yard Adjacent to Single-Family Residential (Side or Rear)	15 ft.	None
Building Height		
Floors	None	3 Stories
Building Height	None	40 feet [1]

Notes:

[1] Building height shall be determined from the finished grade within 5 feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.

FIGURE 4.4: R-3 ZONE MAP



Landscaping

- Drought-tolerant landscaping requirements shall be consistent with Los Angeles County Code, Title 31, Green Building Standards, Section 4.106.5.
- Required Open Space: 200 sq. ft./du for multi-family developments for common recreational-leisure areas, private areas, or a combination of both.
  - » Minimum dimension for private areas is 7 feet.
  - » Minimum dimension for common areas is 20 feet.
  - » Side and rear yards may be included in the calculation of open space, but not required front yard setback area.
  - » Open space areas shall have no parking, driveway, or right-of-way encroachments.
  - » All common areas shall be improved as either active or passive facilities, with landscaping or hardscape elements designed to serve the residents of the project. All common areas shall be developed and professionally maintained in accordance with approved landscape and irrigation plans.
  - » Pedestrian walkways within a project shall be a minimum of four (4) feet in width.
  - » Private usable open space shall be contiguous to the residential units served and screened for privacy.
  - » Courtyard internal to a project, or enclosed on at least three (3) sides, shall have a minimum of width of forty (40) feet.
- Front Yard Landscaping: With the exception of the required paved driveway and walkway, all areas within the street-fronting yard shall be landscaped and maintained.
- Where possible, existing trees shall be maintained.

Fences

- If street fencing is required for security reasons, wrought-iron-style fences that do not obscure views may be permitted up to five feet high in front yards and corner side yards, subject to Director's review.
- Fence design may include a combination solid wall and open fencing as long as over 50 percent of the wall is transparent.
- Barbed wire and chain-link fencing are prohibited.

Utility and Mechanical equipment:

- All utility and mechanical equipment shall be placed in locations that are not exposed to view from the street or shall be screened from view. Satellite dishes shall be located away from public view.
- Screening elements shall be an integral part of the building's design.

Circulation and Parking

- Bicycle and pedestrian circulation facilities shall provide connections to surrounding uses in the plan area and to regional bicycle facilities where applicable.
- On-site Parking shall not occupy more than 30% of any linear street frontage.
- Parking shall not be located in the street-fronting yard area.
- Carports shall be architecturally compatible with the design of the main structures in the project.
- Parking structures shall be architecturally integrated with the project design and shall be screened from view at street level by architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.
- Use of asphalt for paving driveways and walkways is prohibited.

Use Regulations for R-3 Zone

The land use regulations define permitted uses within West Athens-Westmont Residential 3 Zone as shown in Table 4.7, Use Regulations for R-3 Zone. Use regulations shall remain consistent with Chapter 22.18, R-3 Limited Multiple Density Residence Zone, unless otherwise specified in this section.

Transitional housing," as defined in California Government Code 65582(h), is housing configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six (6) months from beginning of assistance. Transitional housing shall be considered a residential use of property, and may be subject only to those restrictions that apply to other residential dwellings of the same type (single-family, multi-family) in the same zone.

Accessory uses and structures are permitted when customarily associated with, and subordinate to, a permitted use on the same site.

TABLE 4.7: USE REGULATIONS FOR R-3 ZONE

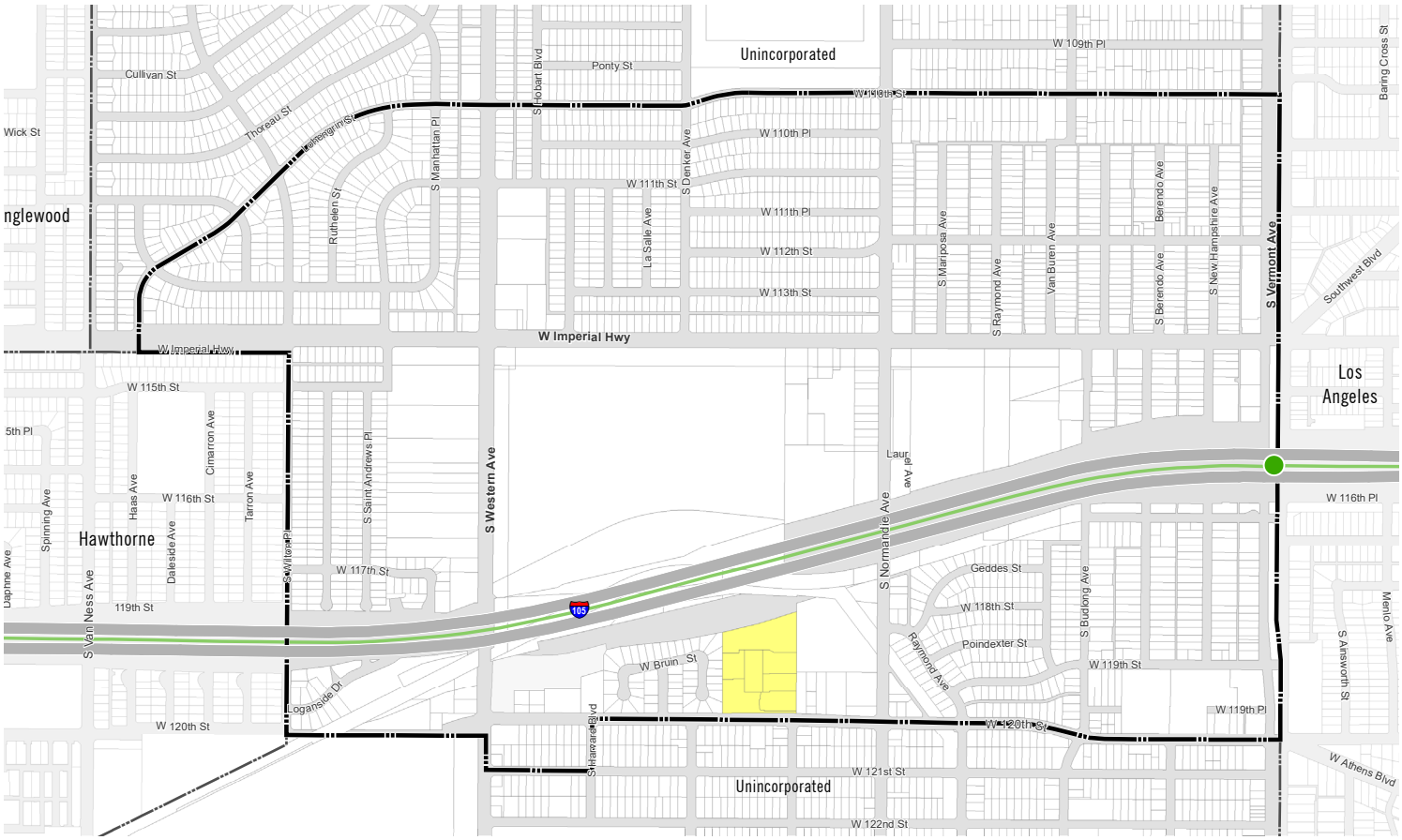
Use	Regulation
Residential	
Single-family detached and attached dwelling units	Permitted
Multi-family dwelling unit	Permitted
Patio home	Conditional
Farmworker dwelling units	Prohibited
Farmworker housing complexes	Prohibited
Mobile home units	Prohibited
Public / Institutional	
School, public or private community college/educational campus	Conditional
Churches and other religious institutions	Conditional
Nursery school or childcare center	Conditional
Parks, playgrounds with appurtenant facilities customarily found in conjunction therewith	Permitted
Commercial	
Community care facility for six or fewer persons	Permitted
Condominium and cooperative	Permitted
Convalescent hospital	Conditional
Family care home, foster home, or group home for six or fewer persons	Permitted
Golf courses	Prohibited

Notes: This table only reflects use that are different from Chapter 22.18 of Title 22.

4.3.8 RPD-5000-10U-RESIDENTIAL PLANNED DEVELOPMENT (RPD-5000-10U)

Consistent with Section 22.18.050, RPD-5000-10U, Title 22, the RPD-5000-10U zone is established to promote residential amenities beyond those expected under conventional single-family development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and imaginative planning as a unit, and to provide for appropriate use of land that is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development.

FIGURE 4.5: RPD ZONE MAP



Residential development in the RPD Zone.

Development Potential for RPD-5000-10U Zone

- Total Developable Area: 7 acres
- Residential: 67 units
- Non-Residential: None

Development Standards for RPD-5000-10U Zone

Standards for the RPD-5000-10U Zone shall remain consistent with Chapter 22.18, RPD-5000-10U, of the Los Angeles County Code.

Use Regulations for RPD-5000-10U Zone

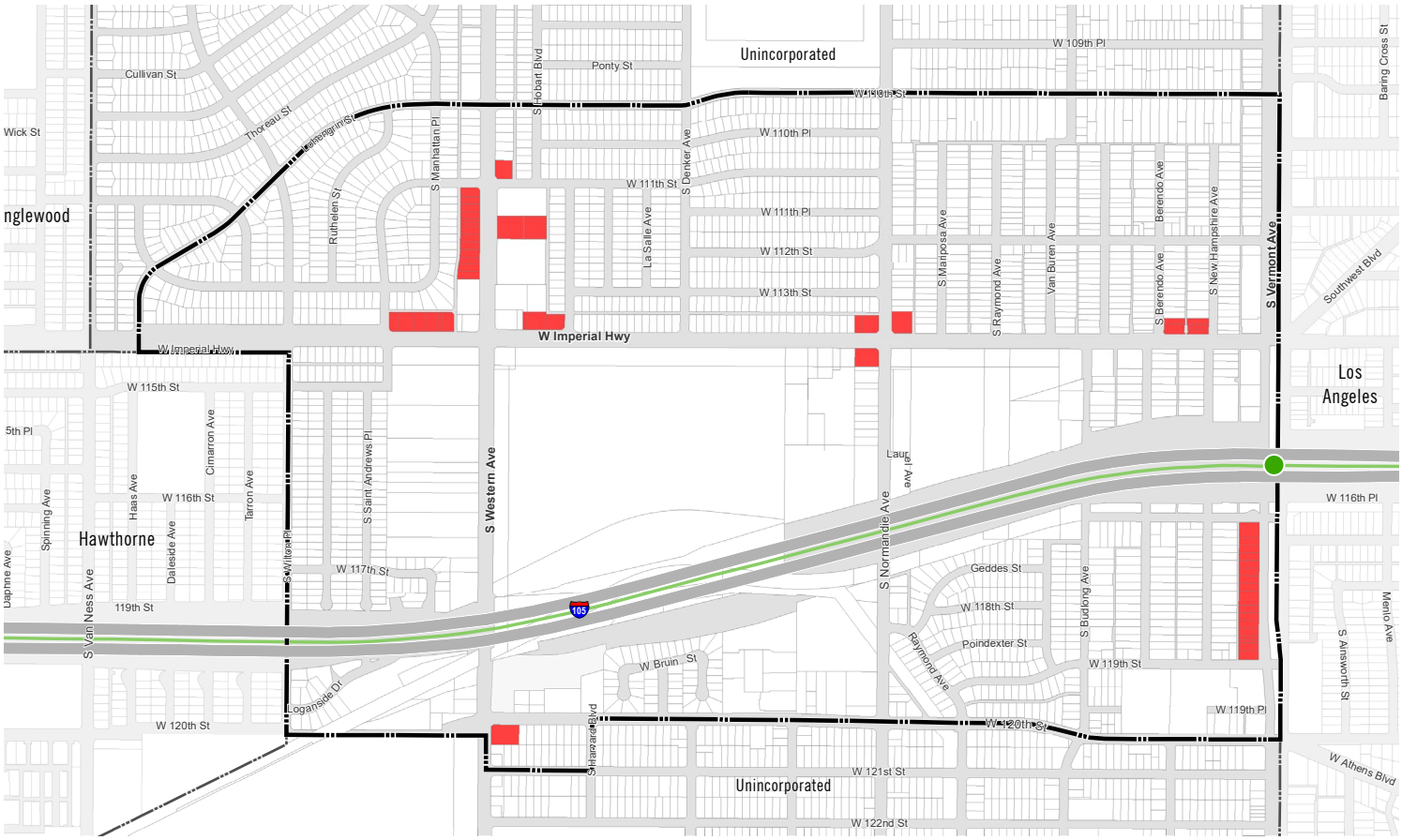
The land use regulations that define permitted, conditionally permitted, and prohibited uses within RPD-5000-10U Zone shall remain consistent with Chapter 22.18.

Accessory uses and structures are permitted when customarily associated with, and subordinate to, a permitted use on the same site.

4.3.9 NEIGHBORHOOD COMMERCIAL (C-2) ZONE

The Neighborhood Commercial Zone is established to serve the local retail and service needs of the residents, employees, and students in West Athens-Westmont. This zone is suited for small scale retail service developments and restaurants that serve the daily needs of adjacent neighborhoods. The intent is to maintain and promote the continuation of the neighborhood-service commercial uses.

FIGURE 4.6: C-2 ZONE MAP



Example of development in the C-2 Zone.

Development Potential for C-2 Zone

- Total Developable Area: 11 acres
- Residential: None
- Non-Residential: 164,363 sq. ft.

Development Standards for C-2 Zone

Standards for the Neighborhood Commercial Zone shall remain consistent with Chapter 22.20.030, C-2 Neighborhood Business Zone, unless otherwise specified in this section and Chapter 5, Design Guidelines, below. The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements. They have been developed to accommodate the neighborhood-serving retail and service uses anticipated. They are intended to maintain and promote the continuation of the neighborhood-service commercial center along the northern edge of the study area at Vermont Ave.

TABLE 4.8: SITE DEVELOPMENT REGULATIONS FOR C-2 ZONE

Standard	Minimum	Maximum
Floor Area Ratio		
All Buildings	None	0.35
Building Setback		
Vermont Ave.	10 ft.	None
Imperial Hwy	10 ft.	None
Western Ave.	10 ft.	None
Normandie Ave.	10 ft.	None
Interior Yard (Side or Rear)	0 ft.	None
Interior Yard Adjacent to Residential (Side or Rear)	15 ft.	None
Building Height		
Building Height	None	45 feet [1]

Notes:

[1] Building height shall be determined from the finished grade within 5 feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.

Landscaping

- A minimum of 20 percent of the lot shall be landscaped with trees, ground cover, shrubbery and flowers, and shall be continuously maintained in good condition. Parking lot landscaping does not count toward this requirement. Pedestrian walkways, plazas, and outdoor dining areas may be developed in the landscape area. Setback areas may be included this requirement.
- Part 20 Chapter 22.126 establishes site tree requirements, including those for surface parking lots.
- Sites with multiple buildings shall be clustered to the extent possible with shared outdoor spaces and with direct pedestrian access between uses, from parking areas, and from the street.
- Buildings shall be oriented to the street.

Circulation and Parking

- Bicycle and pedestrian circulation facilities shall provide connections to surrounding uses and to the plan area networks.

Use Regulations for C-2 Zone

The land use regulations define permitted, conditionally permitted, and prohibited uses within the Neighborhood Commercial zone, as shown in Table 4.9, Use Regulations for C-2 Zone. Use regulations for the Neighborhood Commercial Zone shall remain consistent with Chapter 22.20, C-2 Neighborhood Business, unless otherwise specified in this section.

Accessory uses and structure are permitted when customarily associated with, and subordinate to, a permitted use on the same site.

TABLE 4.9: USE REGULATIONS FOR C-2 ZONE

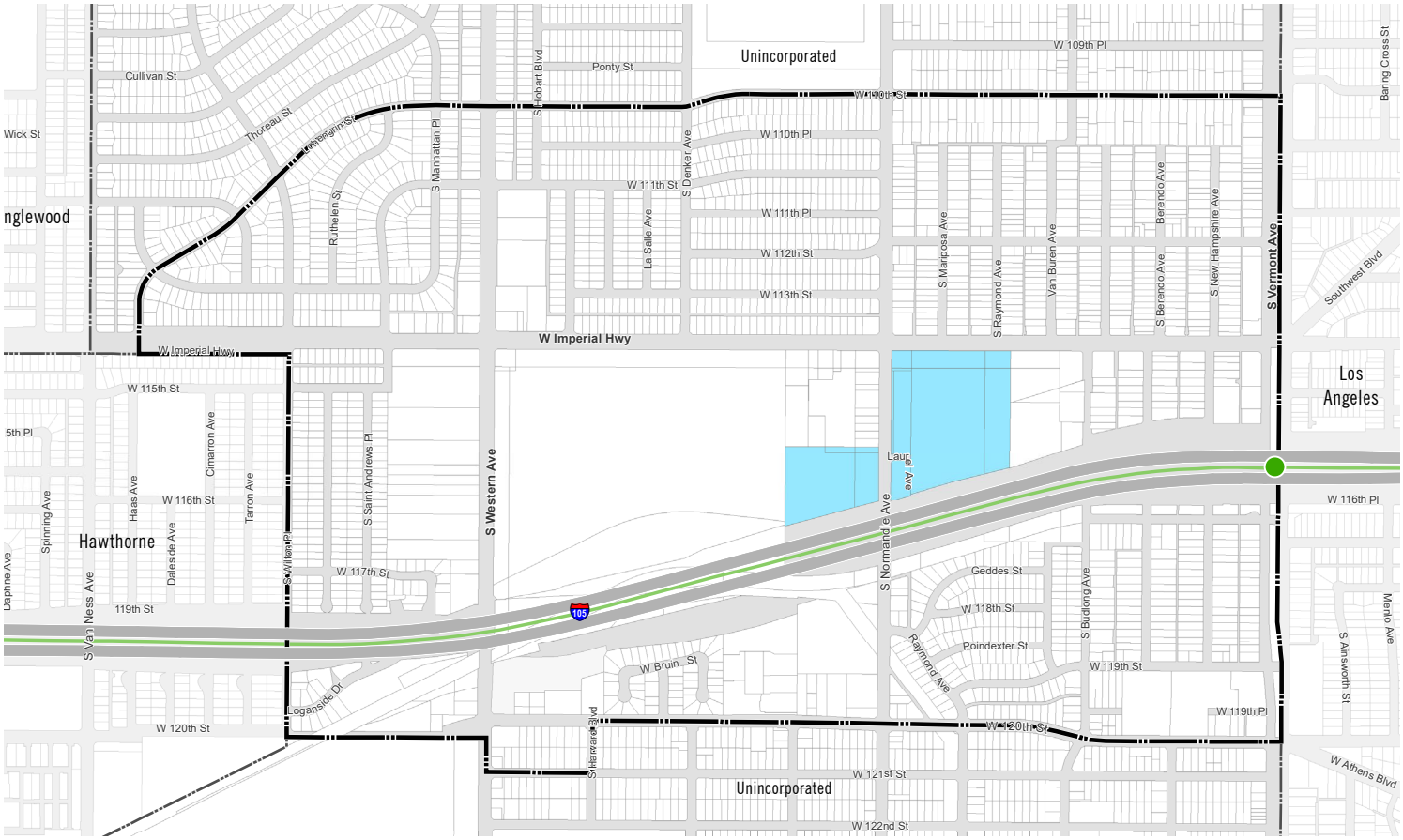
Use	Regulation
Residential	
Mixed use developments	Conditional
Multi-family dwelling unit	Prohibited
Public / Institutional	
School, private or public	Conditional
Residential care facility for six or fewer persons	Prohibited
Family care home, foster home, or group home for six or fewer persons	Prohibited
Fire station	Conditional
Service Commercial	
Acute care/rehabilitation uses	Conditional
Automobile service station	Prohibited
Automobile battery and repair shops	Prohibited
Amusement rides and devices	Prohibited
Bulk recycling vending	Prohibited
Car wash	Prohibited
Tobacco shops	Prohibited
Union halls	Prohibited

Notes: This table only reflects use that are different from Section 22.20.

4.3.10 CIVIC CENTER (CC) ZONE

The West Athens-Westmont Civic Center Zone is intended to allow opportunities for non-civic uses, including commercial, multifamily residential uses and public open space, where appropriate, to occur with civic uses located along Imperial Highway. The Civic Center Zone allows multifamily residential uses, as an incentive for the development of affordable housing. Over time, the Civic Center Zone will integrate the existing civic uses and the multifamily residential areas to the east into a walkable, safe district that is well connected to the nearby Vermont Station. Residential uses are intended to provide for housing options and affordability, particularly workforce housing, and dwelling units in proximity to both employment uses and transit.

FIGURE 4.7: CC ZONE MAP



Development Potential for CC Zone

- Total Developable Area: 22 acres
- Residential: 168 units
- Non-Residential: 731,244 sq. ft.

Development Standards for CC Zone

The site configuration regulations included in Table 4.10 regulate new site and building development by establishing standards for intensity, building height, open space, and other elements. They have been developed to accommodate the mix of public institutional, office, commercial, office, and other uses anticipated.

TABLE 4.10: SITE DEVELOPMENT REGULATIONS FOR CC ZONE

Standard	Minimum	Maximum
Density		
Residential	None	30 du/ac
Floor Area Ratio (FAR)		
All Buildings	None	1.0
Building Setback		
Imperial Hwy.	5 ft.	None
Normandie Ave.	5 ft.	None
Internal Roadway	15 ft.	None
Building Height		
Floors	1	3/4 stories [1]
Building Height	None	50 ft [2]
Floors	None	3 stories
Building Height	None	45 ft [2]

Notes:

[1] Three stories maximum for stand-alone residential configuration, four stories allowed in a mixed-use configuration.

[2] Height excludes signs, chimneys, and rooftop antennas.

Site, building, and landscaping design standards are as follows:

Landscaping

- Large façades/walls of structures within 20 ft. of a roadway, such as parking structures, operations plant, or other buildings, shall be screened with trees, large shrubs, and other vegetation to soften and buffer massing from the surrounding community.
- Landscaping along Imperial Highway shall be permeable and open to the street to allow visibility; encourage access and connectivity to/from the walking path along Imperial Highway and LA Southwest College campus; and create an attractive, inviting pedestrian experience.

Circulation and Parking

- Bicycle and pedestrian circulation facilities shall provide connections to surrounding uses and to existing/planned pedestrian and bicycle networks.

Utility and Mechanical Equipment

- All utility and mechanical equipment shall be placed in locations that are not exposed to view from the street or shall be screened from view. Satellite dishes shall be located away from public view.
- Screening elements shall be an integral part of the building's design.

Use Regulations for CC Zone

The land use regulations define permitted, conditionally permitted, and prohibited uses within the Civic Center zone, as shown in Table 4.11, Use Regulations for Civic Center (C-C) Zone.

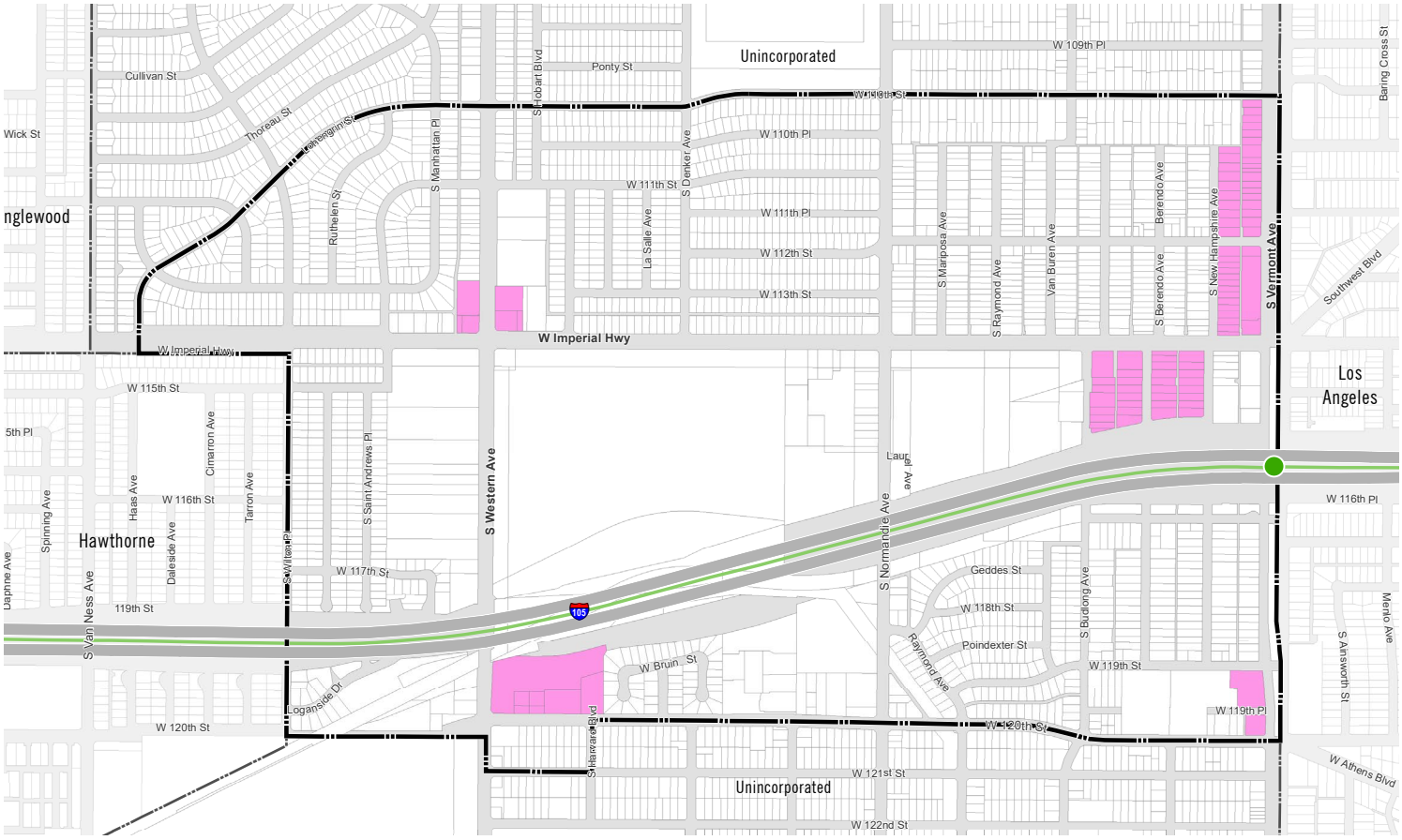
TABLE 4.11: USE REGULATIONS FOR CIVIC CENTER ZONE

Use	Regulation
Residential	
Multi-family dwelling unit	Permitted
Public / Institutional	
Art and cultural facility	Permitted
Churches and other religious institution	Permitted
Family care home, foster home, or group home for six or fewer persons	Conditional
Fire station	Conditional
Park, open space, playground and accessory use	Permitted
Residential care facility for six or fewer persons	Conditional
School, private or public	Permitted
Service / Retail Commercial	
Acute care/rehabilitation uses	Conditional
Automobile service station	Prohibited
Automobile battery and repair shops	Prohibited
Amusement rides and devices	Prohibited
Bakery, coffee house/café, delicatessen/ cafeteria	Permitted
Bank and financial institution	Permitted
Childcare facility or nursery school	Conditional
Commercial recreational facility	Permitted
Grocery	Permitted
Health club	Conditional
Hotel	Conditional
Theater, including live performance	Permitted
On-site alcoholic beverage sales establishment	Conditional
Restaurant, family, specialty, food hall without drive-thru	Permitted
Tobacco shops	Prohibited
Office	
General office	Permitted
Medical office	Permitted
Professional office	Permitted

4.3.11 MIXED USE 1 (MXD-1) ZONE

The MXD-1 Zone promotes development of a mix of commercial, office, and residential, with an emphasis on neighborhood serving uses. The MXD-1 Zone provides for a range of smaller to medium scale retail, horizontal and vertical mixed use developments, and multiple family residential uses up to 30 dwelling units per acre. Developments would have private/public open space components and strong bicycle and pedestrian connections to the Vermont/Athens Station, LASC campus, and into the community.

FIGURE 4.8: MXD-1 ZONE MAP



Development Potential for MXD-1 Zone

- Total Developable Area: 27 acres
- Residential: 536 units
- Non-Residential: 574,580 sq. ft.

Development Standards for MXD-1 Zone

The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements. They have been developed to accommodate the mix of commercial, office, and residential uses anticipated. The standards are intended to encourage the development of medium-density housing as well as daily retail and service commercial uses to serve the needs of the West Athens-Westmont community. Development standards include street-based frontage standards regulating building frontages along existing and new streets to form adequate and pedestrian-friendly building faces. The following development standards apply in conjunction with Chapter 5, Design Guidelines.

TABLE 4.12: SITE DEVELOPMENT REGULATIONS FOR MXD-1 ZONE

Standard	Minimum	Maximum
Density		
Residential	18 du/ac	30 du/ac
Floor Area Ratio (FAR)		
All Buildings	1.0	1.5
Building Setback		
Vermont Ave	5 ft.	15 ft.
Imperial Hwy.	5 ft.	15 ft.
Local Road	15 ft.	None
Interior Yard (Side or Rear)	0 ft.	None
Interior Yard Adjacent to Residential (Side or Rear)	15 ft.	None
Building Height		
Floors	None	3 stories
Building Height	None	45 ft

Frontages

Frontages dictate the relationship between the street (back of right-of-way) and the façade of the ground-floor of the building (see Section 5.3.1, Frontage Types for

building frontage design standards and guidelines). All new development adjacent to a street with frontage requirements, as shown in Figure 5.1, Streets with Frontage Requirements, shall have a primary building façade and entry from the identified street and must adhere to the following building frontage requirements.

- Building orientation shall be determined by the location of the primary entrance, which shall indicate the front of the building.
- Pedestrian access to public right-of-way is required either through common corridors or courtyards from buildings adjacent to the road.
- Open fencing is allowed, but a solid wall greater than three (3) feet high shall not be allowed.

TABLE 4.13: FRONTAGE CATEGORIES MXD-1 ZONE

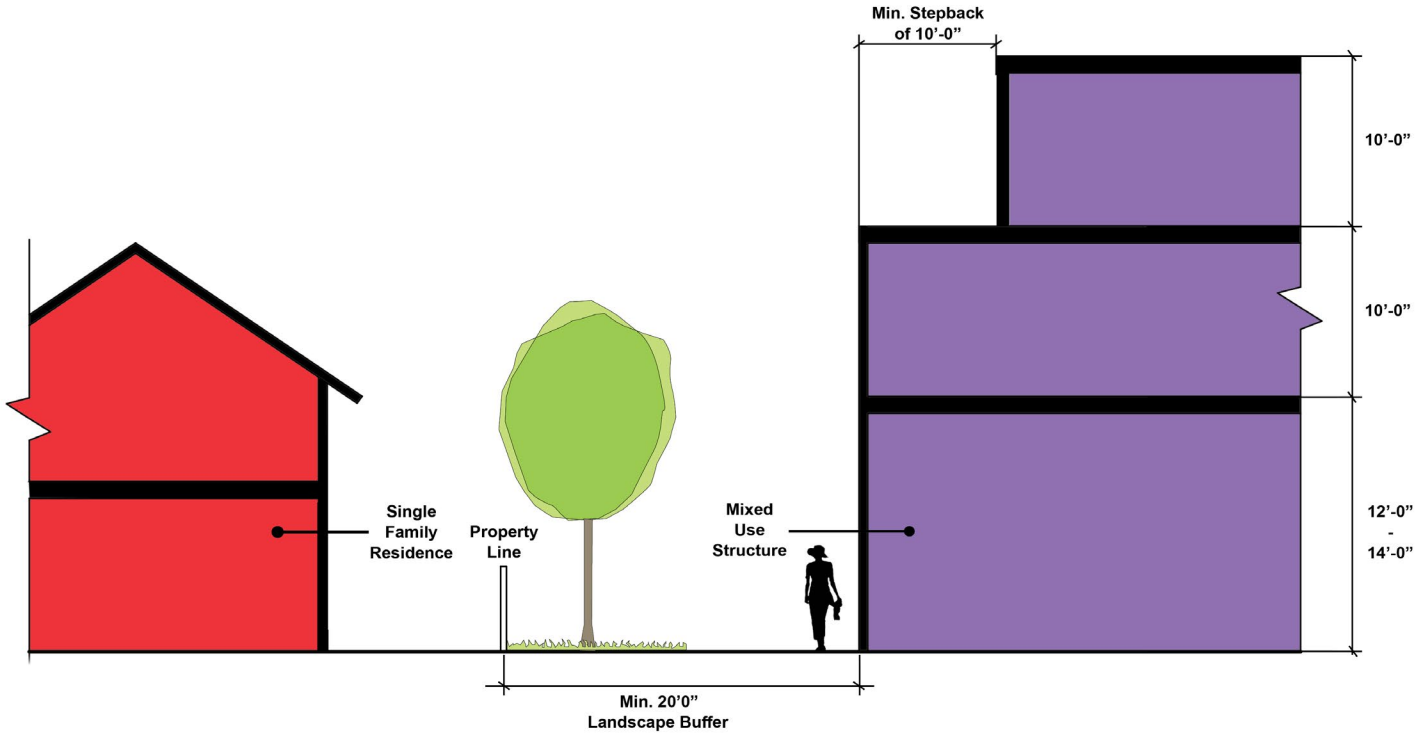
Frontage Type	Vermont Avenue	Western Avenue	Imperial Highway
Shopfront	Permitted	Permitted	Permitted
Forecourt	Permitted	Permitted	Permitted
Terrace	Permitted	Permitted	Permitted
Stoop	Not permitted	Permitted	Permitted

Notes: See Section 5.3 for building frontage design standards and guidelines.

Built Form & Landscaping

- When sharing a property line with an existing single-family zone, the following requirements, illustrated in Figure 4.9, shall apply:
  - Windows, balconies, or similar openings shall be oriented so as to minimize any direct line-of-sight into adjacent units or onto private patios or backyards adjoining the property line.
  - The third floor shall be stepped back by a minimum of 10 ft.
  - A minimum 20 feet landscape buffer shall be installed along the inside property line of the mixed use development to provide a visual and aesthetic buffer.
- Any development that includes dwelling units shall provide adequate private or common laundry facilities reserved for the exclusive use of the residents of the development.
- Any development that includes dwelling units shall be set back a minimum of 100 feet from Interstate 105.

FIGURE 4.9: BUILDING HEIGHT AND STEPBACK REQUIREMENTS FOR MXD-1 ZONE



Façades

- Street wall façades shall be architecturally enhanced. This may be accomplished through the use of arcades, colonnades, recessed entrances, window details, bays, and variation in building materials, color, and other details. The maximum total blank wall area (without windows or entrances) shall not exceed 30 percent of the first-story wall for non-residential and 50 percent for residential.
- The façade detailing of mixed-use buildings shall visually differentiate ground-floor uses from upper-story uses. The base shall visibly anchor the building to the ground with a treatment of higher quality materials. The façade detailing of commercial or retail entries shall be differentiated from residential entries.

Design Features

- Projecting features, such as balconies, porches, bays, and dormer windows, are encouraged to create distinction between units and to provide "eyes" on the street.
- Private balconies shall be screened by translucent materials that shield visibility of personal items from public view.
- All primary ground-floor common entries for individual dwelling unit or commercial entries fronting on streets shall be or oriented to the street, not to the interior or to a parking lot.

- Buildings having 100 feet or more of street frontage shall be designed to provide roofs of varying heights.
- All glass in windows or entrances on the first two stories shall be either clear or lightly tinted to maximize pedestrian visibility of building interiors from the sidewalk area. Mirrored, highly reflective, or densely tinted glass shall be prohibited for use in windows and entrances.
- Rough covered stucco is prohibited.

Utility and Mechanical Equipment

- All utility and mechanical equipment shall be placed in locations that are not exposed to view from the street or shall be screened from view. Satellite dishes shall be located away from public view.
- Screening elements shall be an integral part of the building's design.

Required Residential Open Space

- 100 SF per dwelling unit for common recreational-leisure areas, private areas, or a combination of both.
- Minimum dimension for private areas is 7 feet.
- Minimum dimension for common areas is 20 feet.
- Side and rear yards may be included in the calculation of open space, but not the required front yard setback area.
- Open space areas shall have no parking, driveway, or right-of-way encroachments.
- All common areas shall be improved as either active or passive facilities, with landscaping or hardscape elements designed to serve the residents of the project. All common areas shall be developed and professionally maintained in accordance with approved landscape and irrigation plans.
- Common recreational space shall be located on the same property as the residential use it serves and shall be available exclusively for the use of all residents of the development.
- Where a rooftop is used for common recreational space, the rooftop shall incorporate landscaping, decorative paving and materials, and amenities. Mechanical equipment storage areas shall not be counted toward meeting the requirement.
- Pedestrian walkways within a project shall be a minimum or four (4) feet in width.
- Private useable open space shall be contiguous to the residential units served and screened for privacy.
- Courtyard internal to a project, or enclosed on at least three (3) sides, shall have a minimum width of forty (40) feet.

Required Non-Residential Open Space

- 500 SF non-residential open space requirement for projects less than 2 acres.
- 2,500 SF non-residential open space requirement for projects greater than 2 acres.
- Non-residential open space requirement may be satisfied by outdoor dining areas, plazas, or other useable outdoor use as approved by the Director.
- Public plazas, urban pocket parks, outdoor dining, promenades, public art, and other outdoor public amenities shall be designed to activate ground-floor uses, engage residents and visitors.

Open spaces shall be appropriately landscaped and provide adequate shade through the placement of trees or other shade devices, including umbrellas, awnings, trellises, and canopies that are integrated into the building or over the open space.

Circulation & Parking

- Bicycle and pedestrian circulation facilities shall provide connections to surrounding uses and to existing/planned pedestrian and bicycle networks.
- Parking structures shall be architecturally integrated with the project design and shall be screened from view at street level by architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.

Use Regulations for MXD-1 Zone

The land use regulations define permitted, conditionally permitted, and prohibited uses in the Industrial Flex zone, as shown in Table 4.13, Use Regulations for MXD-1 Zone.

Accessory uses and structures are permitted when customarily associated with, and subordinate to, a permitted use on the same site, and would include:

- Administrative office
- Assembly/multi-purpose building
- Caretaker's quarter
- Enclosed, screened, outdoor storage
- Maintenance/storage facility and structure
- Patio cover/trellis
- Swimming pool, spa, jacuzzi
- Tennis court, basketball courts, and other multi-purpose courts, recreation and community buildings

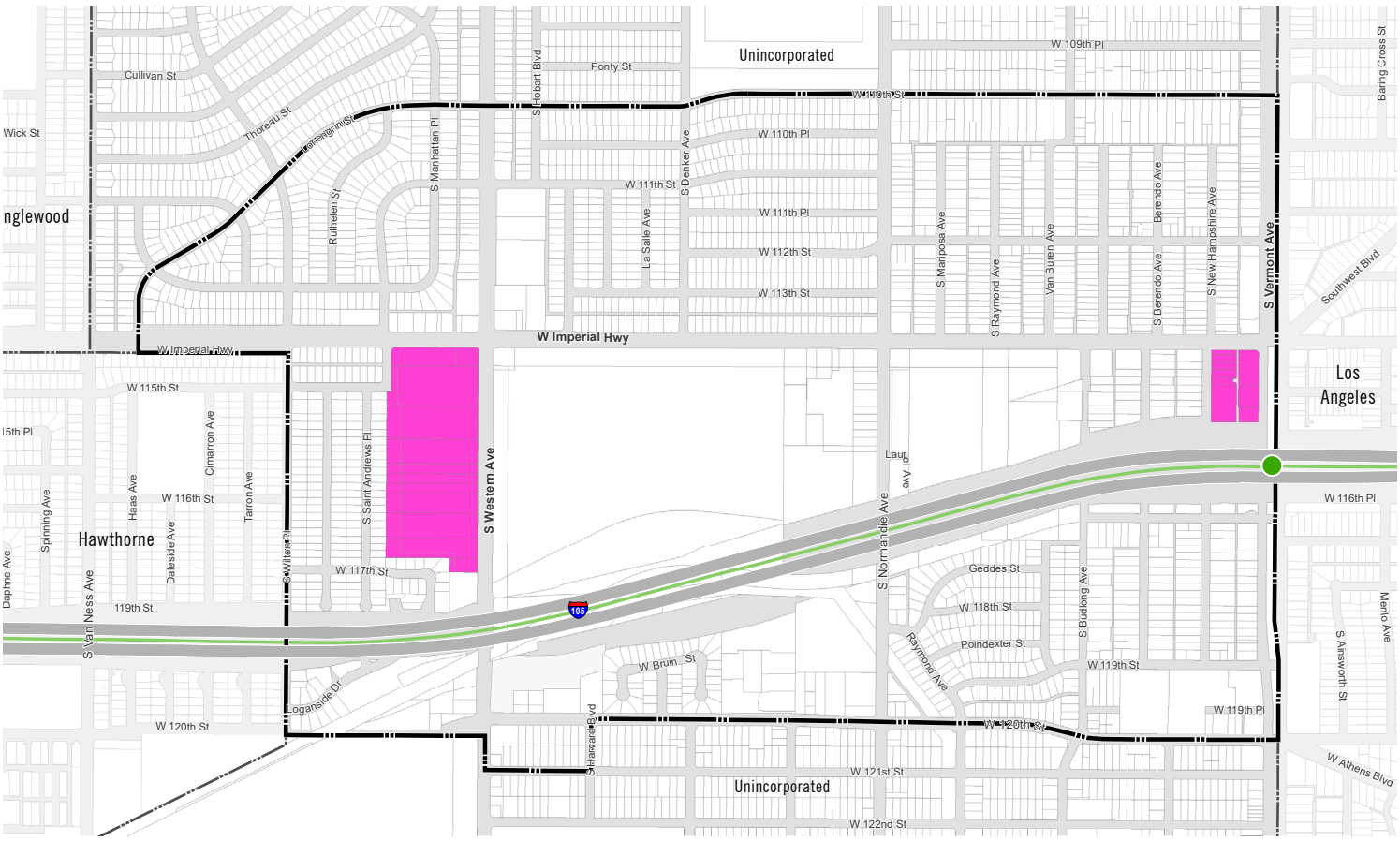
TABLE 4.14: USE REGULATIONS FOR MXD-1 ZONE

Use	Regulation
Residential	
Multi-family dwelling unit	Permitted
Public / Institutional	
Art and cultural facility	Permitted
Churches and other religious institution	Permitted
Family care home, foster home, or group home for six or fewer persons	Conditional
Fire station	Conditional
Park, open space, playground and accessory use	Permitted
Residential care facility for six or fewer persons	Conditional
School, private or public (K-12)	Conditional
Service / Retail Commercial	
Acute care/rehabilitation uses	Conditional
Automobile service station	Prohibited
Automobile battery and repair shops	Prohibited
Amusement rides and devices	Prohibited
Bakery, coffee house/café, delicatessen/ cafeteria	Permitted
Bank and financial institution	Permitted
Childcare facility or nursery school	Conditional
Commercial recreational facility	Permitted
Grocery	Permitted
Health club	Conditional
Hotel	Permitted
Movie theater	Permitted
On-site alcoholic beverage sales establishment	Conditional
Restaurant, family, specialty, food hall without drive-thru	Permitted
Theater, including live performance	Permitted
Tobacco shops	Prohibited
Office	
General office	Permitted
Medical office	Permitted
Professional office	Permitted
Amusement rides and devices	Prohibited

4.3.12 MIXED USE 2 (MXD-2) ZONE

The MXD-2 Zone is intended to be developed over time as a transit-supportive environment, providing a higher-intensity mix of retail, office, restaurant uses and residential development in a compact, walkable setting. This designation encourages multiple family residential, in a vertical mixed-use configuration, up to 60 dwelling units per acre. The development standards and design requirements address vital private/public open space components, and pedestrian facilities. The MXD-2 Zone is intended to promote community redevelopment through higher intensity, transit supporting infill development.

FIGURE 4.10: MXD-2 ZONE MAP



Development Potential for MXD-2 Zone

- Total Developable Area: 23 acres
- Residential: 559 units
- Non-Residential: 1,217,935 sq. ft.

Development Standards for MXD-2 Zone

The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements. They have been developed to accommodate the mix of retail, office, restaurant, and residential uses anticipated. The standards are intended to encourage the development of high density housing and retail and service commercial uses to serve the needs of the West Athens-Westmont community. Development standards include street-based frontage standards regulating buildings frontages along existing and new streets to form adequate and pedestrian-friendly building faces. The following development standards apply in conjunction with Chapter 5, Design Guidelines, below.

TABLE 4.15: SITE DEVELOPMENT REGULATIONS FOR MXD-2 ZONE

Standard	Minimum	Maximum
Density		
Residential	31 du/ac	60 du/ac
Floor Area Ratio (FAR)		
Residential and Non-Residential	0.5	2.0
Building Setback		
Imperial Hwy.	10 ft.	25 ft.
Vermont Avenue	10 ft.	25 ft.
Western Avenue	10 ft.	25 ft.
Interior Yard Adjacent to Residential (Side or Rear)	15 ft.	None
Building Height		
Floors	None	4/5 stories [1]
Building Height	None	65 ft [2]

Notes:

[1] Four stories maximum for stand-alone residential configuration, five stories allowed in a mixed use configuration.

[2] Height excludes signs, chimneys, and rooftop antennas.

Frontages

Frontages dictate the relationship between the street (back of right-of-way) and the façade of the ground-floor of the building (see Section 5.4 for building frontage design standards and guidelines). All new development adjacent to a street with frontage requirements, as shown in Figure 5.1, Streets with Frontage Requirements, shall have a primary building façade and entry from the identified street and must adhere to the following building frontage requirements.

- Building orientation shall be determined by the location of the primary entrance, which shall indicate the front of the building.
- All building sides abutting major public rights-of-way shall require architectural treatment.
- Pedestrian access to public right-of-way is required either through common corridors or courtyards from buildings adjacent to the road.
- Open fencing is allowed, but a solid wall greater than three (3) feet high shall not be allowed.

TABLE 4.16: FRONTAGE CATEGORIES MXD-2 ZONE

Frontage Type	Vermont Avenue	Western Avenue	Imperial Highway
Shopfront	Permitted	Permitted	Permitted
Forecourt	Permitted	Permitted	Permitted
Terrace	Permitted	Permitted	Permitted
Stoop	Not permitted	Not permitted	Not permitted

Notes: See Section 5.3 for building frontage design standards and guidelines.

Built Form & Landscaping

- When sharing a property line with an existing single-family zone, the following requirements shall apply:
  - » Windows, balconies, or similar openings shall be oriented so as to minimize any direct line-of-sight into adjacent units or onto private patios or backyards adjoining the property line.
  - » The third floor shall be stepped back by a minimum of 10 ft.
  - » A minimum 20 feet landscape buffer shall be installed along the inside property line of the mixed use development to provide a visual and aesthetic buffer.
- Development at the corner of the intersections of Vermont Avenue and Imperial Highway and Western Avenue and Imperial Highway must provide the following:

  - A corner entrance or an entrance oriented toward each street.
  - Architectural style and detail of buildings that create interest, including display windows, façade materials, colors, art features, rooftop elements, and stepbacks.
- Any development that includes dwelling units shall provide adequate private or common laundry facilities reserved for the exclusive use of the residents of the development.

Façades

- Street wall façades shall be architecturally enhanced. This may be accomplished through the use of arcades, colonnades, recessed entrances, window details, bays, and variation in building materials, color, and other details. The maximum total blank wall area (without windows or entrances) shall not exceed 30 percent of the first story wall for non-residential and 50 percent for residential.
- The façade detailing of mixed-use buildings shall visually differentiate ground-floor uses from upper-story uses. The base shall visibly anchor the building to the ground with a treatment of higher quality materials. The façade detailing of commercial or retail entries shall be differentiated from residential entries.

Design Features

- Projecting features, such as balconies, porches, bays, and dormer windows shall be used to create distinction between units and provide "eyes" on the street.
- Private balconies shall be screened by translucent materials that shield visibility of personal items from public view.
- All primary ground-floor common entries or individual dwelling unit or commercial entries fronting on streets shall be oriented to the street, not to the interior or to a parking lot.
- Buildings having 100 feet or more of street frontage shall be designed to provide façade articulation and roofs of varying heights.
- All glass in windows or entrances on the first two stories shall be either clear or lightly tinted to maximize pedestrian visibility of building interiors from the sidewalk area. Mirrored, highly reflective, or densely tinted glass shall be prohibited for use in windows and entrances.

Utility and Mechanical Equipment

- All utility and mechanical equipment shall be placed in locations that are not exposed to view from the street or shall be screened from view. Satellite dishes shall be located away from public view.

- Screening elements shall be an integral part of the building's design.

Required Residential Open Space

- 100 sf/du per dwelling unit for common recreational-leisure areas, private areas, or a combination of both.
- Minimum dimension for private areas is 7 feet.
- Minimum dimension for common areas is 20 feet.
- Side and rear yards may be included in the calculation of open space, but not the required front-yard setback area.
- Open space areas shall have no parking, driveway, or right-of-way encroachments.
- All common areas shall be improved as either active or passive facilities, with landscaping or hardscape elements designed to serve the residents of the project. All common areas shall be developed and professionally maintained in accordance with approved landscape and irrigation plans.
- Common recreational space shall be located on the same property as the residential it serves and shall be available exclusively for the use of all residents of the development.
- Where a rooftop is used for common recreational space, the rooftop shall incorporate landscaping, decorative paving and materials, and amenities. Mechanical equipment storage areas shall not be counted toward meeting the requirement.
- Pedestrian walkways within a project shall be a minimum of four (4) feet in width.
- Private useable open space shall be contiguous to the residential units served and screened for privacy.
- Courtyard internal to a project, or enclosed on at least three (3) sides, shall have a minimum of width of forty (40) feet.

Required Non-Residential Open Space

- 500 SF non-residential open space requirement for projects less than 2 acres.
- 2,500 SF non-residential open space requirement for projects greater than 2 acres.
- Non-residential open space requirement may be satisfied by outdoor dining areas, plazas, or other useable outdoor use, as approved by the Director.
- Public plazas, urban pocket parks, outdoor dining, promenades, public art, and other outdoor public amenities shall be designed to activate ground-floor uses, engage residents and visitors.

Open spaces shall be appropriately landscaped and provide adequate shade through the placement of trees or other shade devices, including umbrellas, awnings, trellises, and canopies that are integrated into the building or over the open space.

Circulation & Parking

- Bicycle and pedestrian circulation facilities shall provide connections to surrounding uses and to existing/planned pedestrian and bicycle networks.
- Parking structures shall be architecturally integrated with the project design and shall be screened from view at street level by architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.

Use Regulations for MXD-2 Zone

The land use regulations define permitted uses within the MXD-2 zone, as shown in Table 4.16, Use Regulations for MXD-2 Zone.

TABLE 4.17: USE REGULATIONS FOR MXD-2 ZONE

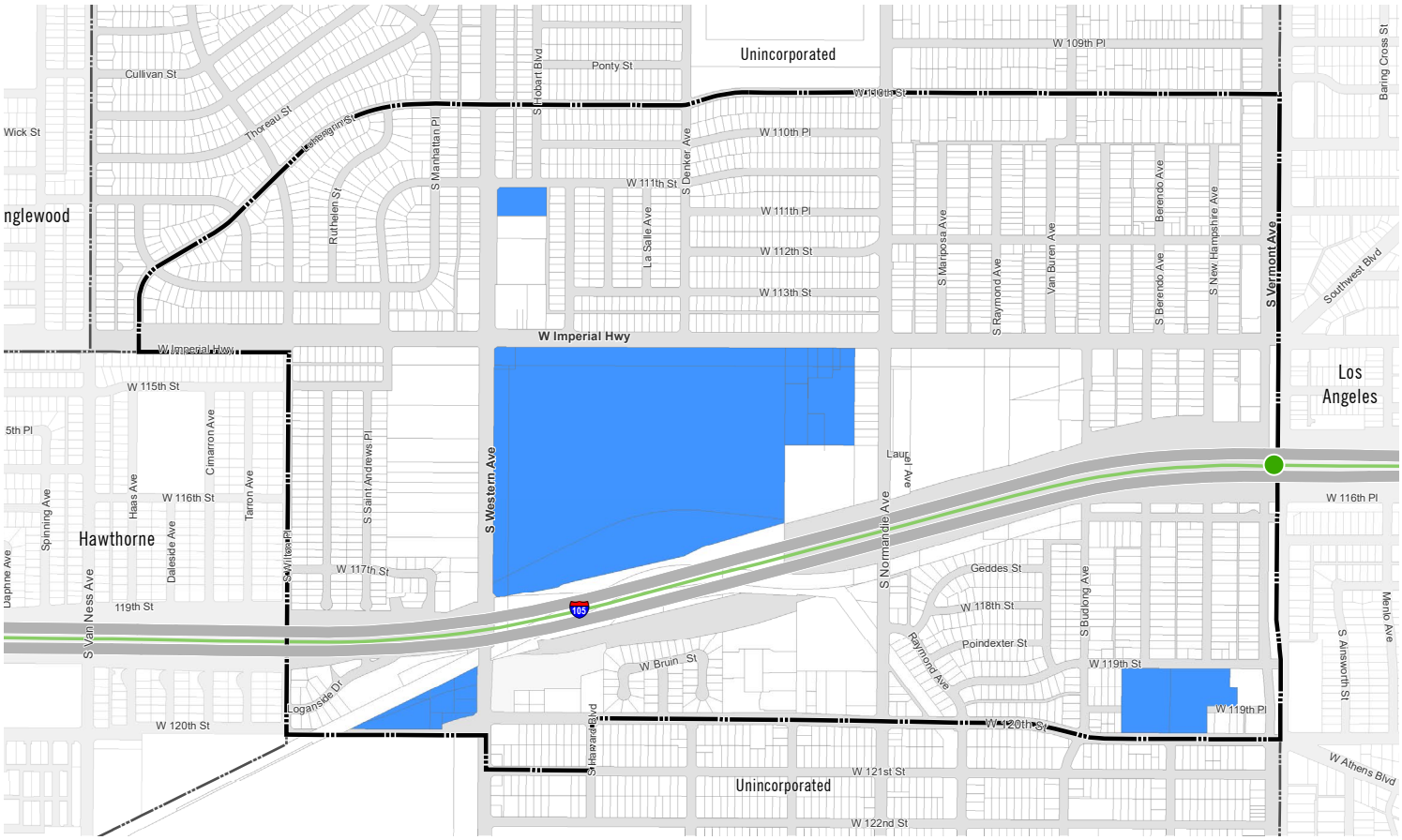
Use	Regulation
Residential	
Multi-family dwelling unit	Permitted
Patio home	Prohibited
Single-family dwelling unit attached/ detached	Prohibited
Public / Institutional	
Art and cultural facility	Permitted
Churches and other religious institution	Permitted
Family care home, foster home, or group home for six or fewer persons	Conditional
Fire station	Conditional
Park, open space, playground and accessory use	Permitted
Residential care facility for six or fewer persons	Conditional
School, private or public	Conditional
Service / Retail Commercial	
Acute care/rehabilitation uses	Conditional
Automobile service station	Prohibited
Automobile battery and repair shops	Prohibited
Amusement rides and devices	Prohibited

Use	Regulation
Bakery, coffee house/café, delicatessen/ cafeteria	Permitted
Bank and financial institution	Permitted
Childcare facility or nursery school	Conditional
Commercial recreational facility	Permitted
Grocery	Permitted
Health club	Conditional
Hotel	Permitted
Movie theater	Permitted
On-site alcoholic beverage sales establishment	Conditional
Restaurant, family, specialty, food hall without drive-thru	Permitted
Theater, including live performance	Permitted
Tobacco shops	Prohibited
Office	
Corporate headquarters	Permitted
General office	Permitted
Medical office	Permitted

4.3.13 PUBLIC INSTITUTIONAL (IT) ZONE

The Public-Institutional (IT) zone provides for established public uses including schools, parks, and other public uses. This designation is intended to promote the use of publicly-owned land for the purposes of community open space, recreation, sense of identity, and safe connections to points of destination.

FIGURE 4.11: IT ZONE MAP



View of public space and building at LASC.

Development Potential for IT Zone

- Total Developable Area: 83 acres
- Residential: None
- Non-Residential: 786,925 sq. ft.

Development Standards for IT Zone

The development standards in Table 4.17, Site Configuration Regulations For IT Zone, regulate new site development by establishing standards for intensity, open space, and other elements. The development standards for the Public Institutional Zone have been tailored to its future use as additional recreational opportunities in the community occur and should be used in conjunction with Chapter 5, Design Guidelines, below.

TABLE 4.18: SITE DEVELOPMENT REGULATIONS FOR IT ZONE

Standard	Minimum	Maximum
Floor Area Ratio (FAR)		
All Buildings	None	3.0
Building Setback		
Front	None	15 ft.
Rear	10 ft.	None
Side	10 ft.	None
Building Height		
Floors	None	6 stories
Building Height	None	80 ft

Use Regulations for IT Zone

The land use regulations define permitted uses within the Public Institutional Zone, as shown in Table 4.18, Use Regulations For IT Zone.

TABLE 4.19: USE REGULATIONS FOR IT ZONE

Use	Regulation
Public / Institutional	
Park, open space, playground and accessory use	Permitted
School, private or public	Conditional

Notes: This table only reflects uses that are different from Section 22.26.020 of Title 22.

4.3.14 BUFFER ZONE (B-1)

Purpose and Intent

The B-1 Zone provides a buffer from the I-105 freeway in the Connect Southwest LA Specific Plan study area. Allowed uses in this zone include passive recreation, landscaping, and parking lots. Buildings or permanent structures are not permitted under this category.

FIGURE 4.12: B-1 ZONE MAP

Development Potential for B-1 Zone

- Total Developable Area: None
- Residential: None
- Non-Residential: None

Development Standards for B-1 Zone

Standards for the B-1 Zone shall remain consistent with Chapter 22.32.330, B-1 Zone, of the Los Angeles County Code.

Use Regulations for B-1 Zone

The land use regulations that define permitted, conditionally permitted, and prohibited uses within the Buffer Zone shall remain consistent with Chapter 22.32.330.

TABLE 4.20: USE REGULATIONS FOR B-1 ZONE

Use	Regulation
Public / Institutional	
Buildings or permanent structures	Not Permitted
Park, open space, playground and accessory use	Permitted
Wholesale Nursery	Permitted
Parking Lot	Permitted

Notes: This table only reflects uses that are different from Section 22.20.050 of Title 22.

4.4 GENERAL USE REGULATIONS AND STANDARDS

The following general use regulations and standards shall apply to new development and the reuse of existing structures and facilities, unless specific exceptions are described elsewhere in the Specific Plan.

4.4.1 USE REGULATIONS

Alcohol Beverage Sales

The County of Los Angeles established standards for all on- and off-site alcoholic beverage sales establishments to promote and protect the public health, safety, and general welfare and preserve and enhance the quality of the community. Applicants shall refer to County Code Section 22.56.195, Alcohol Beverage Sales and Consumption, for standards and guidelines relating to establishments that include the sales of alcoholic beverages for on- and off-site consumption. Alcohol beverage sales require a conditional use permit, as identified in the use regulations of the zone in which the establishment is located.

Outside Storage

All uses shall be conducted within a completely enclosed building, except for off-street parking, loading, approved nursery accessory uses, approved temporary uses, and any outdoor dining specifically permitted in conjunction with eating establishments. Minor ancillary outdoor storage (service vehicle parking, materials storage, or limited equipment assembly associated with a permitted use) may be located outside a building in certain planning areas as an accessory use, provided that there is solid screening and no negative noise or aesthetic impacts on adjacent properties.

Interim and Temporary Uses

Interim uses on County-owned properties shall be permitted in all areas subject to a license agreement. Other interim uses on private property shall require approval of a temporary use permit pursuant to the Los Angeles County Code, as applicable.

Temporary uses shall be regulated pursuant to the Los Angeles County Code, as applicable.

4.4.2 UTILITIES

All utility lines serving a new development, with the exception of interim uses, shall be placed underground by the developer in accordance with the County's policies for locating utilities underground.

- Existing utility lines shall also be placed underground with development, where feasible and as required by Los Angeles County.
- No structures shall be permitted to be developed over active pipelines, abandoned lines, or utility easements, except where approved by County Engineer.
- All utility line and connection costs to the backbone infrastructure/utility system (water supply, sanitary sewer facilities, reclaimed water supply, storm drainage, and other utilities) needed to serve individual projects shall be the responsibility of the new user/owner, or as otherwise determined as a result of a negotiated development agreement or lease.
- All water supply, sanitary sewer facilities, reclaimed water supply, storm drainage, and other facilities shall be provided in accordance with adopted master plans of the respective service providers. Costs shall be assigned to each development lot or parcel in accordance with a cost-benefit formula established by the LRA, based on estimated engineering construction costs, or as otherwise determined as a result of a negotiated development agreement.

Mechanical Equipment

Compressors, air conditioning units, vents, exhausts, or similar mechanical equipment located outside a building shall comply with the following:

- All such equipment shall be screened from view from any abutting street or adjacent use. Screening shall be an integral part of the overall architectural design of the project. The top of any screening shall be a minimum of six inches above the top of any mechanical equipment.
- All mechanical equipment shall be maintained in a clean and proper condition to prevent breakdown that might release noxious or toxic materials or create excessive noise, and to avoid accumulation of litter, filth, and materials that would be noxious or unsafe.

Roof-Mounted Solar Collector Panels

- Roof-mounted solar collector panels shall be mounted flush with the surface where possible and painted to match roof surface color. Where panels cannot effectively perform if flush mounted, justification in the form of efficiency calculations may be submitted to the Department of Regional Planning for consideration of alternative mounting configurations.

Refuse Collection Facilities

- All outdoor refuse collection facilities shall be screened visually from streets and highways. Collection areas shall be shielded from view in all directions, either within a building or within a solid masonry wall of sufficient height to conceal materials temporarily accumulated for collection. The enclosure shall be designed to complement the main building materials.

4.4.3 ENCROACHMENTS AND SITE DEVELOPMENT

Encroachments

The following encroachments into setback areas are allowed, subject to the California Building Code:

- Architectural features
- Eaves
- Fireplaces
- Mechanical equipment
- Steps and staircases (open)
- Covered patio trellis or canopies, unenclosed on at least two sides, may encroach into the required side- or rear-yard setback provided they do not cover more than 50 percent of the private yard or open space area on a residential property and comply with the California Building Code related to distance requirements between adjacent structures.

Park Provisions

- Requirements and standards in the Los Angeles County Subdivision Ordinance, Title 21, will be utilized in reviewing public or private park proposals per parkland dedication requirement.

4.4.4 BIKE PARKING AND RELATED FACILITIES

Definitions

Bike parking and related facilities shall follow the LA County Zoning Ordinance Section 22.52.1225. A summary of the County's requirements are show below.

- "Bicycle parking space" means an area at least six feet in length by at least two feet in width to accommodate secured storage for one bicycle;
- "Bicycle rack" means a fixture on which one or more bicycles can be secured;
- "Long-term bicycle parking" means bicycle parking intended for a period of two hours or longer, appropriate for residents, employees, transit users, and visitors to hotels in the nearby area; and
- "Short-term bicycle parking" means bicycle parking intended for a period of two hours or less, appropriate for persons making short visits to commercial establishments such as grocery and convenience stores, restaurants, coffee shops, bars and clubs, and offices such as medical, dental, and post offices.

Number of Bicycle Parking Spaces Required

The minimum number of bicycle parking spaces for a particular use shall be provided in accordance with the chart below. For a combination of uses on a single lot, the number of required bicycle parking spaces shall be equal to the combined total of the required bicycle parking spaces for each of the individual uses.

TABLE 4.21: NUMBER OF BICYCLE PARKING SPACES REQUIRED

Use	Short-term	Long-term
Residential		
Multi-family residential including apartments, attached condominiums, and townhouses (five dwelling units or more)	One space per each 10 dwelling units (two space minimum)	One space per each two dwelling units
Commercial		
General retail, including restaurants	One space per each 5,000 square feet of gross floor area (two space minimum)	One space per each 12,000 square feet of gross floor area (two space minimum)

Use	Short-term	Long-term
Office	One space per each 20,000 square feet of gross floor area (two space minimum)	One space per each 10,000 square feet of gross floor area (two space minimum)
	Industrial/Institutional	
Institutional uses, including hospitals, convalescent hospitals, adult residential facilities, and group homes for children	One space per each 20,000 square feet of gross floor area (two space minimum)	One space per each 10,000 square feet of gross floor area (two space minimum)
Schools, including trade schools, colleges, universities, and private elementary, middle, and high schools	Four spaces per each classroom (four space minimum)	One space per each 10 classrooms (two space minimum)
Churches, temples, and other places of worship	One space for each 50 intended visitors based on occupant load of largest assembly area within the facility (two space minimum)	One space for each 100 intended visitors based on occupant load of largest assembly area within the facility (two space minimum)

Showers and Changing Facilities

Showers and changing facilities of a size and at a location deemed appropriate by the Director, shall be provided in all new commercial buildings with 75,000 or more square feet of gross floor area and shall, at a minimum, be accessible to employees.

Development Standards for Bicycle Parking Spaces

General Requirements

All bicycle parking spaces shall be:

- Directly adjacent to a bicycle rack or within a secure, single bicycle locker and shall allow for convenient, unobstructed access to such bicycle rack or locker; and
- Located so as to not block pedestrian entrances, walkways, or circulation patterns in or around nearby facilities or structures;

Bicycle Racks

When using bicycle racks, they shall be:

- Located and installed to support an entire bicycle, including its frame and wheels, so that the frame and wheels can be locked without damage when using a customary, heavy-duty cable or u-shaped bicycle lock
- Securely anchored to a permanent surface; and
- Installed to allow bicycles to remain upright when locked, without the use of a kickstand;

Bicycle Lockers

When using bicycle lockers, they shall be:

- Of sufficient size to hold an entire bicycle; and
- Securely anchored to a permanent surface;

Location of Bicycle Parking Spaces.

Short-term bicycle parking spaces. Short-term bicycle parking spaces shall be:

- Located to be visible from public areas such as public streets, store fronts, sidewalks and plazas, and to be convenient to the target users of the bicycle parking to the maximum extent feasible;
- Installed as close to a structure's main entrance as feasible;
- Separated with a barrier from areas where vehicles park, such as with a curb or wheel stop; and
- Located in a well-luminated area.
- Long-term bicycle parking. Long-term bicycle parking shall be:
- Located in a well-luminated, secure, and covered area;
- Accessible to and from nearby public streets and sidewalks for the target users of the bicycle parking, who may or may not include the general public;
- Located at surface levels near main pedestrian entrance(s) to nearby facilities or structures, or in the parking garages of such facilities or structures;
- Accessible only to residents and owners, operators, and managers of a residential facility when the involved use is residential; and
- Accessible only to employees, tenants, and owners of a commercial structure or facility when the involved use is commercial.

Signage

For projects that include long-term bicycle parking, signage identifying the location of such bicycle parking shall be included in the project design. Preferred signage locations for this purpose shall be building access ways, street and sidewalk approaches, and nearby bicycle paths or facilities.

4.4.5 SUSTAINABILITY AND RESOURCE CONSERVATION

Site Design

- Irrigation systems shall incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.
- Irrigation systems shall be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low-volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.

Illustrative photo of permeable paving to facilitate ground water recharge.

Building Design

- Buildings and development projects within the Specific Plan area shall be designed and constructed using sustainable, energy efficient materials and incorporate strategies for the conservation of water, energy, and other natural resources.
- Drainage shall be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of storm water runoff and to facilitate groundwater recharge.
- Energy-efficient and natural lighting shall be used in buildings and new developments.

Illustrative photo of trees providing shading along street.

CHAPTER 5 – DESIGN GUIDELINES

5.1 INTRODUCTION

The design guidelines contained in this section are intended to promote aesthetically pleasing and viable, site-compatible development within the Specific Plan area that supports its vision and guiding principles of the Specific Plan. These design guidelines are meant to enhance the built environment by guiding the aesthetic apperance for existing and new developments. The design guidelines are intended to be flexible to allow architects and designers to be creative in the design of specific element while still meeting the intent of a guideline. Design Guidelines provide a framework for property owners, architects, and County staff to follow when planning and reviewing development projects.

These guidelines are established to create a distinct character for the West Athens-Westmont community and to ensure that new development is designed with a pedestrian emphasis that will cultivate a vital and active street life along major streets while creating an overall positive community aesthetic.

5.2 SITE DESIGN

Site design is an important process critical to any development that may occur in the Connect South West LA Specific Plan area. The resulting outcome, conveyed in a projects' site plan, will determine how buildings are placed on a site, where access will occur, and how structures and spaces are located in relation to each other and to adjacent off-site uses. The following standards and guidelines shall be integrated in the site design of all new projects. Alternatives will be permitted only if the intent of the design standard is met.

Illustrative photo showing a collection of buildings that create a pedestrian-oriented environment.

5.2.1 BUILDING PLACEMENT & ORIENTATION

- Buildings should be oriented toward public streets, pedestrian pathways, or public open spaces to create a strong presence and encourage pedestrian activity along the street frontage and invigorate the public realm.
- Buildings should be oriented for energy efficiency (e.g., to capture day lighting, minimize heat gain, take advantage of prevailing breezes, and for natural ventilation).

Illustrative photo showing how buildings are oriented towards public streets.

Illustrative photo showing strong pedestrian presence.

- Multiple buildings on the same site should be designed and grouped, to the extent possible, to provide a cohesive, visual relationship among buildings, while at the same time provide for pedestrian plazas, open space, and views.
- New development should be oriented to frame entry courts, courtyards, paseos, and similar spaces that create inviting and useful outdoor spaces where residents can safely experience and enjoy the outdoors.
- Buildings should be designed to provide edges or enclosure to streets and open space, create linkages and gateways, as well as create gathering nodes in areas of attraction.
- When configuring the site, the impact of shade and shadow, lighting, noise, and other elements should be considered and minimized, particularly when projects are adjacent to existing single-family residential uses.
- Landscaping should be used at the edges of paths, plazas, and seating areas as appropriate to help define the spatial organization of the site while avoiding the obstruction of visibility.

5.2.2 VEHICULAR CIRCULATION AND ACCESS

Illustrative photo showing distinguishable vehicular access.

Illustrative photo of entry paving treatments.

- Vehicular access points should be designed to minimize conflicts with pedestrians through the consideration of curb-cut locations and widths, sight lines, and lighting. Entrance and exit points should be well marked and lit.
- To slow traffic and enhance the overall site design, site entry and edge design features should be incorporated, such as colored or textured paving treatments, landscaping, signage, and monuments.
- Areas between buildings and open spaces should be linked to and connected by safe, convenient, and accessible pedestrian and bicycle facilities.
- Nonresidential uses—especially multi-building development projects—should use shared driveways to reduce conflicts with pedestrians.
- There should be an accessible, well-marked, and well-lit travel path of a minimum of four feet in width provided between parking, buildings, and sidewalks.

- Buildings and development projects should be designed to minimize vehicle traffic and emphasize walking, biking, and other forms of non-motorized active transportation for access and internal circulation.
- Safe, convenient, and accessible non-motorized access and circulation, including bicycle and pedestrian routes and connections to transit should be prioritized within the specific plan area.
- Buildings and open spaces within a development should be linked to and connected by highly visible sidewalks, bike and pedestrian paths, and public rights-of-way.
- Large development projects and owners should develop and utilize shared driveways wherever possible.
- Wide, accessible, safe, and convenient sidewalks and bike and pedestrian paths should be provided to connect multiple buildings and open spaces within a development.
- Colored, textured, and/or permeable paving treatments should be used for entry drives.

5.2.3 UTILITY, SERVICE, STORAGE AND RECYCLING AREAS

- Where feasible, access to service and loading areas should be provided from a secondary or service road.
- Service and loading areas should be located behind primary structures or properly shielded through fences, gates, landscaping, berms, etc.
- Access to service and loading areas shall be clearly marked and shall not block adjacent vehicular or pedestrian circulation.
- To consider noise impacts on adjacent properties, service and loading areas should be located away from residential properties or have restricted hours of use.
- Loading and service access areas should be located on the rear portion of a lot or development, screened from the public right-of-way, open space, or adjacent properties. Loading and service areas should not be a hazard to or conflict with the movement of pedestrians or bicycles.

Illustrative photo of landscape screening.

Illustrative photo of service areas shielded by landscaping.

Illustrative photo of service areas screened from public right-of-way.

- Utilities shall be located away from the public right-of-way either within a building recess or landscaped or gated area. Where feasible, utility lines should be undergrounded.
- Utilities, trash and recycling receptacles, and mechanical equipment shall be screened by landscaping or site-appropriate materials and shall not be located within any front setback areas, any public right-of-way or private street or pedestrian/bicycle path, or within 50 feet of a corner.

5.2.4 FENCES, WALLS AND HEDGES

- If fencing is required for security reasons, wrought-iron-style fences that do not obscure views are encouraged.
- The use of barbed wire, electrified fence, and chain-link fence in conjunction with any fence, wall, roof, or hedge is prohibited unless required by any law or regulation of the County of Los Angeles, federal government, or agency thereof, as applicable.
- Walls and fences shall be constructed of durable materials and designed to complement the surrounding architecture.
- Landscaping, including street trees, planters, and other forms of vegetation, should be used to frame the streetscape, provide a physical barrier between automobile traffic and pedestrians, and be utilized to maximize the cohesiveness of each block and to develop a unifying pattern throughout the Specific Plan area.

Illustrative photo of landscape barrier framing streetscape.

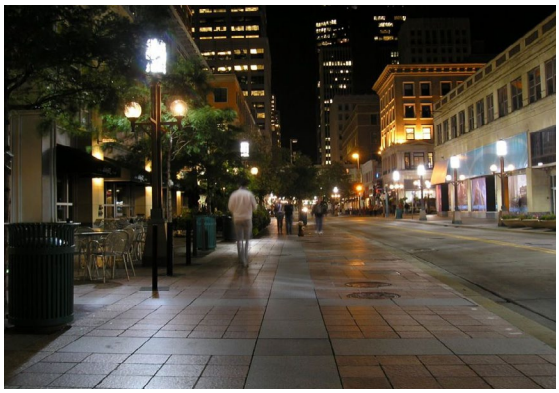
5.2.5 OPEN SPACE

- Open space areas should have no parking, driveway, or right-of-way encroachments.
- Private useable open space should be contiguous to the residential units served and screened for privacy.
- Open spaces should be appropriately landscaped and provide adequate shade through the placement of trees or other shade devices, including umbrellas, awnings, trellises, and canopies that are integrated into the building or over the open space.
- Non-residential open space requirement may be satisfied by outdoor dining areas, plazas, or other useable outdoor use, as approved by the Director.
- Buildings should be oriented in a manner to provide a landscape or open space buffer to increase yard areas next to adjacent residential properties.
- The design of plazas, with seating and landscape elements, at the corners of buildings adjacent to transit station areas is encouraged to provide public open space for residents, visitors, and transit users.
- Public plazas, urban pocket parks, outdoor dining, promenades, public art, and other outdoor public amenities should be designed to activate ground-floor uses, engage residents and visitors.

Illustrative photo showing distinguishable vehicular access.

Illustrative photo of entry paving treatments.

Illustrative photo of festive lighting.



Illustrative photo of lighting enhancing street and sidewalk experience.

- Common and/or public open space shall be designed to respect and not negatively impact adjacent residential uses.
- Public open spaces should be designed and programed to serve residents, employees, and visitors with a variety of needs, age groups, and interests, including the incorporation of space for physical activity and recreation, relaxation, and socialization.
- Open spaces, including plazas, forecourts, courtyards, and paseos, should be framed by buildings and streetscape edges to create inviting and useful spaces.
- Larger projects shall contribute to and connect with a comprehensive network of integrated open spaces throughout the Specific Plan area
- Open spaces shall be designed for day and evening use by providing shade and sunlight during the day, while providing lighting fixtures and safety systems at night.
- Public open spaces should be directly accessible from the public right-of-way, private streets, and surrounding buildings.
- Outdoor dining areas are encouraged to activate the pedestrian realm.
- Buildings, signs, landscaping, and outdoor furniture should work together to create a pleasant pedestrian environment. Trees that provide shade are especially important and should be incorporated in public outdoor spaces.
- Recreational amenities should provide activity options for various age groups. Spaces could include areas for physical activity, community gardens, and community gathering space.

5.2.6 OUTDOOR LIGHTING

- Light fixtures installed in the public right-of-way, in parking areas, along pedestrian or bicycle paths, and elsewhere in the interior of a building or development project shall be pedestrian-scaled and directed towards the ground to avoid light pollution and spill-over to surrounding residential areas.
- Enhanced pedestrian lighting shall be incorporated into the design of new projects.

5.3 BUILDING DESIGN

The guidelines for building design address the elements of a building that help create an interesting public realm, including building frontage treatment, facade design and composition, colors and materials, windows, doors, and roofs. New buildings should contribute to defining the character of the street and should represent a single architectural style that all materials and details are true to. Architects are encouraged to innovate, but with full awareness of and respect for appropriate height, massing, variety, and quality of materials that result in a building with architectural integrity.

5.3.1 FRONTAGE TYPES

This Specific Plan identifies permitted ground-floor frontage types per applicable streets in the specific plan area including Vermont Avenue, Imperial Highway, Western Avenue, and Normandie Avenue. This section provides design standards for each frontage type to ensure that proposed development relates to the street and meets community design objectives. Frontages dictate the relationship between the street (back of right-of-way) and the façade of the ground floor of the building. Along each applicable roadway, buildings shall be designed with at least one of the permitted frontage types based on the street it fronts, per Table 5.1 through Table 5.4, and, Figure 5.1, Streets with Frontage Requirements. Frontage types include the following:

- Shopfront. A shopfront is a frontage wherein the building façade and entrance are at sidewalk grade and close to the pedestrian zone.
- Forecourt. A forecourt is a frontage wherein a portion of the building façade is recessed from the primary building façade.
- Terrace. A terrace is a frontage wherein the building façade is set back from the street, paseo, or open space, by an elevated open area that is paved or planted.
- Stoop. A stoop is a frontage wherein the building façade is separated from the street, a courtyard, or open space by an entrance to the elevated ground floor of the building.

All new development adjacent to a street with frontage requirements, shall have a primary building façade and entry from the identified street and must adhere to the following building frontage standards. These frontage standards shall be used along with other development and design standards

herein. While this Specific Plan provides for a variety of frontage types, the actual choice, design, and architectural style are the decision of the property owner based on the proposed uses, site plan, and building design.

Guidelines for all frontage types are provided below. Tables 5.6 to 5.9 on the following pages describe the intent of each frontage type and provide guidelines for application to the building façade and street front.

- Primary building façades shall align with the right-of-way, property lines, or easement line unless setbacks are allowed.
- Non-primary building walls should be consistent in design with the primary building front to the extent possible. Non-primary building walls are not required to use frontage types provided in this Specific Plan.
- The term "clear" means that the identified area is free of encroachments.
- Building orientation should be determined by the location of the primary entrance, which should indicate the front of the building.
- Modification of design standards due to site specific, utility conflicts, or other unforeseen factors should require approval from the Director.

FIGURE 5.1: STREETS WITH FRONTAGE REQUIREMENTS

Shopfront Frontage Type

A shopfront is a frontage wherein the building façade and entrance are at sidewalk grade and close to the pedestrian zone. Shopfronts include large areas of transparent openings and doors and are commonly equipped with cantilevered roof(s) or awning(s). Shopfronts typically provide access directly from sidewalks and are oriented to display ground-level commercial uses.

This frontage type is conventional for commercial use. This frontage type can be used in conjunction with terrace and/or forecourt to create a more engaging street.

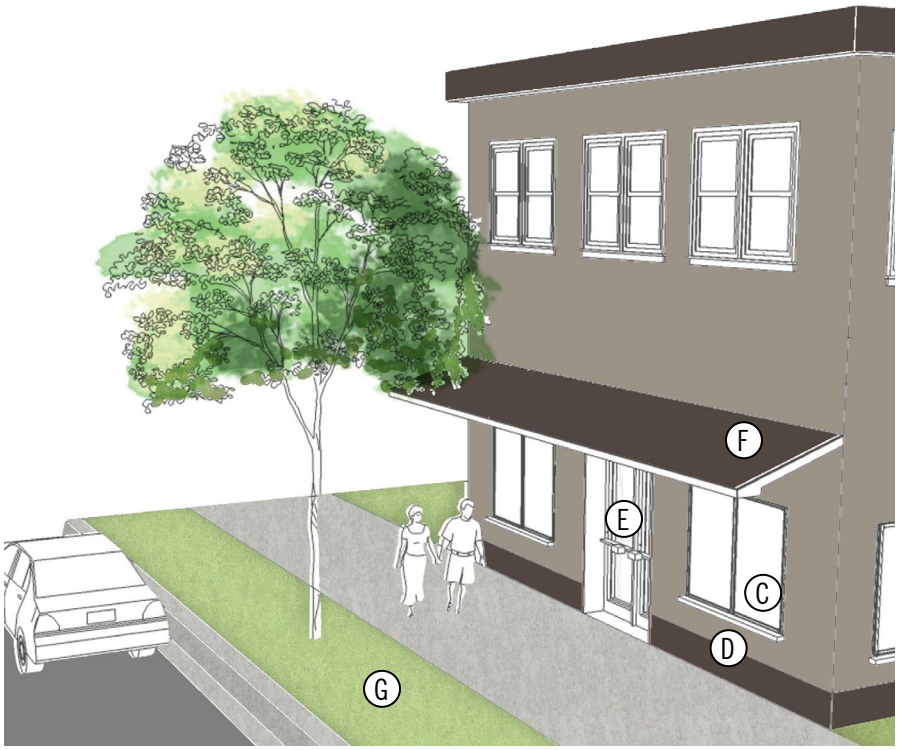
TABLE 5.1: SHOPFRONT FRONTAGE TYPE

Description
A shopfront is a frontage wherein the building façade and entrance are at sidewalk grade and close to the pedestrian zone. Shopfronts include large areas of transparent openings and doors and are commonly equipped with cantilevered roof(s) or awning(s). Shopfronts typically provide access directly from sidewalks and are oriented to display ground-level commercial uses. This frontage type is conventional for commercial use. This frontage type can be used in conjunction with terrace and/or forecourt to create a more engaging street.
Guidelines
A great variety of shopfront designs are possible, but the following should apply: a. Desirable shopfront façade area is at least 15 feet tall, as measured from the adjacent walk, and minimum 10 feet wide. b. Shopfronts may be recessed from the primary building façade by up to five feet. c. The shopfront should provide clear views of merchandise displays. d. A base of similar or visually "heavier" materials than the walls is recommended below display windows. e. Doors should be substantial, well detailed, and match the materials, design, and character of the display windows. f. Canopies and awnings should be integrated to shopfront openings. g. Remaining open areas within the frontage zone shall be landscaped per Section 5.2.5, Open Space.

FIGURE 5.2: SHOPFRONT FRONTAGE TYPE

Example photo of shopfront type.

Example photo of shopfront type.



Images for illustrative purposes only.

TABLE 5.2: FORECOURT FRONTAGE TYPE

Description
A forecourt is a frontage wherein a portion of the building façade is recessed from the primary building façade. The forecourt may be used as an entry court and open space for residential uses, or as additional shopping or seating areas for commercial uses. Forecourts with large trees and lush landscaping offer visual and environmental variety to the urban streetscape. This frontage type is appropriate for either residential and/or commercial uses. A combination of both uses can be achieved by using the forecourt as a residential entrance while commercial uses occupy street adjacent building space. This type can be used in conjunction with shopfronts and stoops as a transition into residential frontage.
Guidelines
A great variety of forecourt designs are possible, but the following should apply: a. A minimum of ten feet and maximum of 40 feet deep clear. b. A minimum of 20 feet and maximum of 50 feet wide or 50 percent of the lot width, whichever is less. c. One building entry must front onto the forecourt. d. The forecourt may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the forecourt, but shall not exceed three feet in height from the adjacent sidewalk grade. e. The proportions and solar orientation of the forecourt should be carefully considered for user comfort. Canopies of large trees placed within the forecourt may overhang into the pedestrian zone. (Not explicitly illustrated in Figure 5.3.) f. A fence or wall at the property line may be used to define the private space of the court and shall comply with per Section 5.2.4, Fences, Walls and Hedges. (Not explicitly illustrated in Figure 5.3.) g. Entrances and pedestrian "gateways" may be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art, or other special features. (Not explicitly illustrated in Figure 5.3.) h. Remaining open areas within the frontage zone shall be landscaped per Section 5.2.5, Open Space. (Not explicitly illustrated in Figure 5.3.)

FIGURE 5.3: FORECOURT FRONTAGE TYPE

Example photo of forecourt type.

Example photo of forecourt type.

Images for illustrative purposes only.

TABLE 5.3: TERRACE FRONTAGE TYPE

Description
A terrace is a frontage wherein the building façade is set back from the street, paseo, or open space, by an elevated open area that is paved or planted. This frontage type can effectively buffer building uses from the sidewalk. This type is recommended for residential and commercial use as it allows for semi-private use of frontage areas.
Guidelines
A great variety of terrace designs are possible, but the following should apply: a. A minimum of five feet to maximum of eight feet deep clear. Terrace design should take into consideration landscape areas, where adjacent to public landscape easement, to the extent possible. b. Terraces should be raised to transition into the building. Terraces should not be raised more than three feet from the adjacent grade of the pedestrian zone. A retaining wall may be built around the terrace per Section 5.2.4, Fences, Walls and Hedges. c. A minimum of six feet wide clear for entry landing. d. Fences defining the terrace should not exceed three feet in height from the highest adjacent grade of the terrace and comply with Section 5.2.4, Fences, Walls and Hedges. e. Planted terraces and remaining open areas within the frontage zone shall be landscaped per Section 5.2.5, Open Space.

FIGURE 5.4: TERRACE FRONTAGE TYPE

Example photo of terrace type.

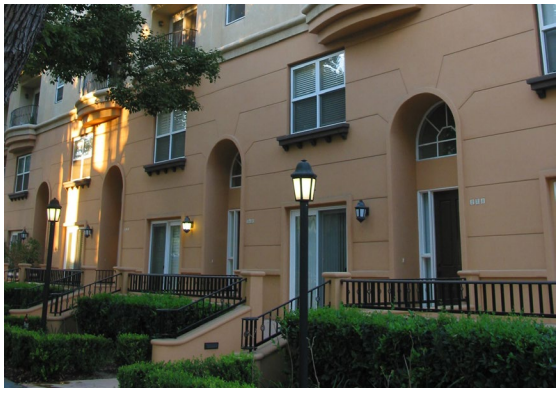
Example photo of terrace type.

TABLE 5.4: STOOP FRONTAGE TYPE

Description
A stoop is a frontage wherein the building façade is separated from the street, paseo, or open space by an entrance to the elevated ground floor of the building. The entrance is usually an exterior stair and landing and may be covered. This type is recommended for ground-floor residential use as it facilitates a transition onto more residential frontage.
Guidelines
A great variety of stoop designs are possible, but the following should apply: a. A minimum of three feet and maximum of five feet deep clear. b. Fences or walls defining the stoop should not exceed three feet from the highest adjacent grade of the stoop and shall comply with Section 5.2.4, Fences, Walls and Hedges. c. Stoops should be raised to transition into the building. The ground-story entry should not be elevated more than 3 feet above the adjacent sidewalk. d. Stoops should correspond directly with the building entry(s) and be at least three feet wide (perpendicular to or parallel with the adjacent walk). e. Building façade may be set back the depth of the entry stair from the sidewalk. f. The stoop may include a covered roof, awning, or door inset within the building front. g. Remaining open areas within the frontage zone shall be landscaped per Section 5.2.5, Open Space.

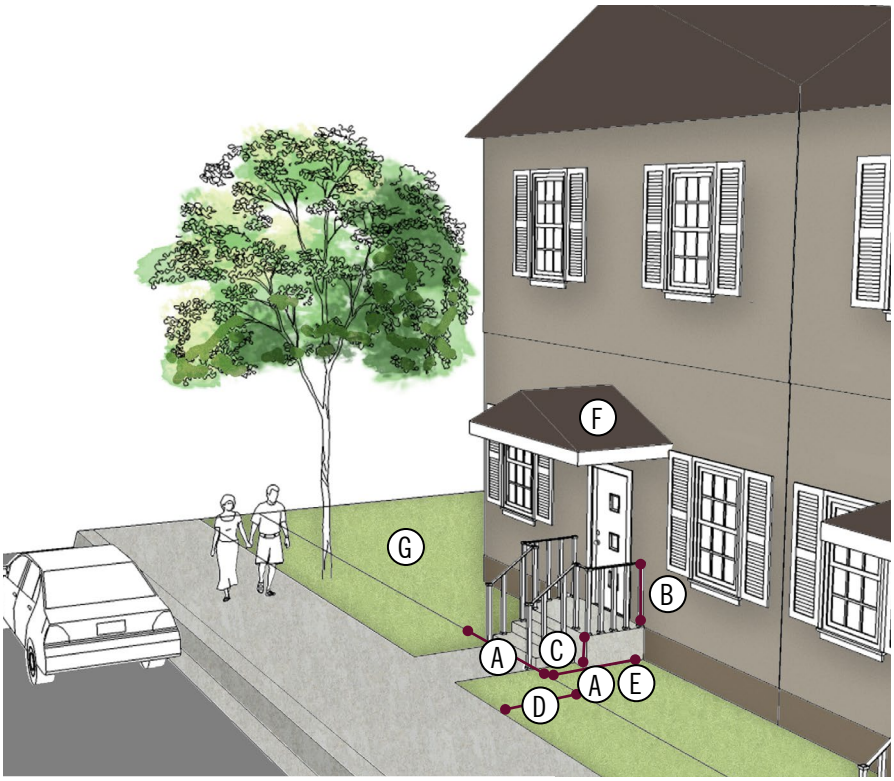
FIGURE 5.5: STOOP FRONTAGE TYPE

Example photo of stoop type.



Example photo of stoop type.

Example photo of stoop type.



Images for illustrative purposes only.

5.3.2 SCALE AND MASSING

Building massing refers to how the development program is shaped into a structure that gives a building its architectural form. For example, a building can have a higher mass in one wing, step down in another wing, and have a tower that emphasizes its entrance—all of which is achieved by modeling its massing. Building massing can be used to frame public spaces, step down to adjacent uses, and provide architectural variety. It is generally more interesting to see multiple buildings with a variety of heights and massing rather than a uniform large building block.

Illustrative photo showing strong pedestrian scale presence.

- Massing breaks, such as entry courts and stepped-back corners, are encouraged to promote more visibility into a building
- Buildings shall reflect a pedestrian emphasis with appropriately scaled architectural details both vertically and horizontally using inset windows, prominent rooflines, articulation, and highlighted entryways.
- A variety of roof forms and heights can be used to alleviate the overall mass of buildings and add to its aesthetic quality. Roof forms shall match the overall architectural style of the building.
- Building masses shall be designed in a scale proportional to adjacent and fronting buildings.
- The use of primary building entryways, balconies, projecting bays, and/or landscaping shall be utilized to break up the mass of larger buildings.
- Large development projects shall be designed to appear as a collection of appropriately scaled buildings to create a pedestrian-oriented environment, and should integrate public open space, including paseos, plazas, and pocket parks.
- New development shall respect the scale and character of existing neighborhoods by providing appropriate height, mass, and setbacks and by limiting the general scale of development near existing residences.

Illustrative photo showing a collection of human scaled buildings.

Illustrative photo of building modulation and articulation.

Illustrative photo showing awareness of height, mass, and articulation.

Illustrative photo showing differentiation between residential and commercial uses.

5.3.3 BUILDING MODULATION/ARTICULATION AND DETAILING

- Upper levels of buildings shall be configured to allow solar access, light, and air to circulate to adjacent structures, open spaces, adjoining land uses and the ground floor.
- Vertical and horizontal articulation, including variations of, massing, fenestration, stepbacks, materials, color, and detail shall be integrated into the design of a building or structure to reduce the perception of large-scale, monotonous development.
- Changes in façade materials, textures, colors, and window patterns shall be used to enhance visual interest and encourage pedestrian activity. Blank face walls should be used as opportunities for public art.
- Encourage buildings to express a variety of architectural styles, and compliment height, mass, articulation, and materials of the older buildings that surround them.
- Architectural style and use of quality materials should be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between the residential and commercial portions of the project.
- Streetwalls should be consistent along Vermont and Imperial Highway with articulation used primarily for entrances and outdoor dining areas.
- Building façades shall include three-dimensional detailing such as cornices, belt courses, window moldings, bay windows, and reveals to create shadows and facade relief and, articulated doors and windows create visual interest and allow one to see inside.

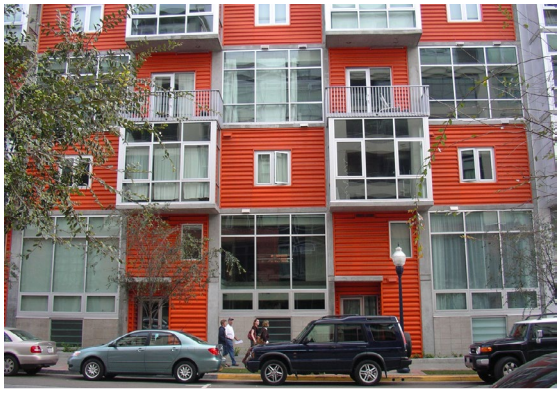
5.3.4 BUILDING ENTRANCES

- Building orientation shall be determined by the location of the primary entrance, which should indicate the front of the building.
- Primary building entrances shall be located along major corridors and corners (Imperial Hwy, Western Ave., Normandie Ave, and Vermont Ave.)
- Secondary building entrances shall be treated similarly in style and material as primary entrances to the extent possible.
- Each individual storefront entrance should be clearly defined and distinct from others.
- In mixed-use buildings, entrances to residential units shall use a separate main entrance located on the primary street.
- Residential uses shall have secured entrance areas that are separate from non-residential uses, but accessible from pedestrian pathways and residential parking areas.
- Primary, non-residential entrances should be visible from and connected to the public right-of-way and other streetscape, and not through a vehicle parking area.
- Pedestrian and bicycle amenities should be located near building entrances to promote the visibility and safety of people and property.
- Incorporate Crime Prevention Through Environmental Design (CPTED) design measures to design safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates are prohibited; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages.

Illustrative photo of secure bike parking visible from building.

5.3.5 FENESTRATION

- At least 30 percent of the ground floor of nonresidential buildings façade of buildings fronting a public or private street, pedestrian path or public open space shall consist of transparent, non-reflective windows or doors allowing for a direct visual connection between pedestrians outside and activities occurring inside the buildings.
- For residential buildings, windows shall be of high quality and afford a shadow line as well as depth. This can be achieved through inset windows with an integral frame or insetting the window into the exterior wall.
- Non-reflective coatings, low-emissivity glass, and external shade devices should be used to control heat and glare.
- Windows and doors should be incorporated strategically throughout the building façade to provide visual interest from the exterior and to take advantage of daylight on the interior.
- Windows should be staggered from fronting windows in neighboring residential buildings, particularly in the case of bedrooms.
- "Eyes on the street" along major corridors should be emphasized by placing balconies and bay windows along upper stories.
- Clear glass shall be used on the ground floor of nonresidential buildings. Windows on the ground floor facing streets should constitute a minimum of 30% of the building façade, with minimal obstruction from signs or interior displays to ensure views into the space.



Illustrative photo of window staggering.

5.3.6 ARCHITECTURAL DESIGN

- Building façades shall be well defined with a distinct base, body, and roof or parapet that allow adjacent buildings to relate to each other.
- Façade elements such as materials, textures, patterns, colors, and detailing should be used to lessen the perceived mass of larger buildings.
- The highest level of architectural detailing and quality shall be focused at the ground floor and areas visible from the public realm.
- Buildings shall be constructed of high quality, durable and environmentally sustainable materials to develop long-lasting buildings that can be adaptively reused over time.
- Buildings and development shall be designed to respect, enhance, and be compatible with existing adjacent and surrounding development, while also introducing innovative architectural design into the area.
- Roofs should be designed and considered as an integral part of the overall building design and should add visual interest and diversity among buildings while also contributing to sustainable design strategies.
- Existing buildings in good condition should be adaptively reused to preserve their unique aesthetic and significance to the community.
- Building façades and roofs visible from adjacent properties shall be designed and constructed with the same quality and detail as those elements visible from the public right-of-way.

Illustrative photo of architecturally compatible lighting.

5.3.7 ARCHITECTURAL LIGHTING

- Lighting shall enhance a building's form and enhance the pedestrian experience at night.
- Lighting shall not aim directly at the open sky or project off-site or onto adjacent uses.
- Architectural lighting shall highlight main building entrances and special architectural elements along the building façade.
- Internal and external storefront lighting shall be designed for ground-floor retail and restaurant spaces to augment the pedestrian space.
- Blinking, flashing, and oscillating lights are prohibited. Use warm white light where possible, and colored lights should only be used if they are part of the architectural theme of commercial areas or establishments.
- Lighting shall be located at all building entryways, parking areas, seating areas, transit stops, open space areas, and pedestrian paths.
- Lighting fixtures shall be compatible with the architectural style of surrounding buildings to reflect the character of the area.
- Lighting must be provided at intervals adequate for safety, while minimizing light spillage and glare onto adjacent uses and the night sky.
- Light fixtures shall provide a warm light and use energy-efficient technology, such as solar-powered lighting.
- Use of natural light shall be maximized, to limit the use of and reliance on artificial light sources. Artificial lighting shall consist solely of energy efficient fixtures.
- Pocket lighting shall be incorporated into walls, stairs, or bollards as appropriate.

5.3.8 PARKING FACILITIES

- New developments should provide accessible, well-lit, and secure bicycle parking visible from buildings, right-of-way, or public open spaces.
- Above-ground parking structures shall be internalized, screened, or wrapped with other active ground-floor uses (e.g., retail, office, or residential) along public streets so they are only visible at access points for vehicles and less visible from major streets.
- The façades of parking structures that are not lined with active uses shall be screened using compatible architectural solutions and/or landscaping that is integrated into the structure's design (e.g., perforated panels, landscape/vine screens, columnar trees, or public art elements).
- Parking structures shall be designed with materials, color, and detail compatible with the principal building and surrounding buildings.
- Night lighting shall avoid uplighting, spillover, and glare on nearby properties.
- Parking structures should incorporate usage technology to assist visitors and minimize the time spent searching for a space.
- Parking should be located behind, at the side, or at the rear of buildings (away from the street) and can be provided in underground garages, above-ground garages, or interior parking courts.
- The perimeter of parking areas and driveways adjacent to streets and pedestrian pathways should be screened from street views with a low street wall, berms, fences, or landscaping. Screening should be low enough to not be hidden from passerby views.
- Surface parking lots should take advantage of adjacent building shade where feasible, or provide sufficient tree coverage to reduce the urban heat island effect and provide shade for vehicles and pedestrians.
- The façade of parking structures should include vertical features to break up those façades and horizontal features to separate each floor.
- Projecting elements, awnings, lighting, signs, or other features should be used to highlight pedestrian entrances into parking structures.

Illustrative photo of parking lot tree coverage.

- Subterranean parking facilities may extend to all property lines.
- For mixed-use developments, shared parking structures should be used for both retail and residential uses, utilizing secure access for residential tenants.

5.4 PUBLIC REALM

The public realm is essential to the Connect Southwest LA Specific Plan because it helps facilitate the creation of places beyond an individual building. The sidewalks, streets, medians, and associated amenities, such as trees, lighting, street furniture, public art, are all important components that can help create a safe, comfortable, accessible, and inviting place to be.

Illustrative photo of wide sidewalks and pedestrian spaces.

5.4.1 PEDESTRIAN CIRCULATION

- Buildings shall be oriented toward public streets, pedestrian pathways, or public open spaces to create a strong presence and encourage activity along the street frontage.
- Areas between buildings and open spaces shall be linked to and connected by safe, convenient, and accessible pedestrian and bicycle facilities.
- Ground floor spaces of commercial and mixed-use buildings shall consist of street-activating commercial uses that embrace the public right-of-way and provide an engaging and interesting pedestrian experience.
- Pedestrian amenities, such as special paving materials, landscaping, pedestrian-scaled lighting, water fountains, shade, trash and recycling receptacles, and street furniture shall be provided along sidewalks and bike and pedestrian paths.
- New development shall include safe, convenient, and accessible pedestrian and bicycle connections to key destinations and amenities within the development to adjacent and surrounding neighborhoods.
- There should be an accessible, well-marked, and well-lit travel path of a minimum of four feet in width provided between parking, buildings, and sidewalks.
- The selected plant species and design and placement of landscaping shall provide for natural surveillance of pedestrian areas and should avoid the creation of hiding places.
- Provide distinguishable walking paths as part of a wayfinding system targeted to pedestrians.
- Transit amenities such as bus stops, seating, bike racks, bike storage, and showers shall be integrated into new projects.

Illustrative photo of identifiable crossings.

» Create a buffer separating pedestrians from moving vehicles using street furniture, trees, and other sidewalk infrastructure.

5.4.2 PUBLIC ART

» Public art should provide visual interest to the pedestrian realm and enrich the pedestrian experience in the Specific Plan area.

» Public art should be incorporated early during the design process, and be located in a location that maximizes the number of tenants, visitors, and other passerby to enjoy it.

» Public art should be incorporated into blank walls and buildings in the form of murals and other installations, as well as in streetscape elements.

» The design and placement of public art should not disrupt vehicle, bicycle, or pedestrian movement or safety.

» Where the option of public art placement exists, art should be in spaces that allow for the largest segment of the public and community enjoyment.

» Walls are encouraged to incorporate art work and other surface articulation to add visual interest to the streetscape.

Illustrative photo of public art integration.

Illustrative photo of public art as urban element.

5.4.3 SUSTAINABILITY & RESOURCE CONSERVATION

- Trees shall be planted to provide shade along streets, open spaces, and in parking lots, and to shade east and west walls of nearby buildings to help reduce the need for building cooling.
- Buildings should be oriented for energy efficiency (e.g., to capture day lighting, minimize heat gain, take advantage of prevailing breezes, and for natural ventilation).
- Parking structures should have shaded structures preferably photovoltaic arrays on the top deck to reduce heat island effects.
- The use of materials that reduce heat transfer into and out of buildings is encouraged.
- Recycled-content materials should be prioritized in the design and construction of buildings.

Illustrative photo of trees providing shading along street.

Illustrative photo of permeable paving to facilitate ground water recharge.

Illustrative photo of interesting streetscape.

Illustrative photo of street furniture.

5.4.4 STREETSCAPE DESIGN

- In partnership with façade modulation, the colors and materials of buildings should effectively create a streetscape of interest.
- The streetscape shall be designed to enhance the pedestrian experience and encourage walking as a form of transportation and leisure. Special features should be used to increase safety for the pedestrian, such as raised or textured pavement, curb extensions, pedestrian-scaled lighting, and shade
- Sidewalks and pedestrian pathways shall include a clear zone allowing for the safe and uninterrupted passage of pedestrians between a building façade and curb.
- A variety of special colored, textured, and/or permeable paving or surface treatments should be used to delineate areas for pedestrians and other non-motorists within the street-scape.
- Street furniture should serve a variety of purposes and uses, be of a consistent design character, and should not be in areas that conflict with pedestrian and bicyclist movement.

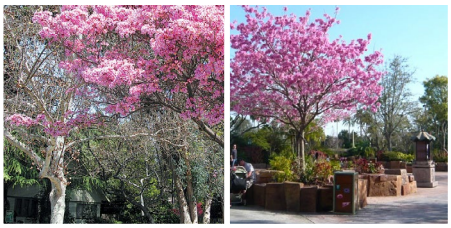
5.4.5 STREET TREES

In general, coordinated planting along the streets can provide shade, introduce seasonal color, define the street edge, and invite pedestrian activity.

The following recommendations for the landscape and planting design palette, show in Figure 5.6, are based on the Department of Public Works' Tree Selection Catalog, LA County's Drought Tolerant Plant List. The landscape recommendations in this Specific Plan are conceptual only on a case by-case basis.

- Major streets will be composed signature plantings from the plant palette to create clearly defined identities unique to each street to improve wayfinding and announce arrival into the West Athens-Westmont communities.
- Formal plantings will be arranged along parkways and landscape easements at intervals appropriate with street scale and canopy cover in order to provide a sense of rhythm and movement within the streetscape.
- Flowering trees and trees with seasonal color to provide a dynamic color palette which denotes the passing of time and creates visual interest.
- The plant palette incorporates deciduous plant material to provide shade canopies during the warm season while allowing penetration of sunlight during the cooler months.
- The placement of trees and portions of planted parkways will provide greater separation for pedestrians from the vehicle traffic, promoting the use of sidewalks by creating a more comfortable experience for pedestrians.

FIGURE 5.6: LANDSCAPE AND PLANTING DESIGN PALETTE


Pink Trumpet Tree

Australian Flame Tree

London Plane Tree

Tipu Tree

Golden Rain Tree

Golden Trumpet Tree

Purple Leaf Plum Thundercloud

New Zealand Christmas Tree

Arizona Ash

Elegant Water Gum

Coast Live Oak

Marina Strawberry Tree

African Tulip Tree

Australian Willow

Desert Willow

Chinese Pistache

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CHAPTER 6 – MOBILITY & PUBLIC REALM

6.1 INTRODUCTION

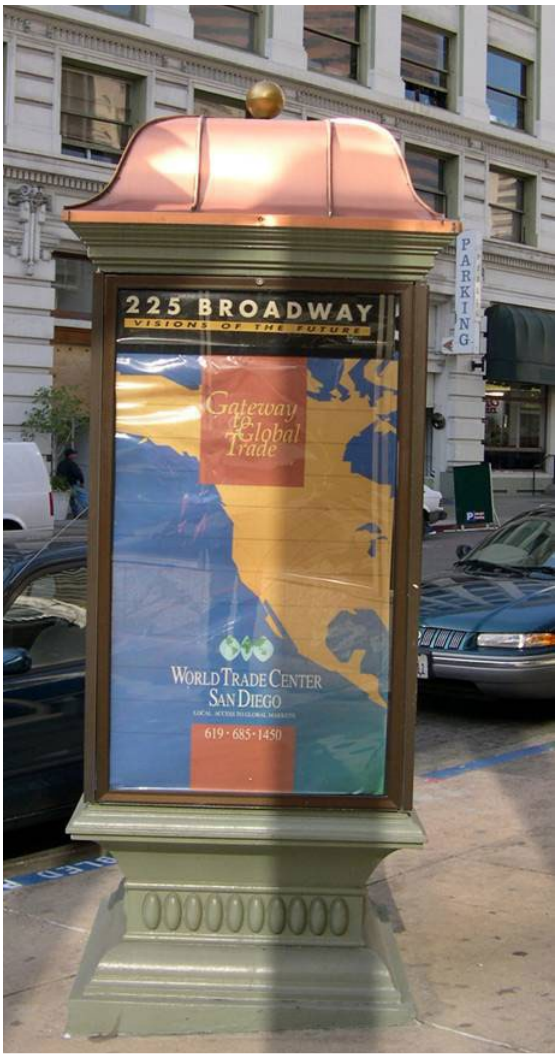
The Mobility Strategy for the Connect Southwest LA Specific Plan describes the circulation improvements needed to support transit oriented development within the Specific Plan area. A key component of the Specific Plan is the transformation of the current circulation network, which largely supports vehicular travel, to a network that places a higher priority on the principles of complete streets and multi-modal design. The strategies set forth in this document are intended to provide a framework for establishing and maintaining a sustainable circulation network that supports both motorized and non-motorized modes of transportation together in an integrated system.

6.2 MOBILITY STRATEGIES

The following mobility recommendations provide direction for future decision-making and development activities in the Specific Plan area. The strategies were developed from input received from community members, stakeholders, and County staff during the community engagement process and County Task Force meetings.

Strategy 1: Improve accessibility to transit through the provision of streetscape improvements, high quality bicycle and pedestrian infrastructure, wayfinding signage, and other enhancements consistent with Metro's First and Last Mile Strategic Plan.

- Improve visibility and access to the Metro Green Line Station through increased lighting, signage, and improved pedestrian and bicycle infrastructure.
- Design streetscapes that provide a comfortable buffer or sense of separation from vehicular traffic.
- Reallocate excess portions of right-of-way, such as overly wide vehicular travel lanes, to design sidewalks and bicycle facilities that are comfortable and safe for people to enjoy.
- Utilize wayfinding, signage, and other amenities that allow pedestrian, bicycle, and transit routes to be easily identifiable.
- Design streetscapes that are attractive and inviting by incorporating sufficient lighting, street trees, landscaping, benches, and other amenities that are pleasant, offer visual stimulation, and promote activity.



Wayfinding & Information Kiosk Example

- Support walking and biking as first – last mile solutions to transit through the provision of amenities such as bicycle parking, bike racks, street lights, seating, and wayfinding maps and signage.

Complete Street Example

Strategy 2: Design streets to facilitate safe, accessible, connections between major destinations for multiple modes of transportation.

- Implement complete streets designs that promotes a multi-modal network of streets and prioritizes safety.
- Provide safe and comfortable pedestrian and bicycle connections between the Metro Green Line and the Los Angeles Southwest College (LASC).
- Create safe, comfortable, and accessible transit waiting areas through the provision of transit amenities such as shelters, benches, shade structures, lighting, system maps, and transit timetables.
- Incorporate streetscape improvements as well as bicycle and pedestrian facilities that support transit operations, such as bus pads, wider sidewalks, buffered bike lanes, bike racks, and traffic control devices that prioritize transit vehicles and facilitate pedestrian circulation.
- Locate transit stops in areas that are active and visible to maximize personal security and safety of waiting transit riders.
- Prioritize roadway improvement projects that improve access to transit and the Metro Green Line Station.

Strategy 3: Develop and incorporate parking management strategies that encourage efficient use of parking resources and support programs that can reduce the parking supply needed.

- Implement parking policies that encourage travel by public transit and other sustainable modes of transportation, such as priced parking, parking time limits, or prohibited on-street parking.
- Implement more accurate and flexible parking standards that reflect the parking demand for the area.
- Support land uses and infrastructure improvements that can reduce the need for parking and promote alternative modes of transportation, such as transit, walking, or biking.

6.3 STREET NETWORK

The Connect Southwest LA Specific Plan provides a comprehensive and context sensitive street network to connect the West Athens–Westmont community. The existing street network is illustrated in Figure 6.1. Much of the street network within the Specific Plan area will remain the same in order to support new development and growth within the area, however some streetscape improvements are proposed along key arterials within the Specific Plan area. These improvements are intended to transform the existing auto-oriented streetscape into a more sustainable multi-modal design. The Specific Plan's roadway and circulation network plans are described below.

6.3.1 IMPERIAL HIGHWAY

Existing Conditions

Imperial Highway is classified as a Major Highway on the County Highway Plan and runs east and west within the Specific Plan boundary. The corridor currently meets the minimum width right-of-way standards for a Major Highway classification as set forth in the Los Angeles County General Plan, which is 100 feet. The corridor is surrounded by a variety of land uses including residential, commercial, and open space. The posted speed limit is 35 miles per hour. Within the project area, the roadway consists of three travel lanes in each direction with a raised median in the center. On-street parking is permitted along the corridor, but is limited in some areas within the project area. Metro and the City of Gardena operate bus lines along the corridor.

Existing Imperial Highway

Vision

Imperial Highway serves as a primary corridor within West Athens for vehicles, transit, and pedestrians. Pedestrian amenities, such as improved landscaping, would enhance the safety and overall pedestrian environment along Imperial Highway, ultimately improving the sense of walkability to bus transit connections as well.

Plan Strategy

The Connect Southwest LA Specific Plan proposes additional landscaping to provide a buffer between the sidewalk and the busy corridor. Improved pedestrian amenities would encourage more pedestrian activity and social interactions among the various residential and

FIGURE 6.1: WEST ATHENS-WESTMONT STREET NETWORK

commercial land uses on Imperial Highway, as well as proposed mixed use on the eastern end of the Specific Plan area both north and south of Imperial Highway.

6.3.2 VERMONT AVENUE

Existing Conditions

Vermont Avenue is classified as a Major Highway on the County Highway Plan and runs north and south within the Specific Plan boundary. The corridor currently meets the minimum width right-of-way standards for a Major Highway classification as set forth in the Los Angeles County General Plan, which is 100 feet. The corridor is surrounded by primarily commercial land use. The posted speed limit is 35 miles per hour and 25 miles per hour in school zones when children are present. Within the project area, the roadway consists of three travel lanes in each direction with a wide raised median in the center. Class II striped bike lanes also exist in each direction within the project area. On-street parking is permitted along much, but not all of the corridor within the project area. Metro and the City of Gardena operate bus lines along the corridor.

Existing Vermont Avenue

Vision

As Vermont Avenue is a key transit corridor with multiple bus routes from various local transit agencies traversing through the corridor. With the successful passage of Measure M, Metro plans to implement bus rapid transit (BRT) along Vermont Avenue and link up to four rail lines along its route between the Sunset/Vermont Red Line station to 120th Street, near the I-110 and I105 freeway interchange. The planned BRT service would also serve the existing Vermont Green Line station located within the Specific Plan area. The Specific Plan's vision for Vermont Avenue highlights the corridor's role in connecting people to transit by expanding the pedestrian environment with wider sidewalks and reduced vehicle travel lane widths. Additionally, pedestrian and bicyclist infrastructure should include improved landscaping and buffered bike lanes to improve accessibility to the area's rich transit network

Plan Strategy

The Specific Plan proposes widening the existing sidewalk on the overpass as well as north of the overpass. As the northern portion of Vermont Avenue currently includes a bike lane on one side of the street, the Specific Plan proposes extending the bike lane to the rest of the corridor on both sides and introduces striped buffers on either side of the lanes for visibility

and safety. To accommodate for these additions, travel lanes on each side along the length of the corridor should be reduced in width to slow down vehicle traffic and create an enhanced multi-modal environment along proposed mixed use to the west of Vermont Avenue. Improved landscaping helps to further promote pedestrian activity to transit connections.

Existing Normandie Avenue

6.3.3 NORMANDIE AVENUE

Existing Conditions

Normandie Avenue is classified as a Secondary Highway on the County Master Plan and runs north and south within the Specific Plan boundary. The corridor currently meets the minimum width right-of-way standards for a Secondary Highway classification as set forth in the Los Angeles County General Plan, which is 80 feet. The segment of Normandie Avenue between 110th Street to 120th Street lies within the TOD boundary. The corridor is surrounded by a variety of land uses including residential and commercial land uses. The posted speed limit is 40 miles per hour north of Imperial Highway and 45 miles per hour south of Imperial Highway. Within the project area, the roadway on-street parking is permitted along a portion, but not all of the corridor within the project area. Metro operates bus lines along the corridor.

Vision

Normandie Avenue is a major roadway connector throughout the Specific Plan area as well as throughout the local region. As it is located in the middle of the Specific Plan area, pedestrian connectivity to adjacent corridors should be reinforced through the provision of streetscape improvements to enhance the safety and overall pedestrian environment.

Plan Strategy

Normandie Avenue connects 120th Street to Imperial Highway and a mix of institutional, commercial, and residential uses. As such, the Specific Plan proposes introducing pedestrian amenities along Normandie Avenue by improving landscaping with the addition of street trees on each side of the corridor.

6.3.4 WESTERN AVENUE

Existing Conditions

Western Avenue is classified as a Major Highway on the County Master Plan and runs north and south within the Specific Plan boundary. The corridor currently meets the minimum width right-of-way standards for a Major Highway classification as set forth in the Los Angeles County General Plan, which is 100 feet. The corridor is surrounded by a variety of land uses including residential, commercial, and open space. The posted speed limit is 40 miles per hour and 25 miles per hour in school zones when children are present. Within the project area, the roadway consists of two travel lanes in each direction with a center two-way left turn lane. On-street-parking is permitted along a portion, but not all of the corridor within the project area. Metro and the City of Gardena operates bus lines along the corridor.

Existing Western Avenue

Vision

Western Avenue currently functions differently north of Imperial Highway as compared to south of Imperial Highway in terms of on-street parking and separation of bike lanes. The vision for Western Avenue is to ensure consistency along the corridor by improving the portion north of Imperial Highway with a more multi-modal design.

Plan Strategy

As a Major Highway, Western Avenue connects the southern portion of the Specific Plan area with the northern portion, with Los Angeles Southwest College to the east of the corridor and mixed use and neighborhood commercial to the west. The Specific Plan proposes continuing the buffered bike lanes that currently exist south of Imperial Highway onto the northern portion of Western Avenue. This includes reducing travel and turn lane widths in order to accommodate for bike lanes as well as slow down vehicle traffic. Along with improved landscaping, this ensures a safer infrastructure for bicyclists and a less auto-oriented corridor.

6.3.5 120TH STREET

Existing Conditions

120th street is classified as a Secondary Highway on the County Master Plan and runs east and west within the Specific Plan boundary. The corridor currently meets the minimum width right-of-way standards for a Secondary Highway classification

as set forth in the Los Angeles County General Plan, which is 80 feet. The corridor is surrounded by a variety of land uses including residential and commercial land use. The posted speed limit is 35 miles per hour and 25 miles per hour in school zones when children are present. Within the project area, the roadway consists of two travel lanes in each direction with a striped center line. On-street parking is permitted along much, but not all of the corridor within the project area.

Vision

The vision for 120th Street consists of a road diet in order to achieve consistency with the portion of 120th Street east of Vermont Avenue. Improved landscaping and buffered bike lanes should be implemented to enhance the safety and overall pedestrian environment along the southern section of the Specific Plan area.

Plan Strategy

120th Street is located just south of West Athens Elementary School and west of Vermont Avenue. A road diet would help to slow vehicle traffic in the area and improve safety for students walking or biking to school. To implement a road diet along this corridor, travel lanes should be reduced to one travel lane in each direction with a turn lane in the center. The Specific Plan also introduces buffered bike lanes on each side of the corridor to further enhance safety measures along 120th Street.

6.4 PEDESTRIAN CIRCULATION

First-and-last mile connections to transit depend in large part on the pedestrian environment. The quality of pedestrian infrastructure surrounding transit stops often impacts an individual's decision to utilize transit. Adequate pedestrian infrastructure, together with appropriate land use designations, can help to activate corridors and promote pedestrian activity. This section discusses some of the existing opportunities to improve the pedestrian environment within the West Athens–Westmont community and to reinforce the area as a TOD district.

6.4.1 SIDEWALK HIERARCHY

Sidewalks must be recognized not as a pedestrian amenity, but as the back bone of West Athens–Westmont's pedestrian network. Sidewalks present inventive opportunities to transform streets into public spaces. In order to create a vibrant walking

environment that encourages pedestrian activity, sidewalks need to be safe, connected, comfortable, accessible, and attractive.

Although sidewalks exist along major corridors within the Specific Plan area, most sidewalks are narrow in width and do not support high levels of pedestrian activity. The Specific Plan proposes a sidewalk hierarchy to establish a physical framework for sidewalk design. The sidewalk hierarchy is intended to facilitate the most appropriate allocation of space that encourages people to walk as a part of their everyday routine.

Example Sidewalk

The sidewalk hierarchy is composed of three levels: Level 1, Level 2, and Level 3. Each level varies in their allocation of space amongst the frontage zone, pedestrian zone, furniture zone, and curb zone, which are defined as follows:

- Frontage Zone: The frontage zone encompasses the area of the sidewalk that separates pedestrians from the property line or building/store fronts. The frontages zone typically provides space for outdoor seating, store entrances, street vendors, and provides a buffer for pedestrians from opening doors and other architectural elements.
- Pedestrian Zone: The pedestrian zone is the area of the sidewalk that is specifically reserved for pedestrian travel. It should be free of obstacles, well-lit, and functional in all weather conditions. Street furniture, plantings, outdoor seating, utility boxes, and other elements should not protrude into the pedestrian zone. Additionally, the surface quality of the pedestrian zone is of key importance and should be smooth, stable, and slip resistant, with minimal gaps and rough surfaces.
- Furniture Zone: The furniture zone is the area of the sidewalk between the pedestrian zone and the street curb. The furniture zone provides space for utilities, such as traffic poles and fire hydrants, as well as amenities, such as benches, bus shelters, and street trees. Items places in this zone must be strategically located so not to obstruct sight lines, prevent damage from vehicles on the street, and to allow for access to and from parked cars.
- Curb Zone: The curb zone is the first six inches of sidewalk area immediately adjacent to the roadway. The curb zone discourages motor vehicles from driving onto the sidewalk, prevents excess water from collecting onto the sidewalk, and provides a valuable cue that separates the sidewalk from the roadway and vehicular traffic.

Each level within the hierarchy is designed to support varying levels of pedestrian activity. Locations of each level corresponds with the locations of the various pathways in the Metro Pathways hierarchy. For instance, Level 1 sidewalks, which are the widest sidewalks, should be located along pathway arterials to accommodate high levels of pedestrian activity. Level 2 sidewalks should be located along pathway collectors to accommodate moderate levels of pedestrian activity, while Level 3 sidewalks should be reserved for low-density residential streets. The various levels of the sidewalk hierarchy are defined as follows:

- Level 1: Level 1 sidewalks are the widest sidewalks within the hierarchy and should have a minimum width of ten feet in order to support high pedestrian volumes and to accommodate the street trees, benches, outdoor seating, and other amenities. Level 1 sidewalks should be located along pathway arterials and areas with higher density, mixed-use, or commercial land use development. Space allocation for Level 1 sidewalks should favor the pedestrian and frontage zone to provide adequate passing space between pedestrians and to accommodate for store-front amenities such as outdoor seating within commercial or mixed-use zones.
- Level 2: Level 2 sidewalks are slightly narrower in width than Level 1 sidewalks and should have a minimum width of seven feet in order to accommodate moderate levels of pedestrian activity and to accommodate some pedestrian amenities. Level 2 sidewalks should be located along pathway collectors. Space allocation for Level 2 sidewalks should favor the pedestrian and furniture zone.
- Level 3: Level 3 sidewalks are the narrowest sidewalks within the hierarchy and should be located along low-density residential streets that do not carry high volumes of traffic or pedestrian activity. They should have a minimum width of five feet in order to meet American Disability Act (ADA) standards and be accessible for all pedestrians regardless of ability. Due to its minimal width, space allocation of Level 3 sidewalks should favor the pedestrian zone.

Figure 6.2 illustrates the suggested locations of the various sidewalk levels. The Specific Plan, however, recognizes that sidewalk design and construction often occurs under constrained conditions, such as narrow right-of-ways, utilities, grading, and topography. These are all key factors to consider when designing and constructing accessible sidewalks.

6.4.2 PEDESTRIAN CROSSINGS

A safe and comprehensive pedestrian network requires the ability to complete two important functions: walking along streets and crossing streets safely. Several tools exist to enhance the overall pedestrian experience and to help make crossing streets easier and safer for pedestrians. The Specific Plan recommends that the following design guidelines to facilitate safe pedestrian crossing:

1. Marked Crosswalks - Marked crosswalks are a key element in providing safe pedestrian crossings. Crosswalks help to guide pedestrians and identify locations where it is safe to cross, as well as inform drivers of pedestrian movements. Crosswalks can be located at intersections, mid-block crossings, or uncontrolled crossings. Crosswalks shall meet basic requirements for visibility and shall follow guidelines set forth in the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD). The Specific Plan recommends that crosswalks be in place at the following locations whenever possible:
   - All signalized intersections
   - Near key transit stops and stations
   - Locations with heavy pedestrian volumes
   - Along school walking routes
   - Trail crossings

   The Specific Plan proposes the following crosswalk improvements to improve pedestrian safety and crossing:

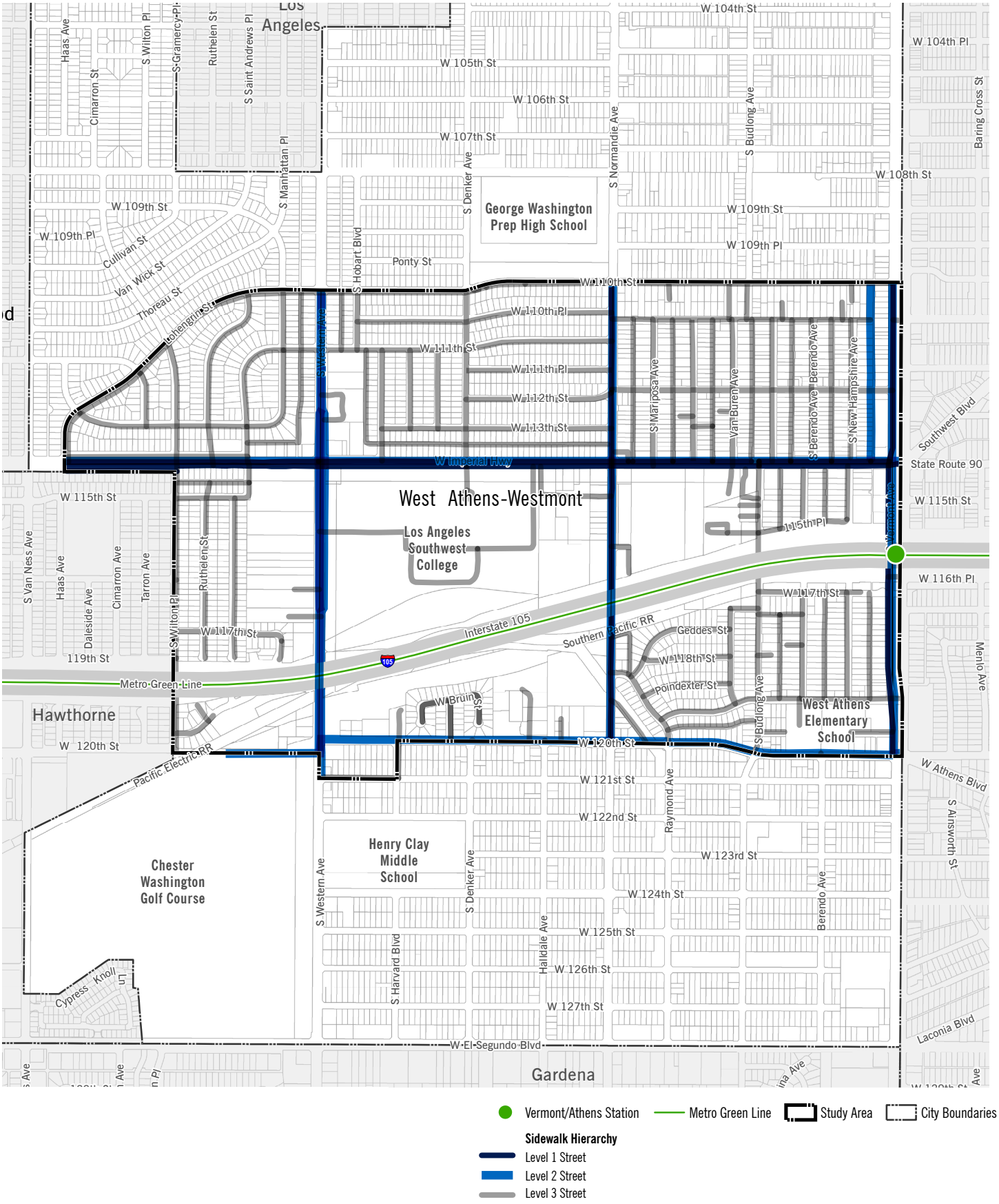
LOCATION	CORNER/LEG	PROJECT DESCRIPTION
Western Ave/110th Street	East/West leg	Stripe continental crosswalk
Western Ave/111th Street	All legs	Restripe as continental crosswalk
Western Ave/Imperial Hwy	All legs	Restripe as continental school crosswalk
Western Ave/LA Southwest College	North/East/West legs	Stripe as continental school crosswalk
Vermont Ave/ Vermont-Athens Metro Station	Mid-block	Stripe continental crosswalk
Vermont Ave/ Vermont-Athens Metro Station	Mid-block	Add pedestrian signage

2. Pedestrian Safety Islands – Pedestrian safety islands provide pedestrians refuge and reduces the exposure time experienced at crossing wide intersections and should be installed at locations where pedestrians are required to cross three lanes of traffic in one direction.

Existing Pedestrian Crossing

3. Curb Extensions – Curb extensions are traffic calming treatments that narrow the roadway to create safer and shorter crossing distance for pedestrians. They also help to improve the overall visibility of pedestrians by placing them in alignment with on-street parking. They should be placed on streets with high pedestrian volumes or along wide streets that are difficult to cross.
4. Curb Ramps – Curb ramps are critical features to improve accessibility pedestrians with mobility limitations and visual impairments. They should be installed at all crosswalks to comply with ADA requirements.

FIGURE 6.2: PEDESTRIAN NETWORK MAP



5. Pedestrian Crossing Signage – Pedestrian crossing signage is used to alert motorists of the presence of pedestrians along roadways. They should be installed at uncontrolled crossings to alert motorists in advance.

6.4.3 PEDESTRIAN AMENITIES

The pedestrian network plays a key role in creating vibrant public spaces that encourage social activity, as well as a sense of place and community. Pedestrian friendly sidewalks should incorporate amenities that are attractive, pleasant, offer visual stimulation, promote activity. The Specific Plan recommends that the following design guidelines to guide the installation of pedestrian amenities:

1. Street Trees – Street trees serve a variety of urban design functions such as acting as a pedestrian buffer, accentuating spaces, creating a sense of enclosure, providing shade and filtered light, and improving visual aesthetics along a corridor. Street trees should be incorporated whenever possible, especially along pathway arterials. All street trees should be planted in accordance with established County planting standards.
2. Seating – Seating provides reprieve for pedestrians and provides a place to rest or wait. Providing comfortable places to sit can transform a sidewalk into a gathering place for social activity. Pedestrian seating and benches should be installed when feasible and should adhere to ADA standards and should not obstruct pedestrian pathways.
3. Street Lights – Street lights provide a sense of safety and security for pedestrians and waiting transit patrons, as well as facilitate the safe movement of vehicular traffic. Appropriate levels of street lighting should be installed to provide safe, consistent lighting along a corridor, while reducing energy consumption and costs.
4. Public Art – Public art features help provide visual stimulation and improve visual aesthetics along a corridor. They can help unify an area or district or help to identify a neighborhood gateway. Care should be given to the installation of public art to ensure that they do not obstruct pedestrian pathways and they adhere to ADA standards.

Seating Example

Pedestrian Street Light Example

6.5 BICYCLE CIRCULATION

Bicycling provides a sustainable solution for traveling the first and last mile to and from a transit station. While transit and bicycling are complementary modes, issues of infrastructure connectivity often impacts a person's decision to bike the first and last mile of their journey from transit. The following section describes improvements to bicycle network to promote bicycling within the Specific Plan area.

6.5.1 BICYCLE FACILITY TYPES

Bikeways are facilities that are designated primarily for bicycle travel. They are generally divided into three types: Class I, Class II, and Class III.

- Class I (Bike Path) – Provides a completely separated right-of-way (off-street) designated for the exclusive use of bicycles and pedestrians with crossflow traffic minimized.
- Class II (Bike Lane) – Provides a restricted right-of-way (on-street) designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with crossflows by pedestrians and motorists permitted. Vehicle parking can be allowed to the right of bike lane if sufficient right-of-way width exists.
- Class III (Bike Route) – Provides for shared use with pedestrians or motor vehicles and is (on-street) designated by signs or permanent markings.

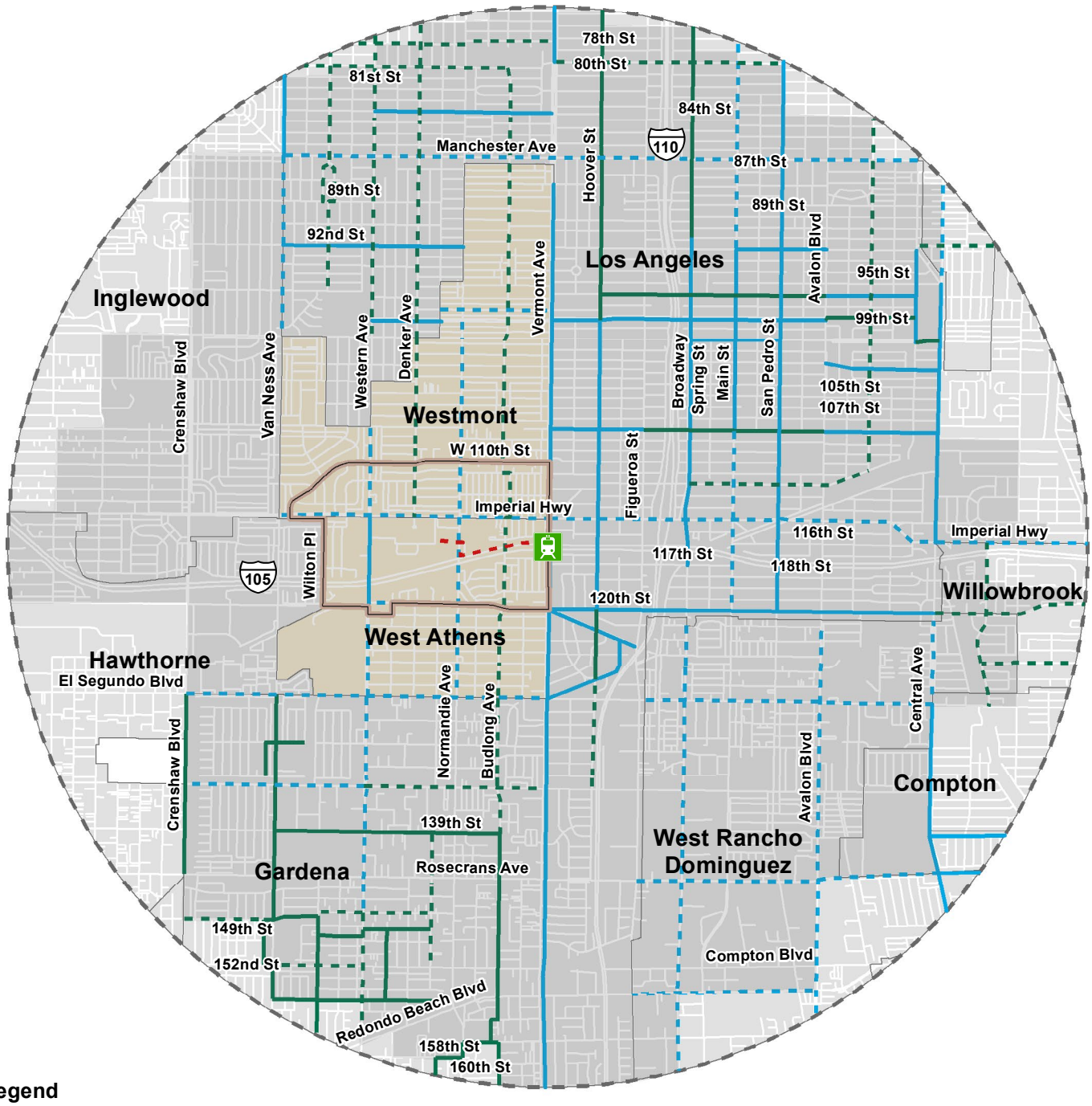
Class I (Bike Path) Example

Existing Class II (Bike Lane)

6.5.2 BICYCLE NETWORK

Figure 6.3 illustrates the level of bicycle accessibility within a three mile radius of the Vermont Green Line station. Using the station as a starting point, all possibly bicycle routes were mapped based on the street grid and then consolidated into a larger catchment shape or bike shed. Although there are 42 miles of existing bikeways within the three mile radius of the Vermont Green Line station, there are only 0.5 miles of existing Class II bikeways located within the Specific Plan area itself. The existing bicycle network within the Specific Plan area provides limited accessibility and connectivity. One of the main constraints of the existing bicycle network is the limited facilities to the west of the Vermont-Athens Green Line station and limited north-south access.

FIGURE 6.3: BICYCLE NETWORK MAP



Legend

- Green Line Station
- Study Area Boundary
- 3-Mile Buffer
- 3-Mile Bike Shed

Existing Bikeways

- Class I
- Class II
- Class III

Proposed Bikeways

- Class I
- Class II
- Class III

Note: there are no Class I bikeways within a 3-mile radius of the study area.

The Specific Plan proposes to add approximately 11 miles of bikeways to the existing network. These streets were selected based on the opportunities they presented to improve connectivity within West Athens–Westmont and the regional bikeway network of neighboring cities.

6.5.3 MULTI-USE PATH TO LASC

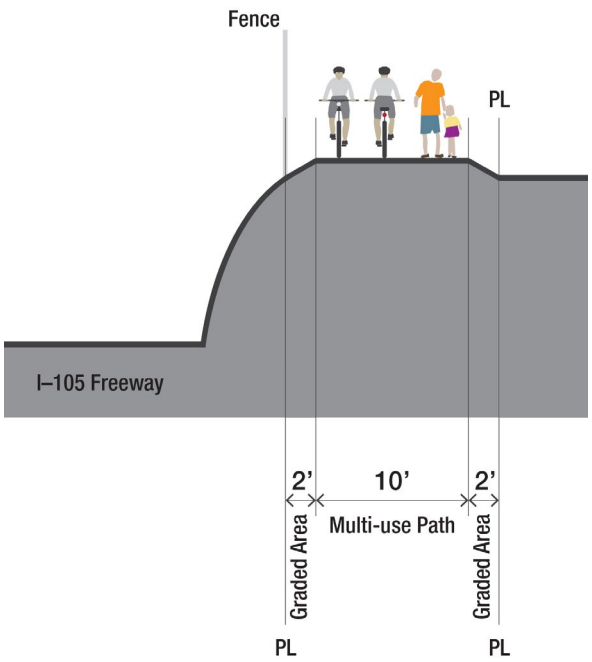
To address the connection between Los Angeles Southwest College and the region's transit network, the Specific Plan proposes constructing a multi-use path from LASC to Vermont Avenue, as illustrated in Figure 6.4. Construction of this multi-use path would provide students with a safe path to access transit in the area. Because this path would be located along I-105, regrading is necessary for even sloping, as well as a fence to separate the path, as illustrated in Figure 6.5. Additionally, crosswalk and traffic signals should be added to facilitate crossing near major corridors. Construction of this multi-use path should follow Caltrans Design Guidelines for Class I bike lanes.

FIGURE 6.4: FIRST-LAST MILE CONNECTION TO LASC

LEGEND

1. Recommended traffic signal to faciltate crossing.
2. Slope issues between Laurel Avenue and Budlong Avenue, would require regrading.
3. Recommended crosswalk with active warning beacons to facilitate crossing.
4. Slope issues between Budlong Avenue and New Hampshire Avenue, would require regrading.

FIGURE 6.5: MULTI-USE PATH SECTION



6.5.4 BICYCLE INFRASTRUCTURE AMENITIES

In addition to the provision of bikeways, the Specific Plan recommends the following design guidelines to guide the installation of bicycle infrastructure amenities:

1. Bicycle Parking – Providing ample, well-designed bicycle parking is a key component to increasing bicycling within an area. Bicycle parking consists of racks that supports the bicycle upright and provides a secure place to lock. Care should be given to their installation to ensure that they do not obstruct pedestrian pathways and they adhere to ADA standards.
2. Bike Crossing Signals – Bicycle signals facilitate safe intersection crossing by instructing bicyclists when they are able to enter an intersection and by restricting conflicting vehicular movement.
3. Bicycle Wayfinding Signage – Bicycle wayfinding systems typically consists of signs or pavement markings that indicate information regarding route, destinations, and directions. They help familiarize bicyclists with the bikeway network, identify best routes to destinations, and alert motorists of the presence of bicyclists. They should be placed along all streets that are part of the bikeway network.

Bike Parking

6.6 SIGNAGE AND WAYFINDING

Signage and wayfinding provides critical information to pedestrians, bicyclists, motorists, and transit riders about the space that they are navigating. They help to assure safety and comfort as people traverse through unfamiliar neighborhoods and communities. Transit stops, such as the Athens/Vermont stop, should be identified with signage so that various user groups can recognize and navigate to its location. These signs should indicate the stop name and include appropriate directional signage to identify its location. They should ideally be located along pathway arterials and collectors. Figure 6.9 illustrates the locations of proposed wayfinding signage.

Wayfinding Example

6.7 SAFETY AND COMFORT

A key element impacting the overall transit experience includes the safety and comfort of the transit stop environment. An individuals' perception of safety and comfort walking to and from a transit station as well as waiting for transit will impact their decision to use public transit. Because the I-105 freeway lies within the Specific Plan boundary, freeway underpass and overpass enhancements are key in improving safety and comfort for the residents and visitors of the West Athens–Westmont community.

The Specific Plan recommends incorporating visually-engaging elements at freeway crossings to make a friendlier street and pull active transportation users along the Vermont Avenue pathway. Elements such as street trees or other landscaping features can help to beautify the area. Additionally, incorporating public art along the I-105 overpass or underpass can also help engage pedestrians and bicyclists by giving them compelling things to look at.

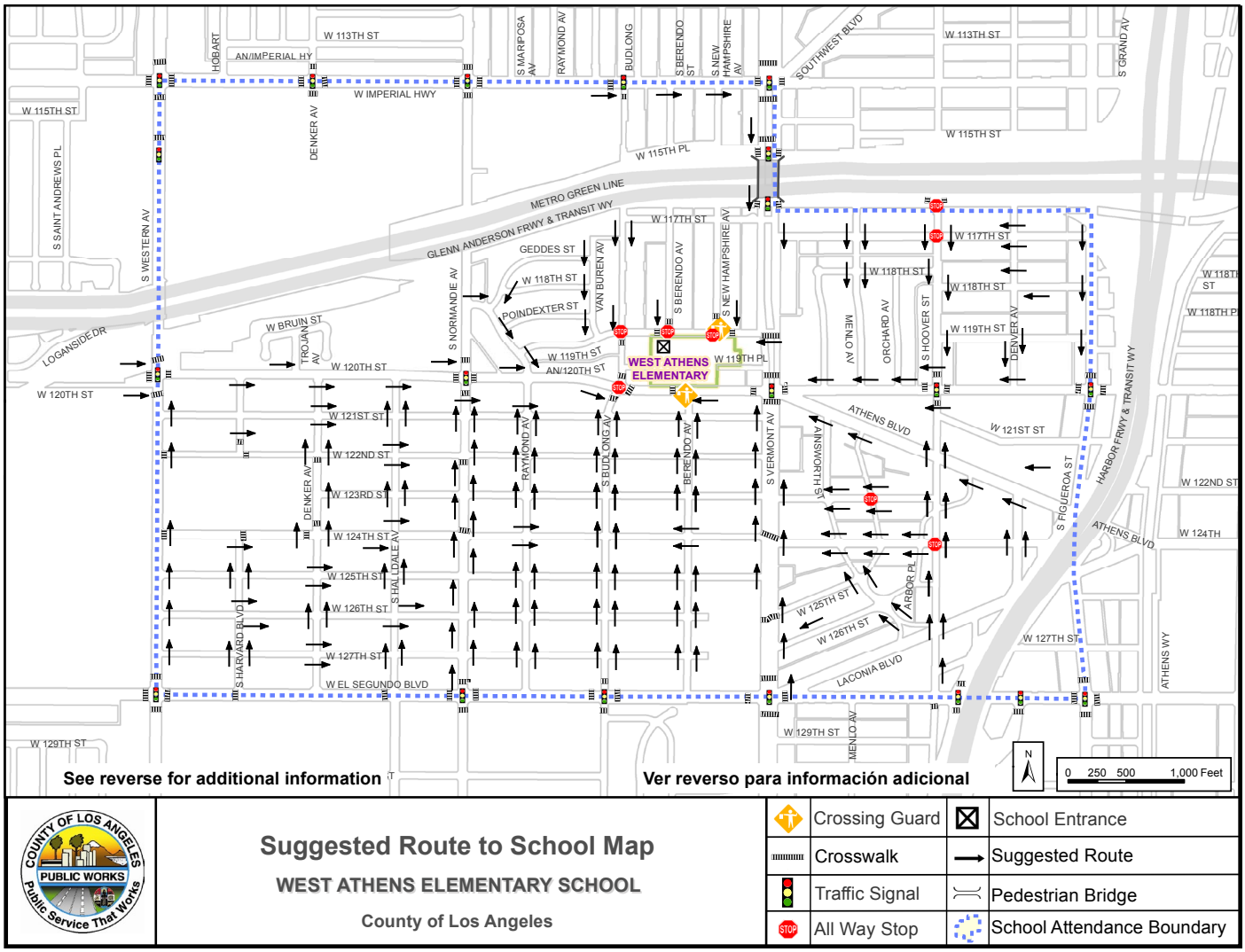
The pedestrian experience and safety along the overpass can also be improved by installing special paving and bollards along curb edges. These features help to improve safety for pedestrians with visual impairments and provide a valuable cue separating the sidewalk from the roadway and vehicular traffic.

6.8 SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) is a program that focuses on helping children get to school safely by walking and bicycling. The West Athens Elementary School lies within the Specific Plan area, creating the need to develop a safe network of pedestrian and bicycle infrastructure for children to utilize. The Safe Routes to School plan for West Athens Elementary School as suggested by the County of Los Angeles Public Works Department is illustrated in Figure 6.6. The Specific Plan proposes the following design guidelines to promote safer routes to school:

1. Appropriate levels of street lighting should be installed on both sides of wide streets.
2. Appropriate traffic controls, such as marked crosswalks, traffic signals, and warning signs or flashers should be utilized at pedestrian crossing locations.
3. Curb ramps with warning strips, such as truncated domes, should be provided at pedestrian street crossings to facilitate the safe crossings of pedestrians with mobility or vision impairments.

FIGURE 6.6: WEST ATHENS ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL MAP



COUNTY OF LOS ANGELES PUBLIC WORKS Public Service That Works

Suggested Route to School Map

WEST ATHENS ELEMENTARY SCHOOL

County of Los Angeles

	Crossing Guard		School Entrance
	Crosswalk		Suggested Route
	Traffic Signal		Pedestrian Bridge
	All Way Stop		School Attendance Boundary

6.9 TRANSIT CIRCULATION

Transit plays a substantial role within the West Athens–Westmont community. It serves as the primary mode of transportation for many who lack access to a private vehicle or are unable to drive independently. A key component of the Specific Plan is to improve accessibility to the existing transit system and the overall transit experience, which encompasses more than the transit ride itself, but also includes getting to and from transit and the rider's experience waiting for transit.

6.9.1 LOCAL BUS SERVICES

Station Entry Example

The Specific Plan area has access to an extensive network of public transportation. The study area encompasses several local bus routes operated by Metro and the City of Gardena. The Specific Plan area is serviced by a total of eight local bus routes. Additionally, the Metro Green Line also operates within the study area and provides light rail services connecting the South Bay, Harbor Gateway, and Norwalk communities.

The Metro Green Line runs in the median of the Glenn Anderson Freeway (I-105) within the study area boundary. The existing Vermont/Athens Green Line Station is located underneath the Vermont Avenue overpass in the median of the I-105 freeway. It is accessible from Vermont Avenue via stairways and elevators. Although transit amenities exist at the station, such as benches, wayfinding maps, and shelter, the station lacks a sense of transparency, or the degree to which an individual can see or perceive what lies beyond the edge of a street or public space in order to feel safe.

Existing Bus Route Along Vermont

Primary transit corridors within the study area boundary consists of Imperial Highway, Vermont Avenue, and Western Avenue. Seven bus routes travel along Imperial Highway (Metro bus routes 120, 206, 207, 209, 757, and City of Gardena bus route 2), five bus routes travel along Vermont Avenue (Metro bus routes 204, 206, 209, 754, and City of Gardena bus route 2), and three bus routes travel along Western Avenue (Metro bus routes 207, 209, and City of Gardena bus route 2).

The Specific Plan recommends coordinating operating schedules between local feeder bus routes and the Metro Green Line to improve the overall transit service and multi-operator transit trips. Schedule improvements, such as minimizing passenger wait times between transfers, can help improve efficiency and encourage more transit ridership.

6.9.2 BUS AND BIKE INTERFACE

The Specific Plan also acknowledges that alternative modes of transportation, such as transit and bicycling are complementary modes and must often interact with one another on urban and suburban streets. The coexistence between buses and bikes on roadways, however, can present significant challenges due to differences in size, average speed, and stopping patterns. Conflicts often arise as bicyclists must share the right-hand lane and curb with stopping buses. To minimize these types of conflicts, the Specific Plan encourages the exploration of alternative bus stop designs outside of the conventional curbside stops. One such design includes creating a short bike channel that diverts bicycle traffic behind transit stops as depicted in Figures 6.7 and 6.8. Additional analysis should be conducted in order to determine feasibility and evaluate effectiveness.

FIGURE 6.8: FLOATING BUS STOP AND BIKE CHANNEL DESIGN

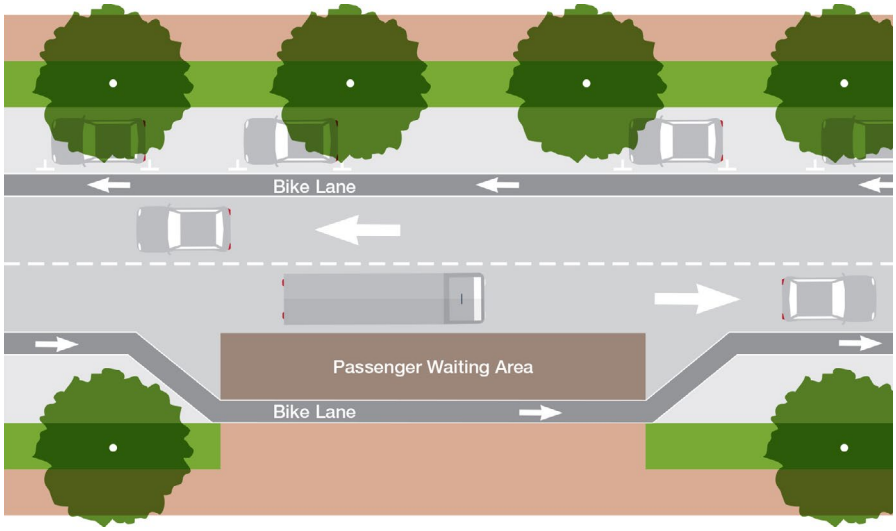


FIGURE 6.7: FLOATING BUS STOP AND BIKE CHANNEL IN SEATTLE

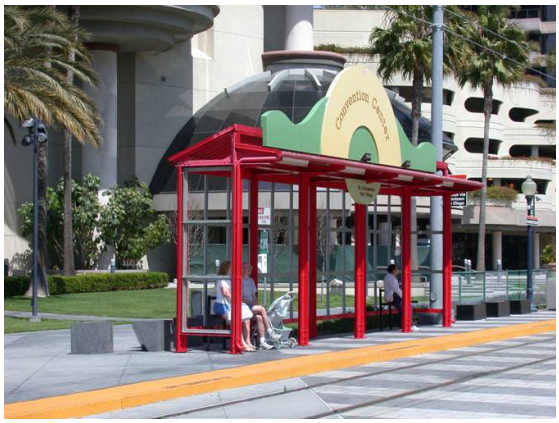
Source: NACTO Urban Street Design Guide

6.9.3 TRANSIT ACCESS

A key element impacting the overall transit experience includes the safety and comfort of the transit stop environment. An individual's perception of safety and comfort walking to and from a transit station as well as waiting for transit will impact their decision to use public transit.

Currently, the Vermont Green Line station is located in the Specific Plan area on Vermont Avenue. Existing conditions along the corridor impact visibility of the station. Although existing sidewalks along the corridor are approximately ten feet wide, the number and width of vehicular travel lanes make the corridor feel unsafe for pedestrians and bicyclists. The Specific Plan proposes widening the sidewalk along the corridor, reducing the width of the travel lanes, adding buffered bike lanes, and introducing additional wayfinding to the station to improve visibility and encourage walking, biking, and transit use.

6.9.4 TRANSIT AMENITIES



Transit Shelter Example

Transit stop amenities work to improve operations, ridership levels, and the overall transit experience. Amenities can include shelters, benches, lighting, transit information, bicycle racks, and public art. Well-designed transit stops can improve patron comfort and convenience and attract new riders. Installation of transit stop amenities should be done in consultation with the local transit agencies servicing the area, which includes Metro, and Gardena Municipal.

Bus shelters play an important role in transit operations. They provide patrons shelter from varying weather conditions and provide a place to rest and wait. Bus shelters should provide other amenities such as benches, stop ID, route information, and lighting. Additionally, shelter placement should not obstruct the loading and unloading of passengers or the pedestrian pathway.

Transit information is also an important amenity at transit stops. Whenever possible, transit stops should include information on service routes and schedules, as well as local area maps and wayfinding information. Providing transit information at stops allow patrons to determine whether or not they are waiting at the correct stop and where they need to go once they arrive at their stop. Ideally, real-time arrival information should also be included whenever possible in order to improve transit reliability and encourage transit usage.

6.10 FIRST-LAST MILE STRATEGIES

In 2014, the Los Angeles Metropolitan Transportation Authority (Metro) approved its First Last Mile Strategic Plan, which identifies design strategies to improve active transportation access and connections to public transit. The Connect Southwest LA Specific Plan recognizes that station access is a key element in successful TOD station area planning and has identified strategies that focuses on improving accessibility during the first and last miles of a transit rider's journey. These strategies include streetscape improvements, bicycle and pedestrian infrastructure improvements, as well as signage and wayfinding improvements.

6.10.1 PATHWAYS

The Metro Pathways concept established in Metro's First and Last Mile Strategic Plan includes a hierarchy of pathways that extend to and from a transit station and is designed to support active modes of transportation. These pathways take into consideration the existing street network, key destinations, feeder transit services, existing and planned infrastructure, existing bike and pedestrian volumes, and surrounding land uses in order to design a physical active transportation network that improves transit station access. The Metro Pathways concept is comprised of two types of pathways, pathway arterials and pathway collectors. Pathway arterials serve as the main branches of the network, while pathway collectors serve as feeder routes. Figure 6.9 illustrates the Metro Pathway network surrounding the Athens/Vermont Green Line station and includes pathway arterials, pathway collectors, existing Metro bus stops, key destinations, and suggested areas for wayfinding signage.

Example Pathway

6.10.2 PATHWAY ARTERIALS

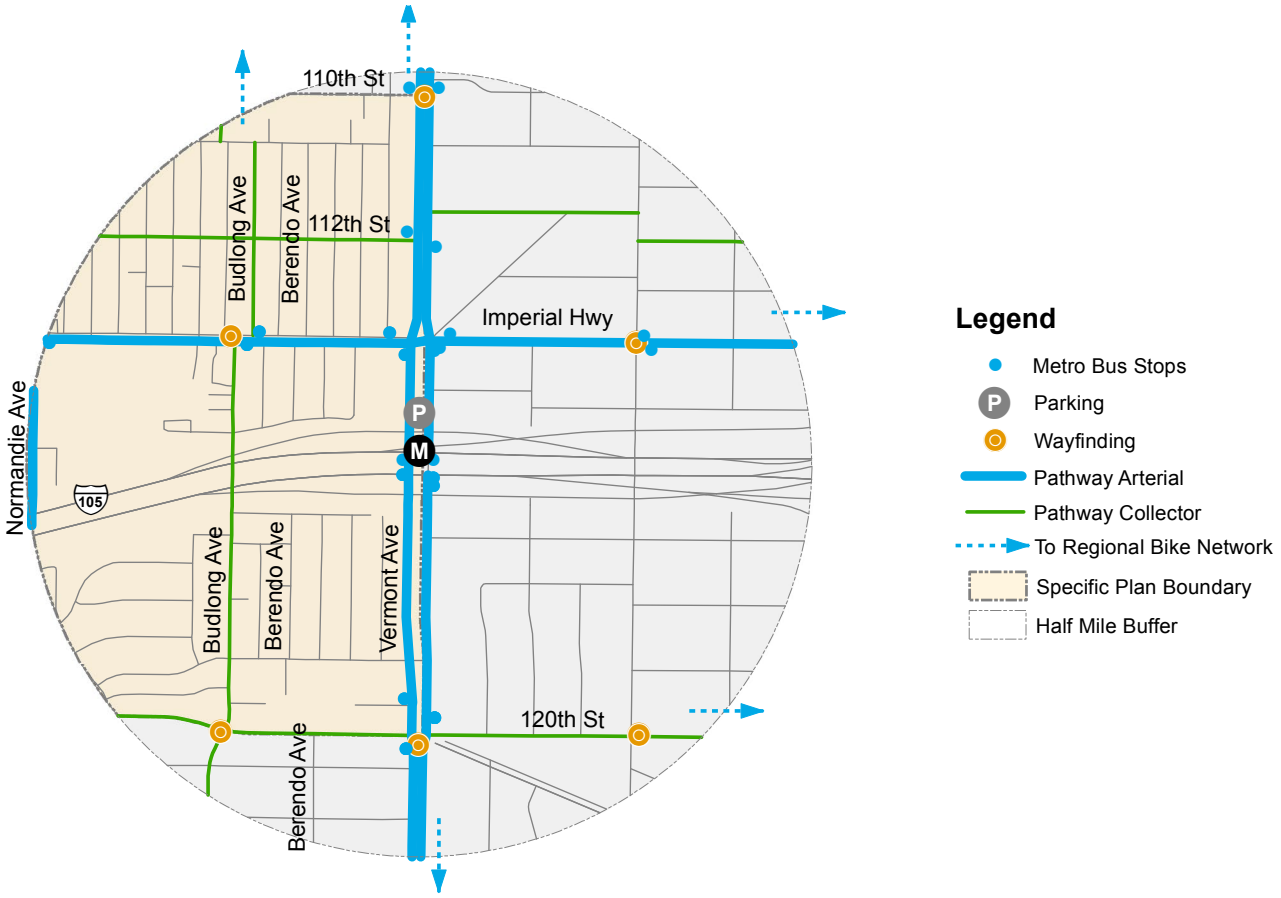
Pathway arterials are primary routes that extend from stations and support maximum throughput activity for active transportation users. They are designed to accommodate high levels of active transportation and a broad range of users. They typically include design treatments such as separated active transportation lanes, signal and crossing improvements, wayfinding, and plug-in components (i.e. bike share). Pathway arterials should typically radiate out from a station portal in at least four directions, and extend out at a minimum of one-half mile from the station to an upper limit of three miles from the station. Pathway arterials should also

integrate the regional bikeway network at opportune points beyond the one-half mile access shed.

6.10.3 PATHWAY COLLECTORS

Pathway collectors are routes within the station area that both feed into pathway arterials and support crossing movements and general station area permeability. They work to reduce travel distances for non-motorized users by focusing on the provision of efficient access to pathway arterials. Pathway collectors include streets and routes located within the one-half mile access shed of a transit station and streets that feed into the main branch lines or pathway arterials. They typically include design considerations that improve intersection and mid-block crossings.

FIGURE 6.9: FIRST-AND-LAST MILE PATHWAY NETWORK



6.11 PARKING

Parking policies play a significant role in the viability and success of TOD projects and districts. These policies can help to shape an area's travel behavior, community design, and local economic growth. The existing parking supply within the Specific Plan area is comprised of a combination of on-street and off-street parking resources. The County has expressed interest in the potential removal of on-street parking along major arterials throughout Los Angeles County and encouraging new development projects to provide sufficient parking on-site. The potential removal of on-street parking along major arterials provides additional opportunities for enhancing multimodal travel and improving the existing streetscapes.

Study Area On-Street Parking Example

The Connect Southwest LA Specific Plan provides modifications to the parking requirements contained in Chapter 22.52 Part 11 of Title 22. These modifications are intended to provide a parking supply that supports TOD districts and allows for greater flexibility in the provision of minimum parking spaces.

Table 6.1 provides off-street parking requirements for the Specific Plan area.

TABLE 6.1: PARKING REQUIREMENTS

Standard	Minimum	Maximum
R-1 / R-2 Zone		
Single Family Residential	2.0/DU	2.0/DU
R-3 Zone		
Bachelor Apartment	0.60/DU	1.0/DU
1 Bedroom	0.90/DU	1.25/DU
2 Bedroom	1.20/DU	2.0/DU
Guest	0.15/DU	0.25/DU
RPD Zone		
Single Family Residential	2.0 / DU	2.0 / DU
MXD-1 Zone		
Bachelor Apartment	0.60 / DU	1.0 / DU
1 Bedroom	0.90 / DU	1.25 / DU
2 Bedroom	1.20 / DU	2.0 / DU
Guest	0.15 / DU	0.25 / DU
Office	1.50 / 1,000 sf	2.0 / 1,000 sf
Retail	2.50 / 1,000 sf	3.5 / 1,000 sf
Restaurant	7.00 / 1,000 sf	17.0 / 1,000 sf
MXD-2 Zone		
Bachelor Apartment	0.60/DU	1.0/DU
1 Bedroom	0.90/DU	1.0/DU
2 Bedroom	1.20/DU	2.0/DU
Guest	0.15/DU	0.25/DU
Office	1.50 / 1,000 sf	2.0 / 1,000 sf
Retail	2.40 / 1,000 sf	3.0 / 1,000 sf
Restaurant	6.80 / 1,000 sf	12.0 / 1,000 sf
C-2 Zone		
Retail	3.0 / 1,000 sf	3.5 / 1,000 sf
CC Zone		
Office	2.0 / 1,000 sf	2.0 / 1,000 sf
IT Zone		
Schools	0.18 / per school population	0.2 / per school population

6.12 STREETSCAPE IMPROVEMENTS

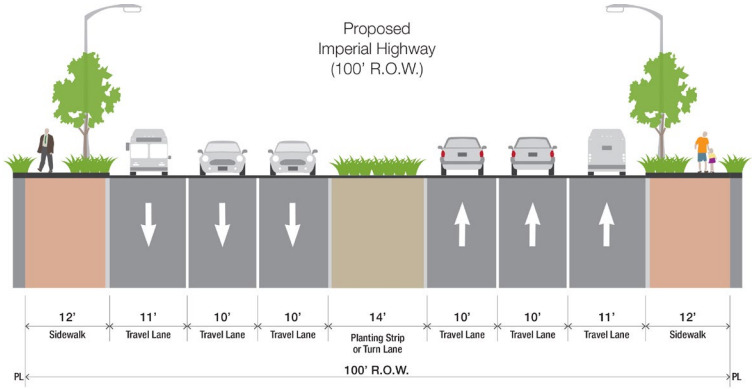
Complete Street Example

The Connect Southwest LA Specific Plan recognizes the role that the built environment and street design plays on a community's health and wellness. Well-designed streets can provide safer and more attractive settings for people to walk and bike, as well as to encourage more transit use. The Specific Plan focuses on laying the foundation for a more unified network of streets that promote multi-modal circulation as well as the safe and efficient movement of motorized and non-motorized modes of transportation. This section describes the proposed streetscape improvements within the West Athens-Westmont TOD Specific Plan area. To ensure adequate emergency access, future streetscape improvements are subject to approval from the County of Los Angeles Fire Department's Land Development Unit. The Specific Plan proposes the following streetscape improvements to promote more livable and sustainable streets.

6.12.1 IMPERIAL HIGHWAY

Imperial Highway serves as both a major pathway arterial and transit corridor. Sidewalks along this corridor should be designed to support high levels of pedestrian activity. The Connect Southwest LA Specific Plan proposes maintaining existing sidewalk widths of 12 feet and the addition of more street trees along Imperial Highway. The additional landscaping should be placed to provide a buffer between the sidewalk and the busy corridor, as illustrated in Figure 6.10.

FIGURE 6.10: PROPOSED IMPERIAL HIGHWAY STREETSCAPE IMPROVEMENTS



6.12.2 VERMONT AVENUE

As the I-105 overpass runs along the center of Vermont Avenue in the study area, the Specific Plan recognizes the corridor in three differing sections. Along the overpass portion of Vermont Avenue, the Specific Plan proposes widening the existing sidewalk to 25 feet on the western side of the right of way belonging the County of Los Angeles, as illustrated in Figure 6.11. The sidewalk on the opposite side as well as north of the overpass should be increased to a width of 15 feet. Widening the sidewalks along this segment of Vermont will not only support high levels of pedestrian activity, but will also increase visibility of the Vermont Green Line station. 6-foot bike lanes are proposed on each side of the corridor along its entire length, with 2-foot striped buffers. Travel lanes on each side of the corridor should be reduced in width to 10 feet while allowing 12 feet for shoulder bus lanes. Improved landscaping is recommended north of the overpass portion of Vermont Avenue, as illustrated in Figure 6.12, to enhance the streetscape and promote pedestrian activity. South of the overpass portion of Vermont Avenue, the Specific Plan also proposes a wider median and merges the existing parkway with the sidewalk on the eastern side of the corridor, as illustrated in Figure 6.13.

FIGURE 6.11: PROPOSED VERMONT AVENUE STREETSCAPE IMPROVEMENTS (OVERPASS)

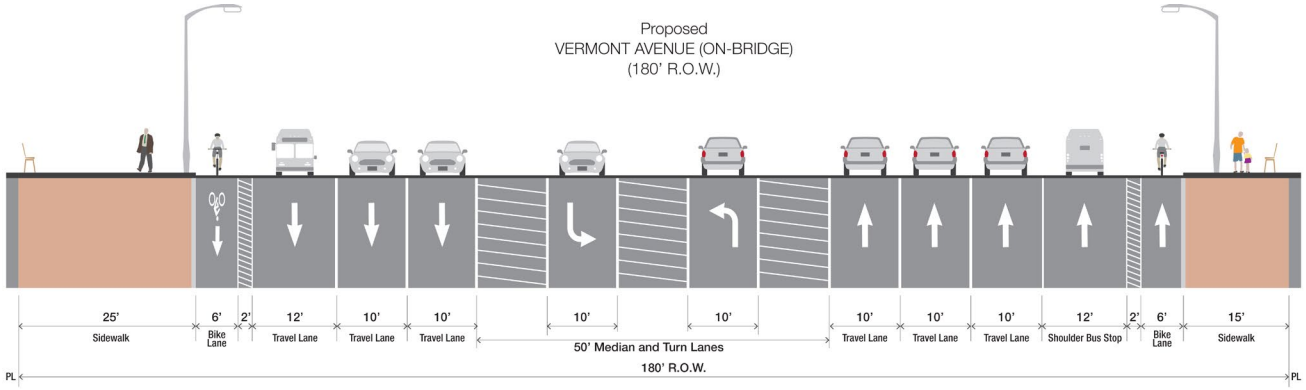


FIGURE 6.12: PROPOSED VERMONT AVENUE STREETSCAPE IMPROVEMENTS (NORTH OF OVERPASS)

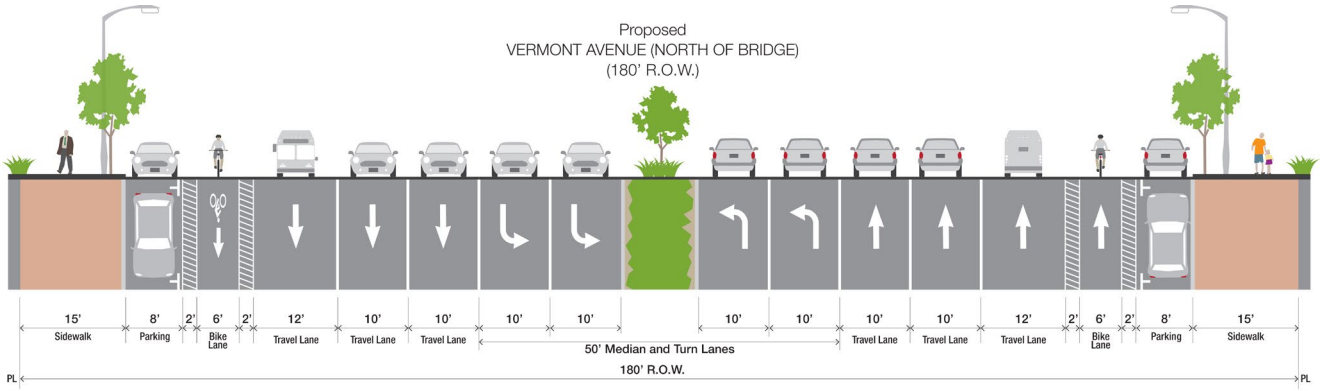
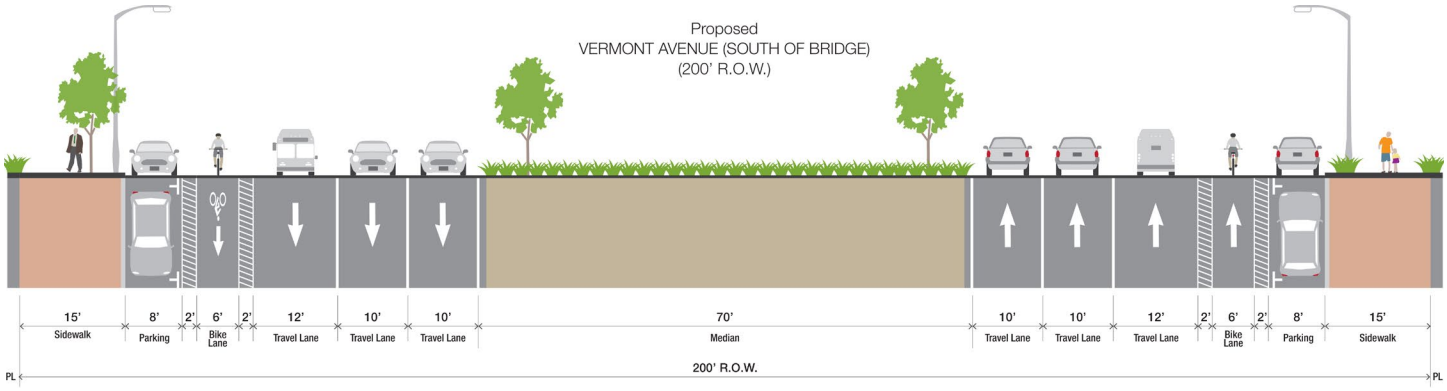


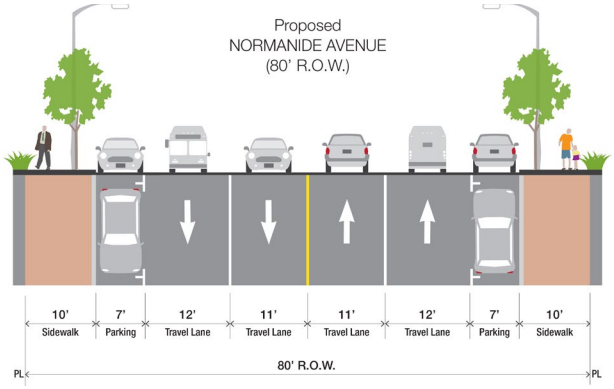
FIGURE 6.13: PROPOSED VERMONT AVENUE STREETSCAPE IMPROVEMENTS (SOUTH OF OVERPASS)



6.12.3 NORMANDIE AVENUE

Normandie Avenue serves as a primary pathway arterial within the study area. In order to improve the pedestrian environment along this busy corridor, the Specific Plan proposes improving landscaping along the length of Normandie Avenue by adding street trees between the sidewalks and parking areas on each side of the corridor to enhance the pedestrian environment, as illustrated in Figure 6.14.

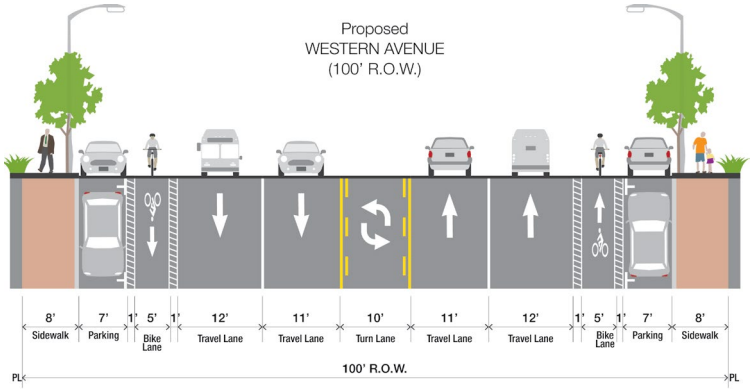
FIGURE 6.14: PROPOSED NORMANDIE AVENUE STREETSCAPE IMPROVEMENTS



6.12.4 WESTERN AVENUE

Streetscape improvements proposed for Western Avenue are illustrated in Figure 6.15 and include continuing the buffered bike lanes that currently exist south of Imperial Highway onto the northern portion of Western Avenue, adjacent to the existing on-street parking on either side. This makes the streetscape on Western Avenue more consistent along the length of the corridor and includes reducing travel lane widths by 2 feet each while reducing the turn lane to 10 feet in width.

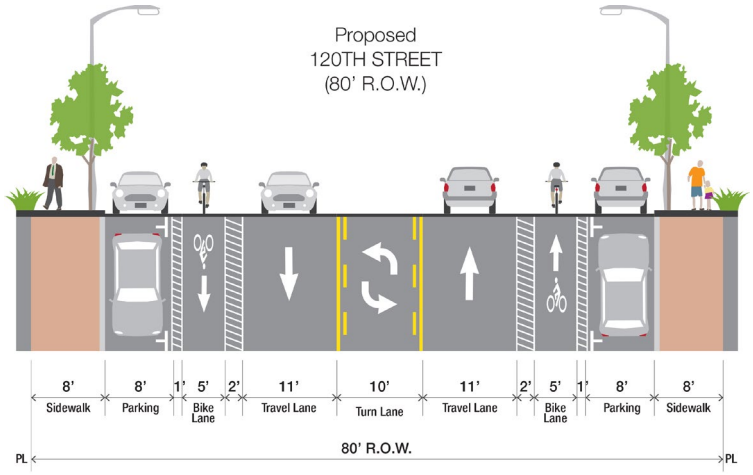
FIGURE 6.15: PROPOSED WESTERN AVENUE STREETSCAPE IMPROVEMENTS



6.12.5 120TH STREET

A road diet is recommended for 120th Street in order to improve the pedestrian environment along the corridor. Streetscape improvements proposed for 120th Street are illustrated in Figure 6.16. Travel lanes should be reduced to one travel lane in each direction with a turn lane in the center. 5-foot bike lanes should be placed between the travel lanes and parking areas on each side of the corridor with striped buffers on each side for safety.

FIGURE 6.16: PROPOSED 120TH STREET STREETSCAPE IMPROVEMENTS



6.13 NEW PARK OPPORTUNITIES

Example Pocket Park

West Athens-Westmont is considered park poor with only one community park, Helen Keller Park, which is outside of the study area. It is located in the southeast corner of the community and only serves a very limited portion of residents. Parks outside of the community are not within close enough proximity to provide ample access. Today, only 18.7% of West Athens-Westmont's population can reach parks by foot. The remaining 81.3 percent of the population is not within a ½-mile walking distance.

Outside of County Parks, public accessible green space is extremely limited in West Athens-Westmont. The Chester Washington Golf Course is another public-owned green space; however, it is more of green amenity from the outside as it is only open to those who want to play golf at the course.

The open space at Southwest Community College offers informal gathering space around the campus and serves as a gathering space for young adults. There are school gardens at three public schools: Woodcrest Elementary School, Animo South Los Angeles Charter Middle School, and Washington High School. These gardens are intended exclusively for use by the students, parents, and teachers at these schools.

There are various informal green spaces running through the neighborhood, including a utility corridor in the southern part of the neighborhood. The corridor includes large electrical towers and above ground wires; however, the open space beneath the towers can be used for informal walking and exercise or gathering and garden spaces.

West Athens-Westmont would need several small parks to serve residents with open space and/or recreational facilities. This is especially the case above I-105 and Imperial Highway where residents have no benefits from open space and parks. Pedestrian route/paths to existing parks like Holly Park or planned parks above I-105 would have a positive impact on park accessibility for the residents of West Athens-Westmont.

A variety of open space opportunities, such as pocket parks and urban plazas could also be provided in this specific plan area. In Figure 6.17, a conceptual design for an improved median on Vermont Avenue directly south of I-105 would provide a much-needed public benefit to the community. This improved landscaped median would help to create

more usable public open space and increase pedestrian connectivity.

In Figures 6.18 & 6.19, a concept design for a small park north of Imperial Highway would provide a new small community park space for residents with passive and active recreation. Each of these concepts shows the potential for passive and active recreation. The ultimate design and programming of these spaces should be designed with the input of neighborhood residents.

FIGURE 6.17: CONCEPTUAL SITE PLAN FOR PARK SPACE

FIGURE 6.18: CONCEPTUAL SITE PLAN FOR POCKET PARK

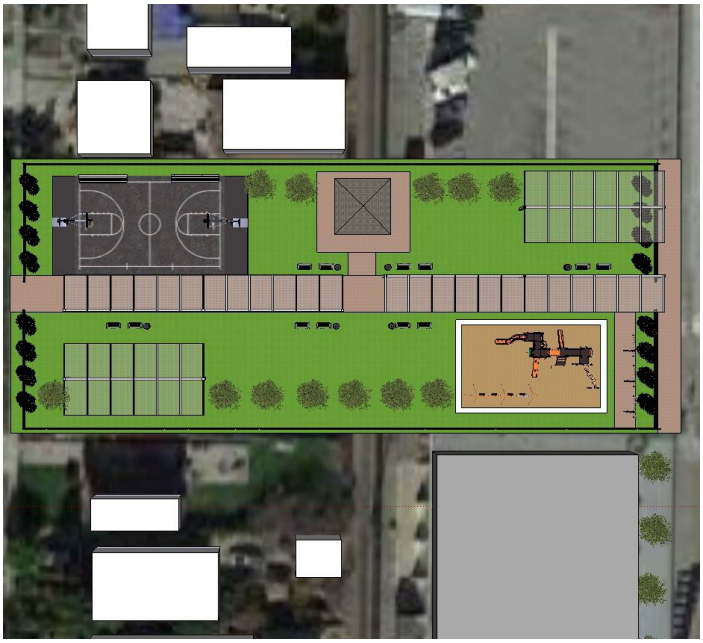


FIGURE 6.19: CONCEPTUAL MASSING MODEL FOR POCKET PARK

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CHAPTER 7 – INFRASTRUCTURE

7.1 INTRODUCTION

The infrastructure discussion provides an overview of existing and future conditions for water, sewer, and storm drain systems serving the Connect Southwest LA Specific Plan area. This section identifies the current conditions for these infrastructure systems, along with recommended upgrades to accommodate the levels of new development proposed as part of the Specific Plan land use concepts.

7.2 WATER

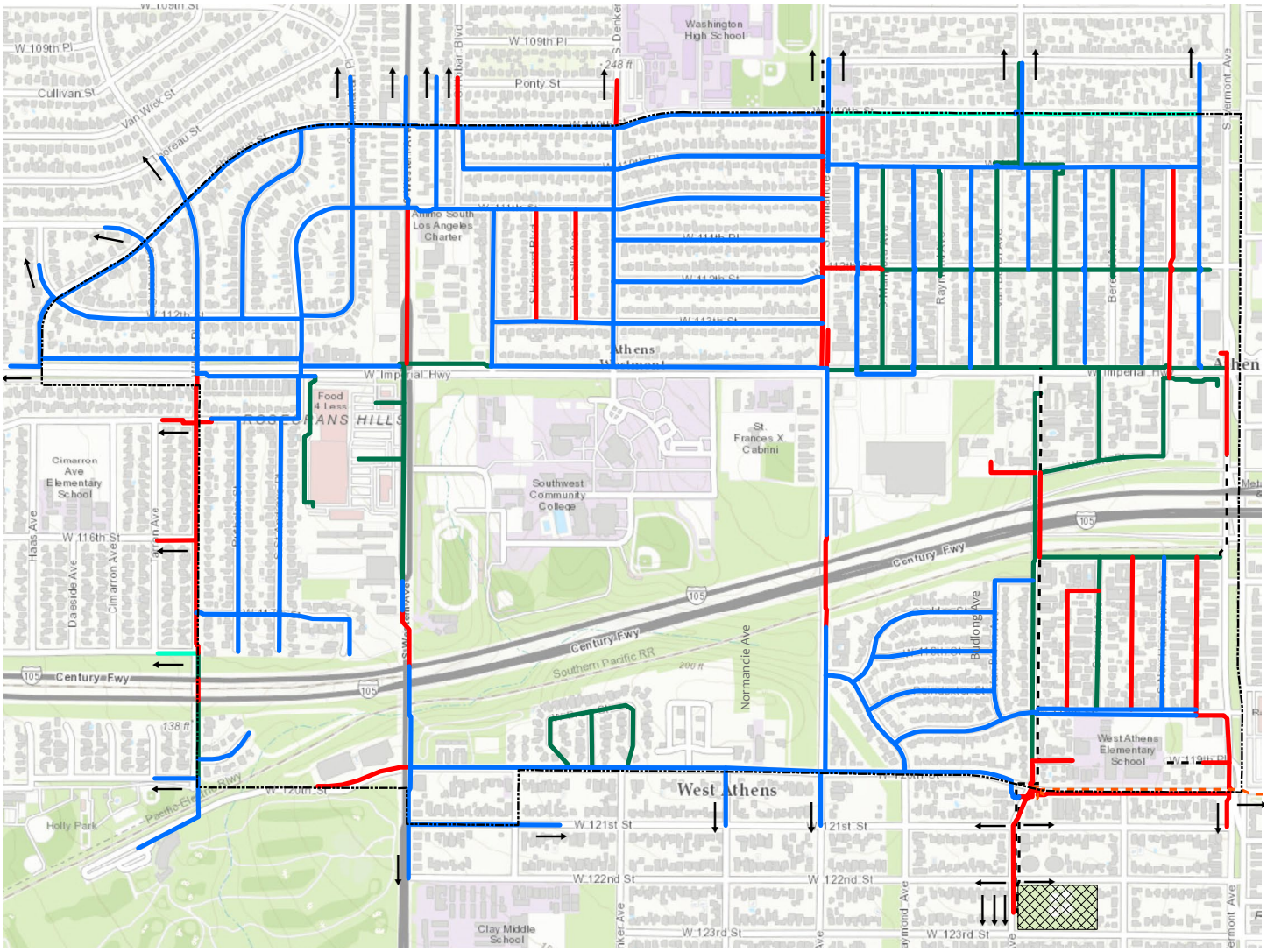
7.2.1 WATER SERVICES EXISTING CONDITIONS

The Southwest District of the Golden State Water Company is the provider of potable water for the Connect Southwest LA Specific Plan area. Water service needs are met by a combination of local groundwater and surface water purchased from both the Central Basin and the West Basin of the Metropolitan Water District of Southern California.

The Specific Plan area is serviced by pipe sizes varying from 2" connectors to 18" main lines. The vast majority of pipe is composed of one of two materials – cast iron and ductile iron. The largest pipe connects the Specific Plan area to the area south of the Interstate 105 (I-105) freeway via three pipes - an 18" water main, a 16" water main, and a 14" water main, which also connects the system to the Budlong plant. These branch off and distribute water to the majority of the Specific Plan area. The service network is composed of 12" - 8" pipes compromising of the main distribution trunks with 6" and 4" interconnectors. This web like connection allows for minimal headloss through parallel water flow. High flow is distributed through multiple pipes to reach its destination. The majority of distribution pipes off the main lines are 6" and 4" water lines. Figures 7.1 and 7.2 illustrate water pipe materials and size for the Specific Plan area.

Water supply requirements and flows were estimated using industry standards to determine capacities. The largest areas of water flow are located at the Los Angeles Southwest College (LASC) campus and the southeast region of the Specific Plan area. These two areas' proximity to the large trio of trunks as well as the interconnectivity of the pipe network allow adequate flow to meet the current demand.

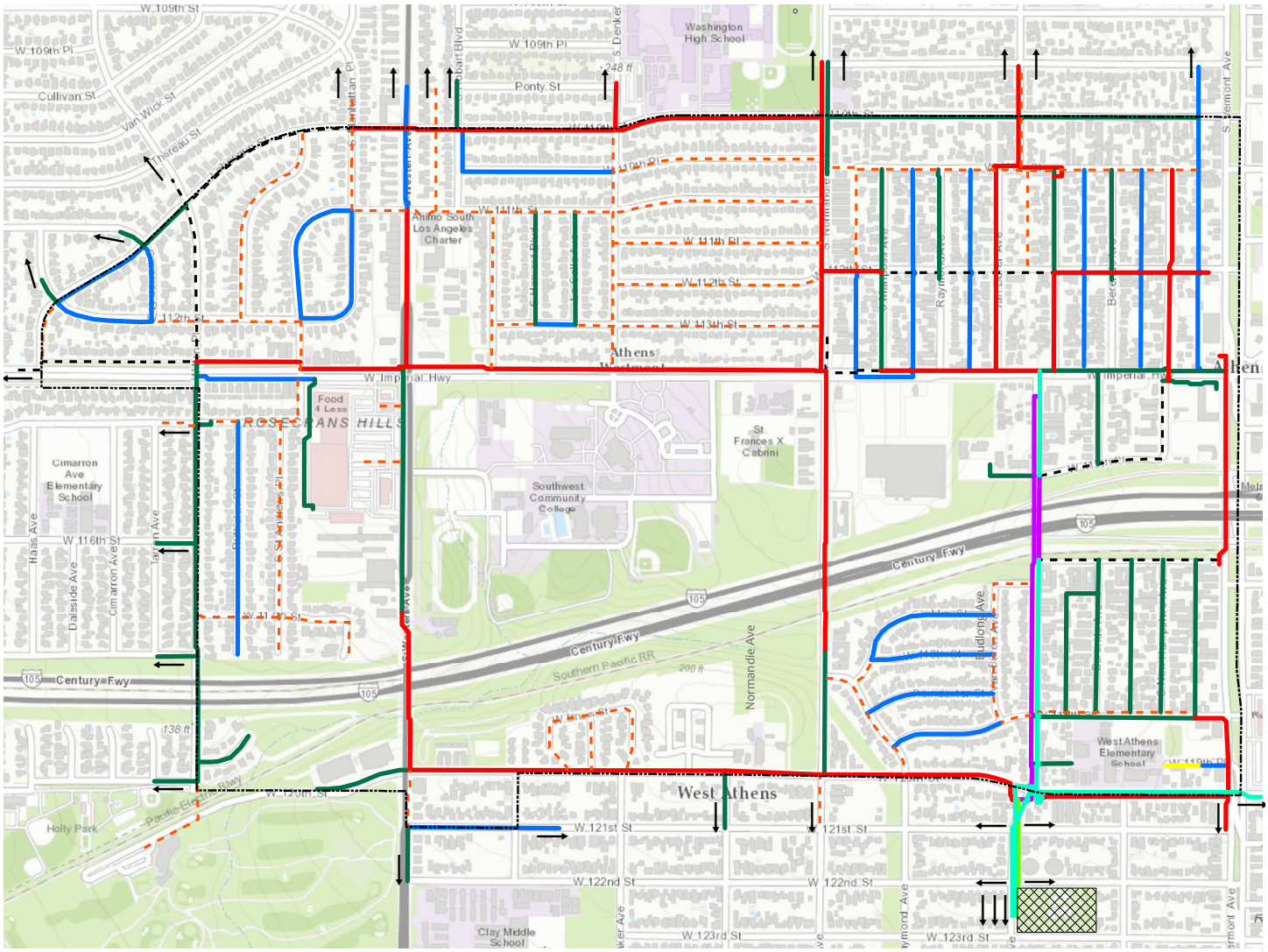
FIGURE 7.1: WATER SYSTEM PIPE MATERIAL MAP



- West Athens - Westmont TOD Boundary
- Water Plant
- Asbestos-Cement (AC)
- Cast-Iron (CI)
- Ductile-Iron (DI)
- Polyvinyl Chloride (PVC)
- Reinforced Concrete (RCP)
- Steel (STL)
- Continuation/Direction of Water Pipes Outside West Athens - Westmont TOD Boundary

0 250 500 1,000 Feet

FIGURE 7.2: WATER SYSTEM PIPE SIZE



West Athens - Westmont TOD Boundary

Water Plant

2" Pipe

4" Pipe

6" Pipe

8" Pipe

10" Pipe

12" Pipe

14" Pipe

16" Pipe

18" Pipe

Continuation/Direction of Water Pipes Outside West Athens - Westmont TOD Boundary

0 250 500 1,000 Feet

Existing total flow of the Specific Plan area is capable of being carried via a single 16" line. Because the Specific Plan area contains multiple water line connections, the water demand to the area will increase due to demand from locations outside the Specific Plan area boundaries. Historic accounts from the water provider show the current infrastructure is adequate to provide the Specific Plan area with water.

The area is under continued upgrades from Golden State Water Company. The presence of cast iron and ductile iron pipe provide for extended useful life of existing pipes. These will require standard continued monitoring and maintenance from the water provider in order to identify leaks and pipe issues.

7.2.2 WATER SERVICES FUTURE CONDITIONS

The Connect Southwest LA Specific Plan land use changes include a heavy influx of households and water flow in the northwest and southeast region of the Specific Plan area. The area was analyzed using a worst-case scenario for water demand following these guidelines:

- 300 gallons per day (GPD) per housing unit
- Demand for commercial space: 200 gallons/ 1000 square feet
- Demand for schools: 20 gallons per student, 50 gallons per teacher
- Maximum headloss in the pipe not to exceed 3.5 feet per 1000 feet of water pipeline

Using the estimated water demand guidelines noted above, the proposed land use changes would generate an increase in water flow into the Specific Plan area from 1.5 millions of gallons per day (MGD) to 2.5 MGD. Additionally, the proposed land use changes would generate a peak flow increase from 3.77 MGD to 6.25 MGD, which translates to a peak of 2,617 gallons per minute (gpm) and 4,337 gpm in the instantaneous flow to the area.

The Specific Plan area is analyzed in both pipeline flow capacity and storage capacity of existing water services. The Budlong water storage plant currently has a capacity of 1.5 million gallons. With the assumption that the plant is the primary provider to the Specific Plan area, this increase in flow would have to be addressed through increasing storage capacity at the plant.

Pipelines were analyzed with the primary metric being friction headloss through the pipe. With a 1,000 foot long pipe run, the headloss due to flow shall not exceed 3.5 feet. The two line flow to the majority of the plan area – 16" and 14" - provides adequate capacity to serve 4,337 gpm instantaneous peak flow through parallel flow without losing 3.5 feet of hydraulic head. Holistically, the Specific Plan area has distribution piping adequate for the total flow into the area. Each zone was analyzed in accordance to flow in that zone with the largest pipe in the area. The Specific Plan's network of piping allows for multiple pipe connections to transport water flow to the area. This allows the Specific Plan area to be served with minimal headloss through multiple parallel pipes.

An area of concern is the southwest corner of the Specific Plan area, which is bounded by Imperial Highway to the north and Western Avenue to the east. This area may be connected to another location capable of providing additional flow, but only has one 8" pipe connecting it to the Specific Plan area. The total flow to the area during peak withdrawal is 850 gpm, which creates a headloss of 13.3 feet per 1000 feet of pipe. There are existing connections west of the Specific Plan area which can help mitigate headloss from current connections, but existing flow capacity of the pipe would have to be expanded. A 12" pipe would provide the area with 1.93 feet of headloss.

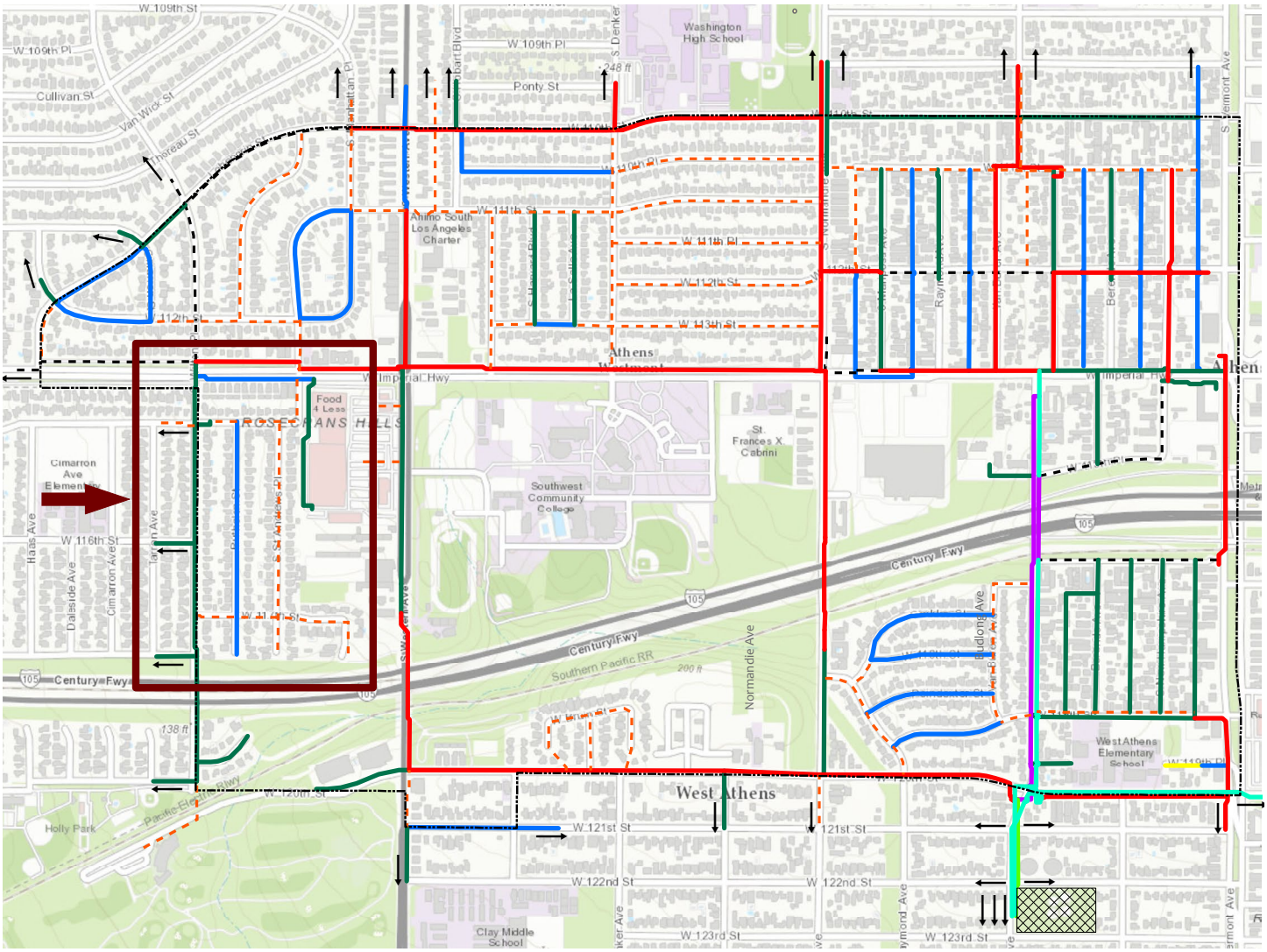
This analysis is based off an assumption of flow into the area that is independent of factors in the surrounding area. The water provider, Golden State Water Company, will have to perform a holistic analysis to confirm these recommendations. The area of concern is highlighted below in Figure 7.3.

7.3 SEWER SERVICES

7.3.1 SEWER SERVICES EXISTING CONDITIONS

Two sanitary systems exist within the Specific Plan area – local collection lines and trunk sewers. The local collection lines are a series of 8" gravity mains with laterals connecting to existing houses and buildings. All of these sewers are composed of Vitrified Clay Pipe (VCP), or Lined Clay Pipe (LCP, LVCP). All local sewer lines are owned and operated by the Los Angeles County Floor COntrol District (LACFCD).

FIGURE 7.3: AREAS OF WATER SYSTEM IMPACT



West Athens - Westmont TOD Boundary

Water Plant

2" Pipe

4" Pipe

6" Pipe

8" Pipe

10" Pipe

12" Pipe

14" Pipe

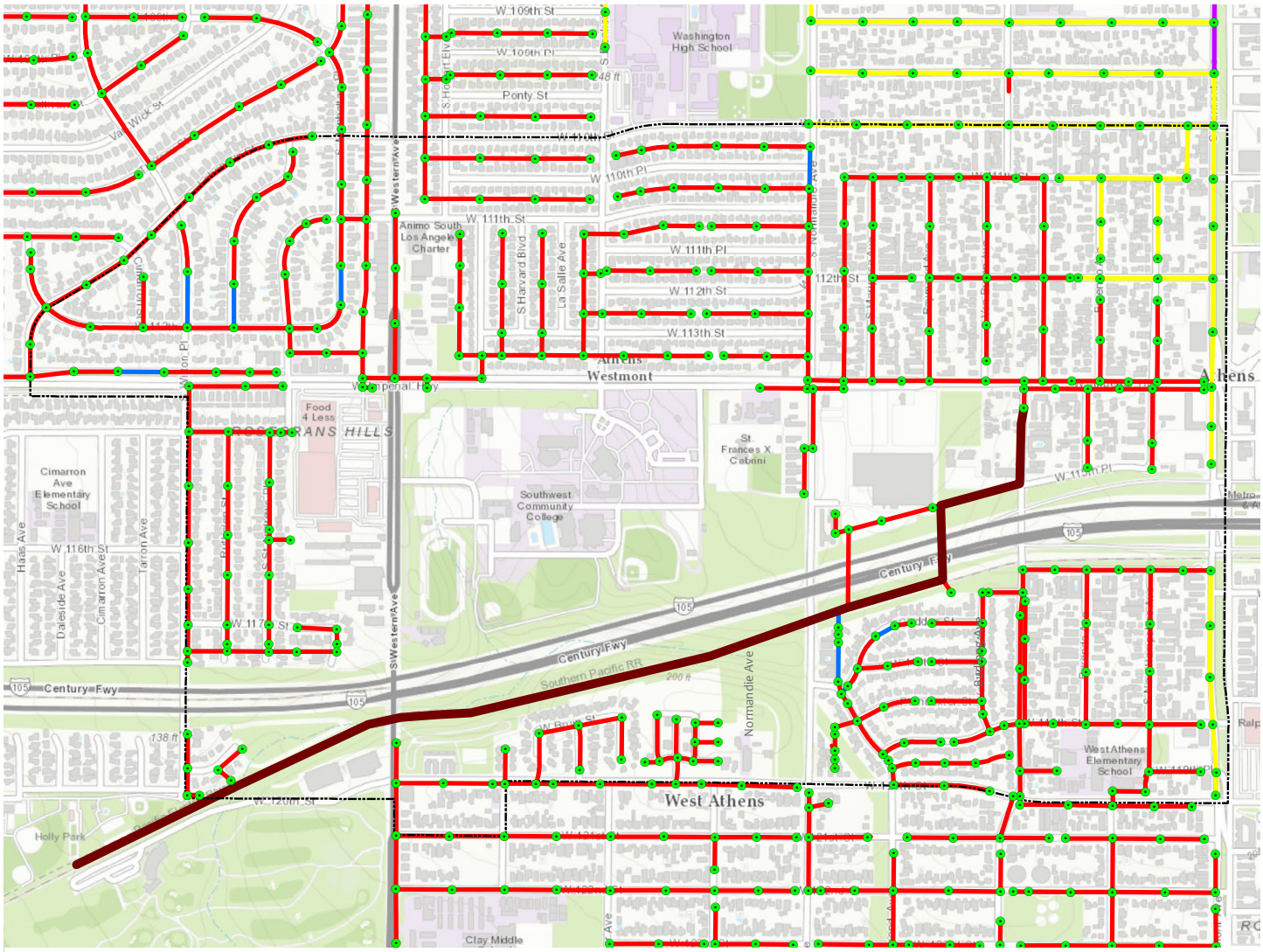
16" Pipe

18" Pipe

Continuation/Direction of Water Pipes Outside West Athens - Westmont TOD Boundary

0 250 500 1,000 Feet

FIGURE 7.4: SANITARY UTILITIES MAP



West Athens - Westmont TOD Boundary

Manholes

Sewer Trunk Line

Mains

10" VCP Gravity Lines

8" VCP Gravity Lines

8" LCP Gravity Lines

8" LVCP Gravity Lines

0 250 500 1,000 Feet

In 2009, the sewers in the Specific Plan area were inspected using a CCTV inspection for both structural and maintenance defects. During the inspection, the sewers were rated using the following criteria:

- Excellent: Minor or no defects. Unlikely to fail in the foreseeable future.
- Good: Defects that have not begun to deteriorate. Estimated to fail in 20+ years.
- Fair: Moderate defects that will continue to deteriorate. Estimated to fail in 10-20 years.
- Poor: Sever defects that will become grade 5 defects in the foreseeable future. Estimated to fail in 5-10 years.
- Immediate Attention: Defects requiring immediate attention. Has failed or will fail within 5 years.

The Specific Plan area was rated on maintenance and structural defects using this scale. Structurally, 96% of pipe inspected was fair to excellent condition. Only 2% of pipes required immediate attention. After condition assessment, any areas in poor or worse condition were scheduled to be fixed within 24 months as part of an Accumulative Capital Outlay Project. Maintenance defects include grease build ups, line sags, etc., that do not structurally damage the pipe, but could potentially cause flow issues. During this inspection, 88% of the pipe was in fair to excellent condition with 2% needing immediate attention. The areas in question were added to a routine cleaning schedule.

One trunk sewer services the area. The sewer starts on Budlong Avenue, south of Imperial Highway, follows 115th Place before cutting across the I-105 freeway and following the Southern Pacific Railroad line out of the Specific Plan area. The trunk is a 12" VCP sewer which has a volumetric carrying capacity twice as high as a 2011 volumetric flow analysis. The Los Angeles County Sanitation Districts' (LACSD) rating system rates conditions of trunk sewers on a scale from 1 (poor) to 4 (excellent). All segments of this sewer in the Specific Plan area have a condition rating of 4. The trunk sewer is adequately sized for current flows. The 8" sanitary collection lines are sufficient size to collect sanitary waste from houses, industries, and shops in the area and transport them to the main collection trunks.

Figure 7.5 illustrates the various sewer lines for the Connect Southwest LA Specific Plan area.

7.3.2 SEWER SERVICES FUTURE CONDITIONS

Sewer services in the Specific Plan area would require updating in order to accommodate for the proposed land use buildout in Connect Southwest LA Specific Plan. The existing 12" trunk line servicing the Specific Plan area is only connected to a very small portion of the Los Angeles County collection lines highlighted in Figure 7.5 below.

The remaining lines are collected by trunks outside of the Specific Plan area. The northwest region of the Specific Plan area is collected by the Arlington Avenue trunk line, which travels down Van Ness Avenue. Because a majority of collection sewers are located within the Residential 1 Zone, which proposes little to no change, these sewers were determined to have adequate capacity support the proposed buildout.

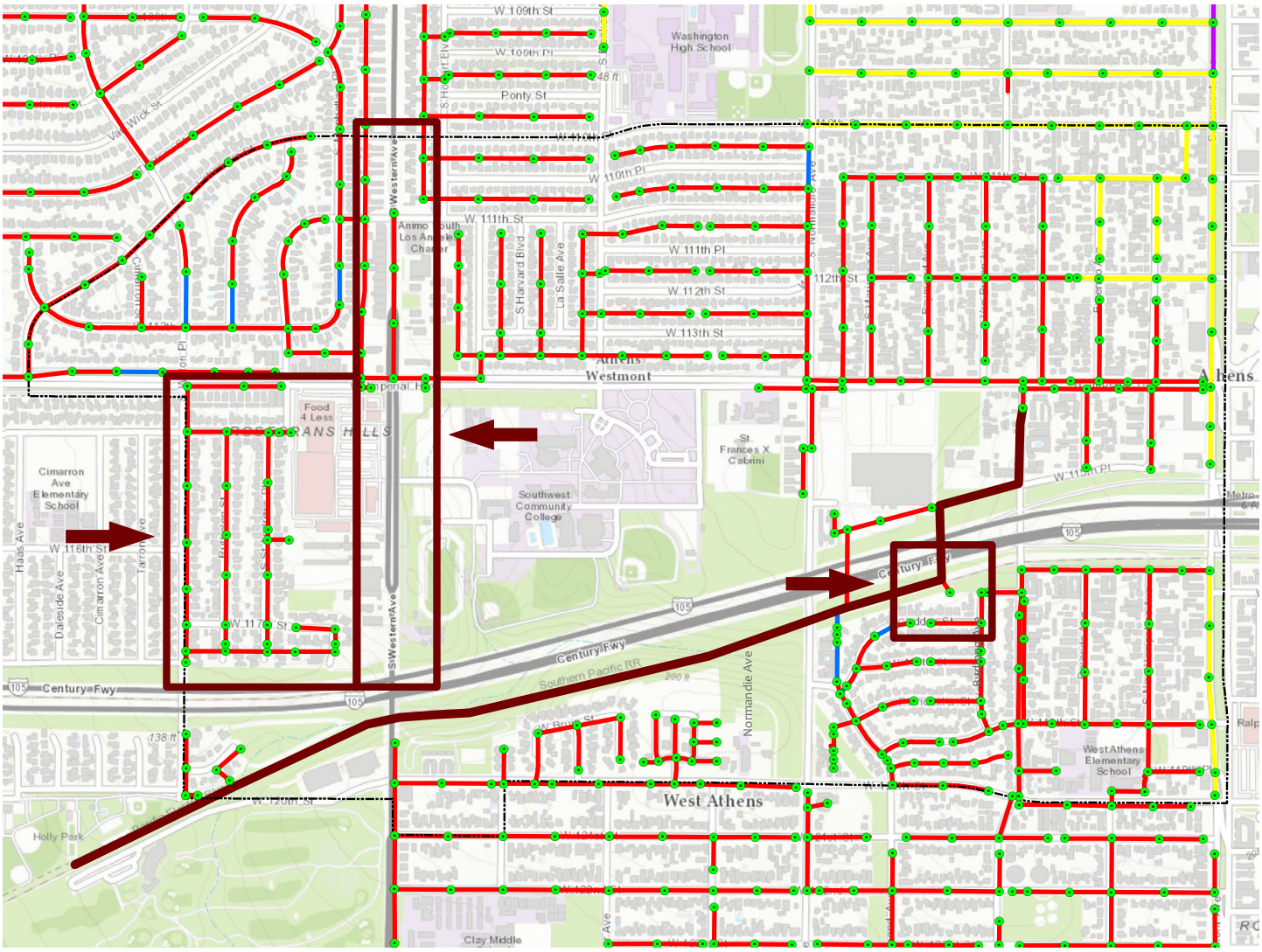
The collection lines were analyzed using a cubic foot per second flow which was analyzed using the flows shown below:

- 300 gallons per day (GPD) per housing unit
- Demand for commercial space: 200 gallons/ 1000 square feet
- Demand for schools: 20 gallons per student, 50 gallons per teacher
- Maximum headloss in the pipe not to exceed 3.5 feet per 1000 feet of water pipeline

Based on the sewer area study guidelines provided by LACFCD, the southeast corner of the Specific Plan area was identified as an area of concern. The proposed land use buildout would cause the southeast corner of the Specific Plan area to exceed the carrying capacity of the connection sewer line. Additional assessment by DPW should be conducted to identify the slope of the pipe.

The proposed mixed use and commercial corridor along Western Avenue, north of the I-105 freeway, was also identified as an area of concern. The proposed land use buildout, which includes the Mixed Use 2 Zone located in the southwest region of the Specific Plan area, would generate an increase in flow and would exceed the capacities of the 8" lines in the area. These sewer lines collect into varying collection lines and the increased flow due to the proposed development would require additional inspection and analysis depending on exact flows of businesses included in the area.

FIGURE 7.5: AREAS OF SEWER SYSTEM IMPACT



West Athens - Westmont TOD Boundary

Manholes

Sewer Trunk Line

Mains

10" VCP Gravity Lines

8" VCP Gravity Lines

8" LCP Gravity Lines

8" LVCP Gravity Lines

0 250 500 1,000 Feet

Additionally, school owned sewers from the LASC campus collect into a 10" line which connects to the main trunk. These are adequate for the school's usage, though their collection area is not shown on the map. The areas of concern are highlighted in Figure 7.5.

7.4 STORM WATER

7.4.1 STORM DRAINAGE EXISTING CONDITIONS

Stormwater runoff in the Specific Plan area is collected and distributed through a series of gravity mains owned and operated by DPW and the California Department of Transportation (Caltrans). The Specific Plan area is sloped towards the I-105 freeway, with the majority of the catch basins placed to capture runoff that drains into the freeway cutout. The catch basins and gravity mains along the freeway are maintained by Caltrans and are in good condition. The catch basins and gravity mains that are not located within the right-of-way of the railroad and freeway are maintained by DPW and are in good condition.

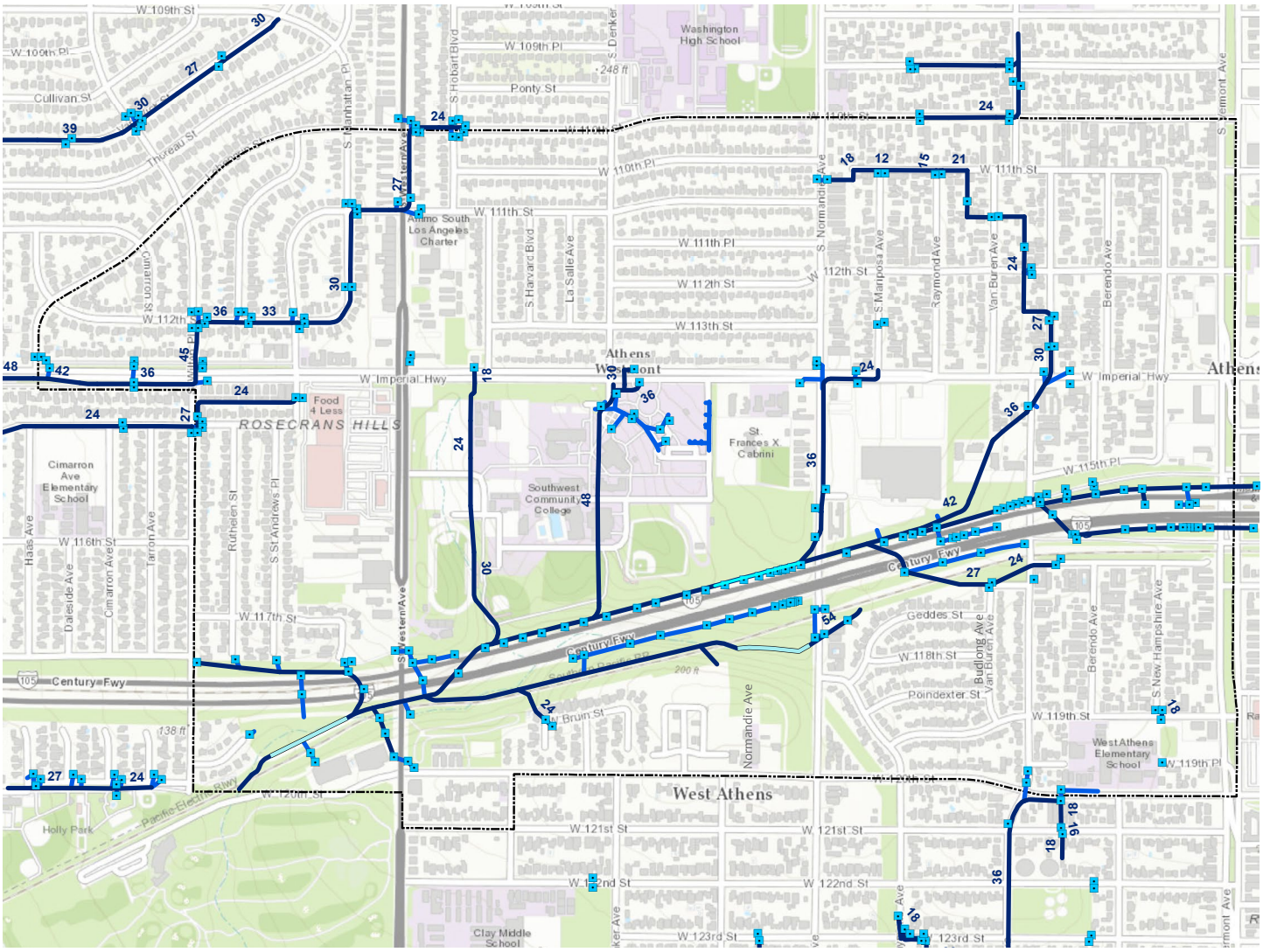
The storm drainage in the area primarily follows the I-105 freeway southwest before flowing out of the Specific Plan area. This gravity main and the mains in the northwest area of the Specific Plan drain to the Dominguez Channel, a 60' x 14' channel which transports the water south to the Port of Los Angeles. The northeast storm sewer drains to Compton Creek. The gravity mains are all reinforced pipe ranging from 18" to 48" in diameter.

The majority of the area is residential lots and open landscapes found at the schools. Because of this, stormwater runoff is partially captured by ground infiltration. The existing storm drainage network is shown in Figure 7.6.

7.4.2 STORM DRAINAGE FUTURE CONDITIONS

Stormwater services in the Specific Plan area are connected to a large network of open channel drains, which are tied to a larger collection basin. Stormwater flow in these channels is greatly dependent on upstream and downstream flow. Buildout of the Specific Plan will generate little increase in runoff to the existing drainage system, since a majority of the area is completely developed, however, there are a few areas of concern as highlighted in Figure 7.7.

FIGURE 7.6: STORM DRAIN SYSTEM MAP



West Athens - Westmont TOD Boundary

Open Channel

Gravity Main

Lateral Line

Catch Basin

0 250 500 1,000 Feet

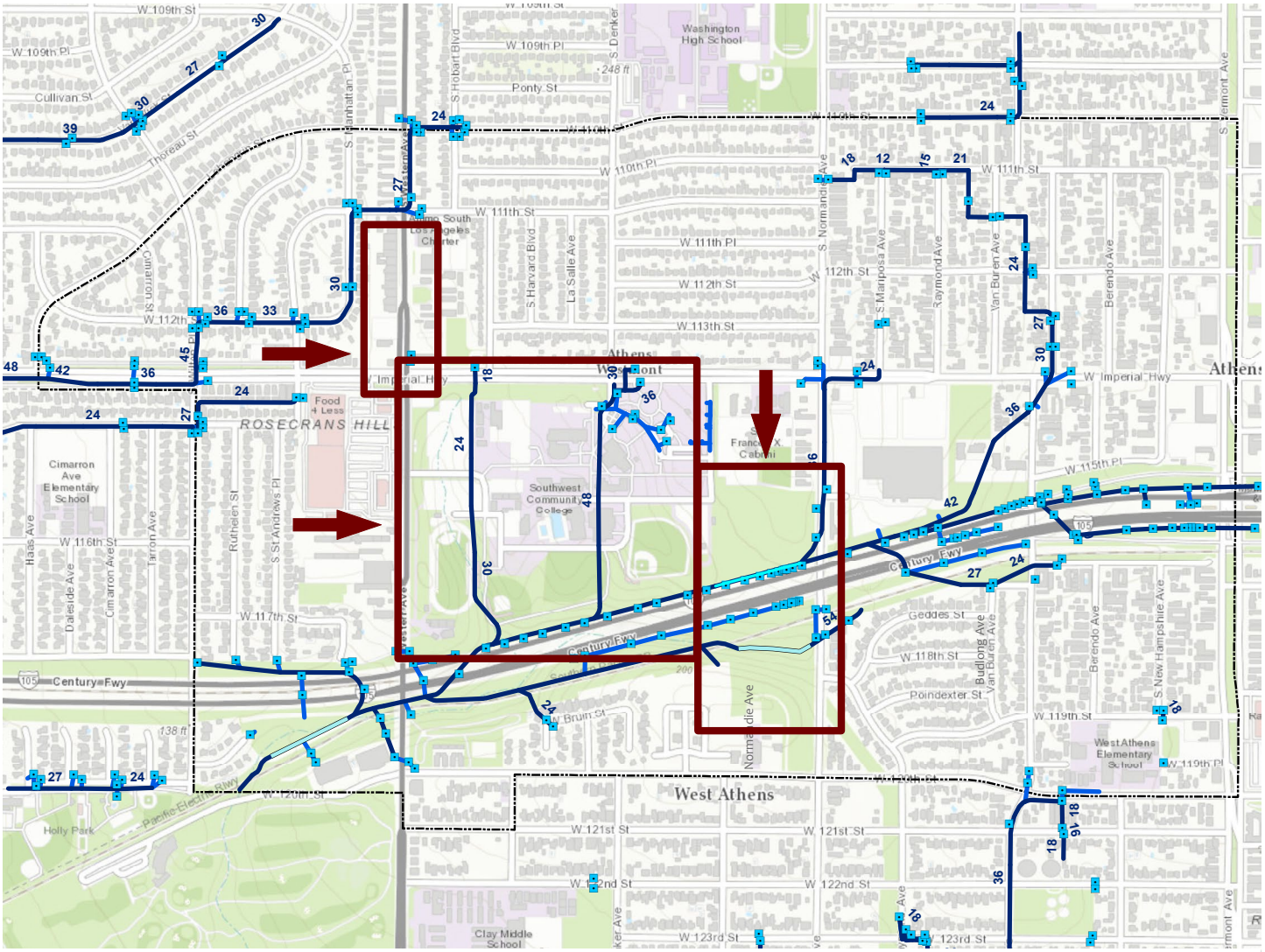
One area of concern is the existing vacant lots located along Western Avenue. Replacing these existing vacant lots with impervious surface and would increase stormwater runoff in the area unless stormwater management is in place. Stormwater management strategies such as additional catch basis in the area should be considered to help address the potential increase in runoff.

Additionally, attention is also required at the Normandie Avenue crossing of the I-105 freeway. The proposed buildout would remove fully pervious surfaces within the area, which could potentially increase stormwater runoff. Furthermore, there is an existing network of catch basins in this location, which would require additional analysis in order to identify capacity and mitigation measures needed to delay the peak runoff during major storm events.

A similar area of concern is located at the LASC campus. If the buildout were to remove any pervious surfaces, such as the sports fields, the catch basins would have to be analyzed after sub-watershed delineation.

Recent trends from the National Oceanic and Atmospheric Administration (NOAA) indicate rainfall events increasing in intensity, but decreasing in duration. This increased intensity does not allow as much stormwater to be captured by pervious surfaces and increases instantaneous flow on impervious surfaces. This trend should be monitored by the county's stormwater management team for future development.

FIGURE 7.7: STORM DRAINAGE AREAS OF CONCERN



7.5 GREEN STREET FEATURES

As a part of the Connect Southwest LA Specific Plan, consideration should be given to incorporating green street features to improve the stormwater quality from streets. Stormwater runoff from impervious roadways frequently wash harmful pollutants into nearby water bodies, such as rivers, streams, and lakes. These harmful pollutants include substances commonly present on roadway surfaces, such as dirt, oil, grease, toxic chemicals, and trash.

Green street features include a variety of stormwater management and landscaping strategies intended to improve water quality and drainage, such as bioswales, sidewalk planters, street trees, and permeable pavement. These features not only improve stormwater runoff quality and drainage, but also help to improve mobility and the pedestrian environment.

DPW has developed Green Infrastructure Guidelines to guide new construction and reconstruction of road and flood projects. The goal of the guidelines is to incorporate sustainable practices into the design, construction, and operation of DPW's infrastructure. The guidelines provide low-impact development (LID) design options to consider during planning or designing of road and flood projects intended to manage stormwater runoff.

The Connect Southwest LA Specific Plan recommends all new development projects that involve the construction of new roadway projects conform to the Green Infrastructure Guidelines as set forth by DPW. The guidelines define roadway projects to include the new and reconstruction of public roads, maintenance access roads, road widening, medians, bike paths, sidewalks, parking lots, grade separation, etc. The Specific Plan recommends that all new development projects incorporate the following best management practices as identified by the Green Infrastructure Guidelines:

7.5.1 PERMEABLE SURFACES

Permeable surfaces should be incorporated whenever feasible to allow infiltration of rainfall and to reduce the total volume of runoff, replenish groundwater, and improve water quality. The following lists some of the guidelines for the application of permeable surfaces from DPW's Green Infrastructure Guidelines.

1. Permeable sidewalks must adhere to existing Public Works standards for sidewalk design.
2. Permeable access roads are not recommended for roadways with high volume of equipment trucks, as they can cause damage to permeable surfaces.
3. Permeable pavement and underdrain systems for parking lots should be directed toward LID-type best management practices if needed to achieve the required volume reduction.
4. Permeable alleys are recommended for alleys that are less than 8 feet wide since they prevent access from heavy vehicles.

7.5.2 VEGETATION AND LANDSCAPING

Vegetation and landscaping elements such as vegetated swales, vegetated buffers, planter/tree box filters, bioretention, and filter strips are intended to maximize available permeable space in an area to reduce pollutant concentrations in stormwater runoff and reduce runoff rates. The following lists some of the guidelines for the application of vegetation and landscaping from DPW's Green Infrastructure Guidelines:

1. Vegetated swales shall be designed in accordance with Chapter 3 of DPW's Best Management Practices Design and Maintenance Manual.
2. Vegetated swales are recommended in areas where slope is between 1 and 6 percent.
3. Plant species for vegetates swales shall be tolerant to both extreme wet and dry conditions. Refer to the vegetated swale plant list of DPW's Best Management Practices Design and Maintenance Manual.
4. Vegetated swales shall be greater than 100 linear feet in length and at least 12 inches in depth from the top of the sidewalk to the swale bottom.
5. Bioretention facilities shall be designed in accordance with Chapter 5 of DPW's Best Management Practices Design and Maintenance Manual.
6. Planting/tree box filter designs should typically incorporate a concrete vault filled with a bioretention soil mix and vegetation, and may contain an underdrain connected to an adjacent flood control conveyance.

7.6 SOLID WASTE

The Connect Southwest LA TOD Specific Plan area utilizes the residential/commercial franchise system for solid waste collection services. Currently, Consolidated Disposal Services provides trash collection and recycling services to the unincorporated residents of West Athens-Westmont under an exclusive residential franchise agreement with the County.

Key issues surrounding waste management within the County include increasing volumes of waste being disposed and generated, lack of solid waste processing facilities to accommodate volumes of waste generated, and public opposition towards the construction of new solid waste management facilities. As available space for landfills becomes more limited, local jurisdictions must implement effective waste management strategies to reduce solid waste volumes.

In 2014, the County Board of Supervisors adopted a Roadmap to a Sustainable Waste Management Future. This roadmap outlines the process by which the County can implement strategies to reduce solid waste generation in unincorporated areas and with County operations. The West Athens-Westmont community is part of this program, which includes goals of reducing solid waste destined for landfills by 80 percent by 2030 and 95 percent by 2040.

7.7 ELECTRICAL SERVICES

Electricity is provided to the Specific Plan Area by Southern California Edison (SCE), a private utility company. SCE sets its own service standards, with oversight from the California Public Utilities Commission (CPUC), and facility improvement strategies. Electricity is transmitted by above-ground power lines that currently supply sufficient electrical service to the Specific Plan and have adequate capacity to serve the area with buildout of the Plan.

7.8 NATURAL GAS

The Southern California Gas Company, a subsidiary of Sempra Utilities (The Gas Company), a private utility company, is the natural gas service provider for the Specific Plan area. Natural gas pipelines exist along all major street rights-of-way within the area.

The analysis and decision on capacity to meet future demand under buildout of the Specific Plan will be conducted by The Gas Company in coordination with the County at the time development occurs and building plans are submitted.

7.9 TELECOMMUNICATIONS AND CABLE

AT&T and Time Warner, two separate private utility companies, both provide local and long distance telecommunications services in the Specific Plan area. Time Warner Cable provides cable and high-speed internet services. Various wireless carriers provide service within the Specific Plan area. Wireless communications facilities, either freestanding or attached to a building or structure, are required to comply with the design guidelines, as well as approval of a conditional use permit. Conditional use permits for wireless communications facilities shall expire ten years from the date of approval, unless amended or extended by the planning commission or hearing officer.

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CHAPTER 8 – ECONOMIC DEVELOPMENT STRATEGY

8.1 INTRODUCTION

Facilitating economic growth within the Connect Southwest LA Specific Plan will require concrete and sustained public intervention over the near- and long-term. Economic development in the context of the Specific Plan refers to support for the success and proliferation of businesses within the Specific Plan area, as well as support for increased employment opportunities, household incomes, skills, and overall economic security for West Athens and Westmont residents. The purpose of the economic development strategy is to provide a framework for the practical implementation and realization of the Specific Plan's economic development objectives. Specific action items are identified for the County to take to achieve success in the Specific Plan area.

8.2 MARKET CONTEXT

Within the context of the West Athens and Westmont communities, there are several market issues that are anticipated to limit the near-term buildout of the Connect Southwest LA Specific Plan's development capacity, and any economic development initiatives are likely to require public support. Like much of South Los Angeles, West Athens and Westmont have experienced years of disinvestment, homelessness and high crime rates, as compared to the rest of the County. While there is a demonstrated demand for housing and related services, as shown in Table 8.1, commercial interest in the area is limited, and the resultant lower commercial and residential rents and sale prices, along with real and perceived safety concerns have limited market-rate private real estate investment. Although low housing costs in the area fill a much-needed gap in the local housing market, the lack of investment exacerbates a range of community stressors including overcrowding, homelessness and unemployment. There is a presence of national and regional retailers – i.e. Food 4 Less, HD Supply, and Carl's Jr., and some locally-owned businesses of moderate quality. However, until crime and safety issues are resolved, it is a challenge to attract credit-worthy tenants of the type who would support new commercial real estate development.

While this cycle of disinvestment has prevailed in the West Athens and Westmont communities for several decades, there are key community assets and opportunities within the Specific Plan area that can be leveraged to strengthen the neighborhood. The community's most important anchors,

Los Angeles Southwest College ("LASC") and various County offices, are the largest employment centers in the Specific Plan area and have a vested interest in engaging the community and supporting increased quality of life. Numerous religious institutions, non-profit organizations and K-12 schools, including four public elementary schools (two charter and two public), all play an invaluable role within the neighborhood and can be engaged to support various economic development initiatives. The neighborhood also has connections to major employment centers; in addition to the existing Green Line light rail stop, LA County Metro is also planning a bus rapid transit line along Vermont Avenue that would terminate at the existing West Athens-Westmont station. In addition, future planned extensions of the Green Line to Torrance on the west and the Norwalk Metrolink station on the east, as well as a possible spur to LAX, would further increase the connectivity of West Athens and Westmont with regional employment centers. This Specific Plan, as well as future Vermont Avenue transit planning processes, presents an opportunity to align community anchors and implement an economic development strategy that will make the most of the community's transit connections.

TABLE 8.1: SUMMARY OF SPECIFIC PLAN AREA DEMAND (2016-2035)

Housing	Retail (Viable Square Feet)	Office (Viable Square Feet)
• 270-815 Market Rate Units • 2,900 affordable units targeted for extremely low to low-income residents	• General Merchandise (50,000 sq. ft.) • Sporting Goods (6,000 sq. ft.) • Miscellaneous Retailers (21,000 sq. ft.) • Full-Service Restaurants (6,000 sq. ft.) • Limited-Service Restaurants (3,000 sq. ft.)	• 35,000 - 60,000 sq. ft.

8.2.1 NEAR-TERM STRATEGIES (< 3-5 YEARS)

As noted above, several key quality of life issues must be resolved before the Specific Plan area can expect to see significant investment. The County should, in the near term, simultaneously expand existing initiatives and focus them on West Athens-Westmont to improve public safety and neighborhood desirability.

Place-Based Initiatives

The County's Planning and Public Works departments should prioritize the construction of Station Area bicycle, pedestrian, and placemaking infrastructure. Improvements such as a safe pedestrian connections between the Station Area and LASC can have a catalytic impact by facilitating a direct connection between the largest economic and educational anchor with the transit stop. LA County Public Works should partner with local nonprofit organizations such as Investing in Place and community artists to design unique public spaces around the station and at other key nodes. In addition, the County Department of Public Health's PLACE program should be used to conduct an analysis of new investments that include pedestrian and bicycle improvements.

Once the Specific Plan is adopted, Public Works should use station area bicycle, pedestrian, and placemaking frameworks to apply for grant funding through the Affordable Housing and Sustainable Communities Program (AHSC). This program, which is administered by the California Strategic Growth Council (SGC), is funded by proceeds from the State's Cap and Trade Auction. The AHSC funds projects that will reduce greenhouse gas emissions by shifting mode-share towards non-automotive transportation and encourage transit-adjacent housing and development in disadvantaged communities. In addition to funding affordable housing development and housing-related infrastructure, the program also funds sustainable transit infrastructure capital projects and transit-related amenities capital projects. Developments are awarded up to $20 million dollars in improvements. The new Transformative Climate Communities Program (TCC) is another program funded by State cap and trade auction funds, can be used to fund projects and programs with the goal of encouraging economic development in low-income communities through projects that also reduce greenhouse gas emissions and provide access to transit.

The County's Community Development Commission ("CDC") should promote its Façade Improvement Program to reduce blighted commercial buildings through coordination with landowners. This grant program is administered through the CDC as part of its Community Business Revitalization Program and is specifically targeted towards low-income, unincorporated areas of the County like West Athens and Westmont. The County should expand resources specifically within West Athens-Westmont to engage property owners directly to make them aware of the program and offer technical assistance. Initial façade improvements should be targeted towards existing streetfront retail near the key intersection of Western Avenue and Imperial Highway to encourage property owners to reinvest, bringing additional jobs and outside investment. This area has the strongest potential for commercial and residential development that serves both LASC and the community, in addition to the station area near Vermont Avenue and Imperial Highway.

The County, through Public Works and the Los Angeles County Economic Development Corporation (LAEDC), should seek funds for the remediation process for the brownfield parcel located at the northwest corner of the Normandie Avenue and the Century Freeway (I-105). The approximately 6-acre parcel next to LASC will be well connected to the transit stop via infrastructure improvements recommended in the Specific Plan, and could be an excellent location for mixed-use development with highway visibility. However, to take advantage of this site, the County should begin the evaluation process immediately so that clean-up and development can occur. LAEDC is a private, non-profit economic development agency that was founded by the County Board of Supervisors in 1981 to develop and implement initiatives to grow the regional economy. Through a real estate advisory initiative called "ActivateLA," LAEDC is well positioned to support the County in identifying financing and connecting private sector real estate developers and investors for the site, including funding through international EB-5 investors and low-interest loans from traditional banks to meet Community Reinvestment Act requirements.

The County can apply for funding through the US Environmental Protection Agency's ("EPA") Brownfield Grants Program which provides grants and low-interest loans for assessment, planning, and clean-up. EPA assessment grants provide funding to inventory, characterize, assess

and conduct planning and community involvement related to brownfield sites up to $350,000. As part of a coalition with two other eligible entities, which could include LASC or other nonprofit organizations, the County can jointly apply for assessment grants up to $1,000,000. In addition, area-wide planning grants can provide up to $200,000 to research, plan, and develop implementation strategies which encourage clean-up, reuse, and area-wide revitalization. The California Environmental Protection Agency also offers low-interest financing, grants, and tax incentives for brownfield remediation.

Programmatic and Policy-Based Interventions

The County's Sheriff's Department, Department of Public Social Services and others should coordinate a community engagement strategy to prevent and deter crime in the TOD Specific Plan area. Without a perception of safety near the transit station and along the key activity corridors of Imperial Highway, Vermont Avenue and Western Avenue, commercial tenants are unlikely to see the Specific Plan area as a desirable place to locate, limiting the provision of services and jobs within the community. The South L.A. Sheriff's Station, located roughly in the center of the Specific Plan area, already focuses attention on these issues, but should be given expanded resources to effectively address security and to deter crime. Collaboration should include representatives from existing programs, some of which already have a presence in the Specific Plan area, such as the Public Trust Partnership Program, Community Policing Teams, Community/Law Enforcement Partnership Program, and the Sheriff's Youth Foundation. Other key community members, specifically including business owners and employees, LASC representatives and nearby residents should be included. This effort should include organizations such as the West Athens Westmont Task Force and the Southwest Community Association.

On its campus, Public Social Services and Consumer and Business Affairs should build partnerships with LASC and others to expand skills training and job readiness classes for residents to support community workforce development initiatives. In addition to expanding specific educationally programming, LASC should provide space to nonprofits, and other groups to provide these services. The County should make funds available for this expanded programming and additional costs associated with making space available to outside

groups. LASC should partner with the County's Small Business Concierge (SBC), part of the Department of Consumer and Business Affairs, to create a more permanent presence on campus by co-locating a Small Business Development Center or an entrepreneurial incubator to support growth of local businesses.

The State of California Strategic Growth Council's Transformative Climate Communities Program is one funding option that provides funding for programs that provide access to quality local job opportunities and workforce training. Programs that apply as a collaboration between different community entities (which could include LASC, the County, and other nonprofit organizations) are preferred. In addition, the County and LASC could apply for the EPA's Environmental Workforce Development and Job Training Grant to recruit, train, and place predominantly low-income, minority, unemployed, and underemployed workers in jobs pertaining to the cleanup and assessment of brownfield sites in the community.

Military and Veterans Affairs and the CDC should partner to establish a "motel initiative" to provide homeless housing and stabilize the neighborhood. In 2016, the City of LA launched such a program to convert low-quality motels, which are often correlated with illicit behavior, into housing for homeless veterans. The program is partially administered by the US Department of Veteran's Affairs, which financially supports the project through rental vouchers. The location of homeless housing should be carefully considered, as such developments require supportive resources and are not necessarily appropriate in low-density residential communities. In the City of Los Angeles, the motel conversion has been less controversial as many see it as a substantial upgrade from activity associated with the motels.

Funding for the program comes from the U.S. Department of Veterans Affairs, whose vouchers for landlords cover the cost of rent plus other supportive services such as case management and counseling.

8.2.2 MEDIUM- AND LONG-TERM STRATEGIES (3-10 YEARS AND BEYOND)

Assuming the successful completion of the near-term strategies within 3-5 years, the County should next focus on a series of place-based and programmatic interventions that will

bring additional affordable housing to the Specific Plan area and increase the skills of community members. Several of the strategies require effective partnership between the County and LASC to catalyze neighborhood change and prepare for additional transit infrastructure investments.

Place-Based Initiatives

LAEDC should share parking facilities and subsidize land costs where possible to catalyze private development by lowering certain fixed development costs. Real estate development projects in West Athens and Westmont that include affordable housing, retail, and/or office will be difficult for private developers to finance in the near- to medium-term given the combination of land and development costs and low market rents. As one of the biggest landowners in the Specific Plan area, the County should look for opportunities to structure public-private partnerships that meet both public and private objectives. Stimulating private-sector development may require heavily discounted land and the shared use of parking at a County lot or facility. Relaxed parking requirements by the County's Department of Regional Planning for developments near the transit station would also help improve a developer's bottom line and therefore make a project in the Specific Plan area more viable.

The County, through LAEDC, should begin by identifying publicly-owned sites adjacent to potential development parcels where shared amenities such as a joint parking garage could feasibly serve a new residential and commercial base. In a second phase, the County and LASC should identify development sites and solicit developer interest through a public request for proposals process. The County should stipulate that any new developments incorporate shared community amenities (such as space for a library, workforce development center or health clinic) and commit to a certain level of residential affordability (if applicable) in exchange for substantially discounted land. Through the process, the County should support projects which plan to use Low-Income Housing Tax Credits (LIHTC) or New Markets Tax Credits (NMTC), two federal programs which use tax-credits to generate private sector equity investments for projects to benefit low-income residents and communities. While NMTC are intended to spur commercial development, they can include a significant residential component as part of a mixed-use development.

LASC should pursue joint development opportunities on campus property to achieve college and community goals. The northwest corner of LASC's campus is currently occupied by a fenced surface parking lot that separates the campus from the most commercially-active intersection in the Specific Plan area. The LA Community College District, of which the LASC is a member, has been active in joint development, including its current solicitation of a developer to build an office property on land next to West Los Angeles Community College. This project is expected to include community college facilities as part of a private office campus. A successful development at LASC could include student- and community-serving retail and restaurant spaces, flexible classroom or office space that could be used by an incubator or other entity, and potentially affordable housing units. This effort may require LASC to provide subsidized land, commitment to lease portions of the facilities, and access to other grants where appropriate.

Programmatic and Policy-Based Initiatives

Planning and Consumer and Business Affairs should encourage developers to partner with LASC to establish a programmatic off-campus presence in the community. Tutoring centers, job-preparedness centers, and incubators run by LASC and located off-campus can encourage economic development throughout the community. When located in streetfront retail spaces, these uses can also help to activate the streets in a positive way, would increase the college's visibility in the community and could help new real estate developments get financing by acting as an anchor tenant. The CDC's incubator program or Small Business Development Center could also be an appropriate off-campus partnership between LASC and the County. While the location of an incubator in West Athens/Westmont may not be viable now, as the neighborhood improves, such a program could bring highly skilled people to the neighborhood and college. Such a project could leverage the presence of higher-skilled industries along the western portion of the I-105 corridor, and would support LASC's commitment to equity as a core objective.

Both federal and state resources are available for workforce development programs in low-income communities. The Transformative Climate Communities program, for instance, provides a matching grant for programs that are run by multi-organization partnerships and expand economic opportunity, especially when those programs are located

near transit stations. The USDOT's Innovative Transit Workforce Development Program also provides funding to innovative workforce development programs that leverages investment in public transportation to increase employment opportunities in emerging fields as well as public transportation. LASC, Metro, and the non-profit organizations are all eligible applicants for this funding which pays for program operating costs and some student stipends.

Consumer and Business Affairs should target small business incentives to encourage the location of retail- and office-using businesses in the Specific Plan area. Currently, the SBC supports small businesses in opening locations in unincorporated parts of the County. This happens through individualized assistance, but the program currently lacks place-based financial incentives. Reserving incentive dollars for small business start-up and operating grants in low-income, unincorporated communities like West Athens and Westmont could attract companies which might have otherwise opened in neighboring municipalities.

While the County provides several low-interest loan programs for businesses, the most impactful incentives are reserved for manufacturing companies; there is no industrially-zoned land within the Specific Plan area for manufacturing. However, the County's Business Expansion Loan Program could be a viable tool to support new private businesses and should be expanded and advertised in relation to West Athens and Westmont. In addition, the County could use tax subvention agreements as a means of gap financing to incentivize larger businesses with a preference to locate along the I-105 Corridor.

Planning and LASC should encourage a mix of job-providing tenants in new developments within the Specific Plan area, such as nonprofit organizations, health care clinics, and public services. These community-focused tenants require lower costs and are committed to the mission of community revitalization. These tenants should be integrated into streetfront retail space in new affordable housing developments, as part of a general requirement for active streetfronts.

While affecting uses within private buildings is mostly out of the County's control, as highly credit-worthy tenants, the County and the Los Angeles Community College District (LACCD) can act as first movers to support projects financially

by leasing space within new developments for community-serving facilities such as health clinics, job training centers, or libraries. The Department of Regional Planning should encourage developers to include space for such uses, and the CDC should facilitate connections where possible. The County should encourage developers and community-driven organizations seeking to locate in the Specific Plan area to pursue a New Markets Tax Credit allocation to support project gap financing.

The CDC should seek funding from the Affordable Housing and Sustainable Communities Fund to support affordable housing development and preservation as well as housing-related infrastructure. The AHSC can fund new construction, acquisition and substantial rehabilitation, or conversion of nonresidential structures to residential, within a ½ mile of a transit stop. The program also funds capital improvements required by a locality, transit agency, or special district as a condition to the approval of the affordable housing development, as well as projects that promote energy efficiency, low impact design, renewable energy or urban greening. The Specific Plan area would be very well-positioned to receive funds from the state given the program's mission to support affordable housing, to revitalize low-income communities, and to encourage sustainable forms of transportation.

LAEDC should strategically evaluate real estate opportunities to facilitate private development that preserves long-term affordability within the neighborhood, partnering with the CDC to make funding available for nonprofits to implement. Similar to a land banking strategy, the County could establish a quasi-public entity such as a County land banking authority, or engage a non-profit partner who could acquire vacant or underutilized parcels. These parcels could be assembled for redevelopment in line with market demand and sold to private developers with conditions that they provide certain community benefits. This could be particularly useful for smaller footprint commercial parcels along Vermont, Western, and Normandie where ownership is dispersed but where larger, mixed-use developments may be desirable in the long run. The County could also encourage land trusting. Land trusts are typically non-profit organizations that acquire property to become long-term owners of land and protectors of affordability. These organizations sell buildings at an affordable price and to income-qualified households and lease the land

at a very low cost to the homebuyer. There is currently one community land trust operating in South LA –T.R.U.S.T. South L.A. The County should begin discussions with T.R.U.S.T. South L.A. to better understand the viability of the model in West Athens/Westmont.

TABLE 8.2: NEAR-TERM STRATEGIES

	Responsible Parties	Funding Sources
Place-Based Interventions		
Bicycle, pedestrian, and placemaking improvements	Planning & Public Works	Affordable Housing and Sustainable Communities (CA), Transformative Climate Communities Program (CA), Measure M (LA County), Congestion Mitigation and Air Quality Program (US EPA)
Encourage Use of Facade Improvement Program	CDC	Facade Improvement Program (LA County)
Begin brownfield remediation process at Normandie and I-105	LAEDC & Public Works	Brownfield Grants Program (US EPA), California Brownfields Program
Implement Specific Plan design guidelines	Planning	
Programmatic Interventions		
Launch community-driven initiative to improve safety in the Specific Plan area	Sheriff's Department & Public Social Services	
Expand skills training and job readiness courses at LASC	Consumer and Business Affairs	Transformative Climate Communities Program (CA), Innovative Transit Workforce Development Programs (US DOT)
Establish a homeless housing motel initiative	Military and Veterans Affairs & CDC	US Department of Veterans Affairs

TABLE 8.3: MEDIUM- AND LONG-TERM STRATEGIES (3-10 YEARS AND BEYOND)

	Responsible Parties	Funding Sources
Place-Based Interventions		
Public development of joint amenities	LAEDC	
LASC joint development	LASC	
Programmatic Interventions		
County and LASC establish off-campus community programming and facilities	Planning, Consumer and Business Affairs & LASC	Transformative Climate Communities Program (CA), Innovative Transit Workforce Development Programs (US DOT)
Develop small business incentives	Consumer & Business Affairs	Business Expansion Loan Program (LA County), Tax subvention agreements
Encourage a mix of job-providing tenants	Planning & LASC	New Markets Tax Credits, Low Income Housing Tax Credits
Affordable housing development, preservation and rehabilitation and infrastructure near station area	CDC	Affordable Housing & Sustainable Communities Program (CA)
Establish a land banking and/ or land trusting strategy for the neighborhood	LAEDC & CDC	

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CHAPTER 9 – IMPLEMENTATION AND ADMINISTRATION

9.1 ADMINISTRATION & IMPLEMENTATION

9.1.1 SPECIFIC PLAN ADOPTION

The Connect Southwest LA Specific Plan shall be adopted by ordinance according to the procedures established in Chapter 22.60 of the Los Angeles County Code.

9.1.2 AMENDMENT TO THE SPECIFIC PLAN

A Specific Plan Amendment may be initiated by the Board of Supervisors, the Commission, or upon application by a property owner or their designated representative. An amendment to the Connect Southwest LA Specific Plan shall be processed in accordance with Chapter 22.60 of Title 22.

9.1.3 ENFORCEMENT

The Director is responsible for the overall administration and enforcement of the provisions of this Specific Plan.

9.1.4 APPLICABILITY

The Connect Southwest LA Specific Plan shall apply to all new development projects for which a complete application has been filed on or after the effective date of the ordinance containing these new or revised regulations. Complete applications that were filed before the effective date of this Specific Plan shall comply with the regulations and applicable Title 22 provisions that were in effect at the time that the respective complete applications were filed.

9.1.5 SEVERABILITY

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be invalid by a court of competent jurisdiction, such invalidity shall not affect the other Specific Plan provisions, clauses, or applications thereof which can be implemented without the invalid provision, clause, or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.

9.1.6 RELATIONSHIP TO TITLE 22

The provisions contained in the Connect Southwest LA Specific Plan shall be considered to be in combination with the other applicable provisions of Title 22. Where provisions of this Specific Plan conflict with any other provision of Title 22, the Connect Southwest LA Specific Plan shall govern. Where

provisions of the Specific Plan are silent, the other applicable provisions of Title 22 shall govern.

9.1.7 INTERPRETATION

The Director or designee has the authority to interpret the intent of this Specific Plan if ambiguity arises concerning the meaning or appropriate application of the provisions of the plan. In so doing, the Director shall consider the following factors:

- The case is similar to previous interpretations of similar provisions.
- The interpretation reflects satisfactorily the vision, intent, and purpose of the Specific Plan.
- The resulting project is consistent with the General Plan.
- The decision constitutes sound precedent for other similar situations.

Such interpretations may be appealed to the Commission and ultimately the Board of Supervisors in accordance with the appeal procedures of Chapter 22.60 of Title 22.

9.1.8 NONCONFORMITIES

The nonconforming use and structure provisions in Section 22.16 of Title 22 shall apply to all uses and structures in the area governed by the Connect Southwest LA Specific Plan that were legally established or built prior to the effective date of this Specific Plan.

9.1.9 ENVIRONMENTAL CLEARANCE

The EIR is primarily a source of environmental information and disclosure for the County, the lead agency for the project. The EIR describes the potential impacts from the adoption of the Specific Plan. Subsequent development projects in the Specific Plan are anticipated as it builds out. The EIR has been prepared as a Program EIR (PEIR), as defined by Section 15168 of the CEQA Guidelines, and subsequent projects that are within the scope of this EIR may be subject to a more limited environmental review process, as guided by the provisions of CEQA.

Use of a PEIR provides the County with the opportunity to consider broad policy alternatives and program-wide mitigation measures. It provides the County with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis. Agencies

generally prepare PEIRs for programs or a series of related actions that are linked geographically; are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

This approach is consistent with the tiering provisions in California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for "Projects Consistent with a Community Plan, General Plan or Zoning." This tiering opportunity is only available for plans (e.g., specific plan) for which an EIR has been prepared.

Note that tiering under these provisions will require environmental review and documentation to substantiate that a subsequent project does not result in any new potentially significant impacts. Such review (under 21083.3 / 15083) could be documented in the form of an Initial Study to ensure "topic by topic" review and substantiation. Once consistency has been substantiated and review shows that the project would not result in new significant impacts, neither a mitigated negative declaration nor an EIR would be required.

Additionally, nor formal public review would be required. Projects may also be exempt from CEQA review pursuant to other sections of CEQA (e.g., exemptions for residential infill projects statutory exemptions, or categorical exemptions) depending on the size of the project and type of development. The type of CEQA review needed for each project will be determined by County staff during their review of the type of project or the development proposed.

In addition to a more limited review process, infill and transit-oriented infill projects may qualify for streamlined environmental review. CEQA Guidelines Section 15183.3 allows eligible projects to streamline the environmental review process by limiting the topics subject to review at the project level. Public Resources Code Section 21099 and 21155.4 also limit review of environmental topics

9.1.10 SPECIFIC PLAN EIR MITIGATION MONITORING

Pursuant to California Public Resources Code Section 21091.6, a summary of conditions of a project approval shall be prepared to mitigate or avoid significant effects on the environment. The EIR for the Connect Southwest LA Specific

Plan includes a Mitigation Monitoring Report that will be completed prior to adoption of the Specific Plan.

9.1.11 TIERING FOR FUTURE PROJECTS CONSISTENT WITH THE SPECIFIC PLAN AND EIR

2015 CEQA Guidelines § 15183 (excerpt):

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located,

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

9.2 REVIEW & APPROVALS

9.2.1 APPLICATIONS

No new development or use shall be established under the Specific Plan, and no grading or building permits shall be issued for these uses, until an application has been approved for the required permit type listed in the Use Regulation tables in Chapter 4, Regulating Code, and pursuant to the applicable procedures set forth below.

9.2.2 MINISTERIAL SITE PLAN REVIEW

1. Review Authority. For uses that are permitted in the respective Use Regulation table, the Director shall have the authority to review projects subject to a Ministerial Site Plan Review for compliance with the Specific Plan and other provisions of Title 22 of the County Code.
2. Application Requirements. A Ministerial Site Plan Review application shall include all information required by the form provided by the Department, and the payment of the required fee established in Title 22 of the County Code.
3. Determination. If the project complies with the provisions of the Specific Plan and other applicable provisions of Title 22, the Director shall grant the Ministerial Site Plan Review approval. Otherwise, the Director shall deny the application for a Ministerial Site Plan approval.

9.2.3 MINOR MODIFICATIONS

Minor modifications, as defined herein, shall not require a Specific Plan Amendment, but will be subject to the following "substantial conformance" determination.

1. Review Authority. The Hearing Officer shall have the authority to review projects requesting a modification to the development standards identified in subsection 4 below, for substantial compliance with the applicable requirements of the Specific Plan and other provisions of Title 22 (Planning and Zoning) of the County Code.
2. Application Requirements. A modification application shall include all information required by the form provided by the Department, and the payment of the required fee.
3. Procedures. A modification request shall be subject to the public hearing procedures and requirements set forth in Title 22 (Planning and Zoning) of the county Code.

4. Determination. If the Hearing Officer determines that the request for a modification is consistent with the principles and standards of Section 22.56.1690 in Title 22 of the County Code, the Hearing Officer may approve the modification. Notwithstanding the foregoing, only the following development standards may be modified:

TABLE 9.1: MODIFICATIONS

Requirement	Maximum Modifications
Setback	10%
Building Height	10%
Building Size / Massing	15%
Open Space Area / Landscaping	15%
Sign Height / Width / Area	10%
Parking Spaces	10%
Loading Areas	Ma be modified or waived

5. Appeals. The decision of the Hearing Officer may be appealed or called up for review pursuant to the procedures and requirements of Chapter 22.60, Part 5 of Title 22 in the County Code.
6. Revisions to Modification. Revisions to a modification grant may be approved by the Director if the revisions do not affect the intent of the original approval. Revisions that would deviate from the intent of the original approval shall require approval of a new modification.

9.2.4 SPECIFIC PLAN MODIFICATION REVIEW

1. Review Authority. The Hearing Officer shall have the authority to review projects subject to a Specific Plan Modification Review for substantial compliance with the applicable standards and implementing options of this Specific Plan and other applicable provisions of Title 22 (Planning and Zoning) of the County Code.
2. Application Requirements. A Specific Plan Modification Review application shall include all information required by the form provided by the Department, and the payment of the fee set forth in Chapter 22.60, Part 2 in Title 22 of the County Code.
3. Procedures. A Specific Plan Modification Review shall be subject to the public hearing procedures and requirements set forth in Chapter 22.60, Part 4 in Title 22 of the County Code.

4. Burden of Proof. The applicant shall substantiate to the satisfaction of the Hearing Officer that:
   - Approval of the project conforms with the applicable provisions of this Specific Plan and other applicable provisions of Title 22 (Planning and Zoning) of the County Code.
   - Approval of the project is in the interest of the public health, safety, and general welfare.
   - Site layout, open space, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, and walls and fences are designed to provide a desirable environment within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses.
   - Architectural character, scale, quality of design, building materials, colors, screening of exterior appurtenances, and signs are designed to ensure compatibility of the development with the Specific Plan and the character of the neighborhood.
   - Project landscaping, including its location, type, size, color, texture, and coverage of plant materials at the time of planting are designed and developed to provide visual interest, complement buildings and structures, and provide an attractive environment for the public. The project landscaping shall also include measures to provide for irrigation, maintenance, and protection of the landscaped areas.
   - Parking areas are designed and developed to buffer surrounding land uses, complement pedestrian-oriented development, enhance the environmental quality of the site such as to minimize stormwater run-off and the heat-island effect, and achieve a safe, efficient, and harmonious development.
   - Lighting and lighting fixtures are designed to complement buildings, are of appropriate scale, avoid creating glare, and provide adequate light over walkways and parking areas to foster pedestrian safety.
5. Appeals. The decision of the Hearing Officer for the Substantial Conformance Review may be appealed or called up for review pursuant to the procedures and requirements of Chapter 22.60, Part 5 of Title 22 of the County Code.
6. Revisions to Specific Plan Modification Review. Revisions to the Substantial Conformance Review may be approved by the Director if the revisions do not affect the intent of the original approval. Revisions that would deviate

from the intent of the original approval shall require the approval of a new Specific Plan Modification Review.

9.2.5 CONDITIONAL USE PERMIT

When a conditional use permit is required under this Specific Plan or otherwise required under Title 22 (Planning and Zoning) of the County Code, the review procedures for a conditional use permit shall be the same as those prescribed in Chapter 22.56, Part 1 of Title 22 of the County Code.

9.3 GENERAL PLAN AND ZONING AMENDMENTS

The California Government Code grants authority to cities and counties to adopt Specific Plans for purposes of implementing the goals and policies of a city's General Plan (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.). The LA County code establishes the purpose and process for adoption of Specific Plans. As with general plans, the Regional Planning Commission must hold a public hearing to consider and provide a recommendation on the Specific Plan. With the adoption of this Specific Plan, LA County is requesting a General Plan Land Use Map designation of "Specific Plan" for the entire project area as well as a narrative amendment to the General Plan adding the Connect Southwest LA Plan to the list of approved Specific Plans.

9.4 IMPLEMENTATION STRATEGY

There are a number of grant, loan, and value capture funding mechanisms that could finance the infrastructure and community benefits identified in this Specific Plan. These resources are detailed in this section.

9.4.1 LOCAL TAX INCREMENT AND ASSESSMENT DISTRICTS

Los Angeles Country Park Safe Neighborhood Parks Proposition of 1992, 1996, Proposition A

The Safe, Clean Neighborhood Parks & Beaches Measure (Measure A) was approved by voters in November 2016. This measure will replace expiring, voter-approved funding with new funding for parks, beaches, recreation and open spaces; and generate approximately $92.7 million per year. Funding from the measure will be used to upgrade playground equipment, parks, recreation centers and senior centers; provide

children in our community safe places to play and opportunities to participate in after school programs in parks and recreation centers; allow for implementation of drought-tolerant plants and use of recycled water and rainwater to reduce the amount of water wasted; and help protect and preserve undeveloped natural areas for future generations.

Enhanced Infrastructure Financing District

The Enhanced Infrastructure Financing District (EIFD) is a new funding mechanism that was signed into law on September 2014. Its main purpose is to finance a wide array of infrastructure projects with "community-wide significance," from parks and brownfield remediation to transit improvements and affordable housing.

An EIFD can be created by a city, county, or joint powers authority to fund specific infrastructure and economic development projects as outlined in the financing plan. EIFDs can also leverage multiple funding streams to achieve these goals—including tax increment (if approved by voters), assessment revenues, fees, and other sources such as state and federal grants.

EIFDs share a number of similarities to Community Revitalization Investment Authorities (CRIAs)—another funding mechanism recently passed in California to help carry out revitalization activities. However, a CRIA must operate within an investment area that meets the state's criteria of a disadvantaged community (generally, the district must consist of households making no more than 80 percent of the state's median household income).

Unlike a CRIA, however, an EIFD can be established without voter approval and does not require an affordable housing set-aside. EIFDs may not issue debt without a 55 percent vote of the district's registered voters, nor can revenues be used to fund ongoing maintenance and operations. Because an EIFD's strength lies in the power of tax increment financing, LASC's tax exempt status would be a constraint because none of the assessed improvements associated with the campus could be applied toward the increment. Nonetheless, if the Specific Plan were to jumpstart a new wave of investment in the Specific Plan area, those revenues could be tapped for any number of improvements, including transit station improvements, water and sewer infrastructure, pedestrian connectivity, and other streetscape amenities.

Special Assessment Districts

Special Assessment Districts can be used fund any improvement that provides a "direct and special" benefit to the assessed property. By this definition, improvements like the recommended medians, sidewalks, lighting, art, and benches that improve connectivity, as well as safety improvements like private security, can be funded via Special Assessment, while "general" benefits like schools may not.

There are two primary challenges in establishing Special Assessment Districts, particularly for those in already developed areas. The first is that total property taxes can only increase a certain amount before new development is disadvantaged relative to properties not subject to an assessment. The second challenge is that assessment districts require a majority vote of property owners weighted by property value to pass. All the affected properties must stand to benefit from that particular improvement, and no assessment can exceed the "reasonable cost" of its special benefit to that parcel. One benefit to forming a Special Assessment District in the case of West Athens-Westmont, however, is that nonprofit uses like LASC would not be exempt from paying dues, thereby substantially increasing the available revenue stream.

Business Improvement District

A Business Improvement District (BID) is a common type of Special Assessment District that assesses business and/or property owners to fund maintenance, marketing, and other activities, including additional public services or improvements. If such a district were to be formed in West Athens-Westmont, funding could be applied toward enhanced sanitation and cleaning as well as other streetscape and pedestrian improvements.

The County would need to undertake extensive outreach to the property owners to educate them on the benefits and obtain majority support before moving forward with formation. If support can be obtained, a BID is a powerful tool for raising funds to provide enhancements to the area, but cannot be used to issue bonds.

Under the California Parking and Business Improvement Area Law of 1989 and Property and Business Improvement District Law of 1994, a district can be established via a County resolution of intent to form a BID. If a majority of property

owners do not protest the resolution during a subsequent public hearing, an advisory board would be appointed. Once formed, a special assessment can be charged to commercial property or business owners for an amount proportional to the benefits they will receive.*

Landscape and Lighting District

Like a BID, a Landscape and Lighting Assessment District (LLAD) is another type of Special Assessment District that could be applied in West Athens-Westmont to fund new street and pedestrian lights, landscaping, parkways, medians, and other amenities, and require benefits to accrue proportionately to the assessed properties. LLADs are more flexible than BIDs in that they can issue bonds and require a simple majority of property owners for formation. The Specific Plan area is already encompassed by one such LLAD that provides funding to maintain street lights. There have been no LLADs established by the County for amenities like pedestrian lighting; forming such a district in West Athens-Westmont would require creating a new Special Assessment District dedicated to that purpose.

Given the same barrier to entry as a BID, formation of an LLAD that can issue bonds for the commercial areas that are supported by and include the LASC is a better approach for raising local funds than the formation of a BID.

9.4.2 OTHER LOCAL SOURCES OF FUNDS

Development Impact Fees

Development impact fees are another potential funding source for affordable housing, parks, and recreational open space. These fees, paid by new residential and commercial development projects, must only be used to pay for improvements that can be demonstrated to serve new residents and businesses (from new development), but these fees can be combined with other funding sources to fund a project that serves both new and existing residents or businesses. A nexus study—which calculates the new increment of development, estimates the portion of an improvement project attributable to that increment of growth, and allocates the fee among the new development projects by land use—is required by state law for implementation. Additional impact fees, such as a transportation and traffic

** BID assessments cannot be charged to residential properties or land zoned for agriculture.*

impact fee, could be considered as a means to fund additional improvements that enhance mobility.

Revenue Bonds

Public activities that are revenue generating and create sufficient cash flow to cover operating costs and debt service can potentially issue tax-free municipal debt to cover the cost of capital improvements. A common example of this is revenue bonds for parking garage construction where there is pay parking.

General Obligation Bonds and Other Public Debt

New commercial and lodging projects could generate significant new sales tax and transit occupancy (lodging) tax revenues that will flow into the County's General Fund. This new money could be used to finance debt service on tax-exempt debt obligations so that existing activities provided through the General Fund are not impacted. Such a General Obligation bond, however, requires a two-thirds vote of local residents (except for educational facilities) to approve. Alternatively, for facilities that can serve as collateral for debt, certificates of participation are a public finance technique that do not require voter approval.

In November 2016, Los Angles County voters approved the Safe, Clean Neighborhood Parks and Beaches Protection Measure of 2016. The measure replaces funding under Proposition A (set to expire in 2019). The proposal is estimated to raise up to $94 million annually. Such funding would be especially useful in West Athens-Westmont's case, given its pronounced lack of open space. According to the County's Parks & Recreation Needs Assessment, published in May 2016, West Athens-Westmont's "Park Need" category ranks "Very High," with one of the most acute shortages of park space in the County. With the passage of the funding measure, the County should prioritize West Athens-Westmont as an early recipient of program funds.

Los Angeles County Parkland Dedication (Quimby) Ordinance

The County of Los Angeles adopted Sections 21,24,340 and 21.24.350 and Sections 21.28.120, 21.28.130, 21.28.140 of the Los Angeles County Code ("Parkland Dedication Ordinance"), consistent with, and as permitted by the State's Quimby Act. The ordinance requires that the subdivider of residential subdivision "provide local park space to serve the subdivision, pay a fee in lieu of the provisions of such park

land... provide local park space containing less than the required obligation but developed with amenties equal in value to the park fee, or do a combination of the above" (Los Angeles County Code, Section 21.24.340 et seq.). For the purpose of the County's Quimby Ordinance, the unincorporated areas are divided into 47 Park Planning Areas (PPAs), based on location and neighborhood characteristics. West Athens-Westmont is located in PAA #19.

9.4.3 REGIONAL AND STATE SOURCES OF FUNDS

Affordable Housing and Sustainable Communities

The 2006 Global Warming Solutions Acts (AB 32) established a cap and trade system in California. The system establishes quarterly auctions of carbon allowances, whose proceeds are deposited into a Greenhouse Gas Reduction Fund. Using revenue from this fund, the Strategic Growth Council administers the Affordable Housing and Sustainable Communities program, which funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas emissions.

Approximately $320 million in AHSC funding was announced in FY 2015–16; recipients will be announced in September 2016. During the 2016–17 funding round, potential projects in West Athens-Westmont could include the acquisition and rehabilitation of affordable housing, or the conversion of nonresidential structures to residential dwelling units. Affordable housing developers, the LA County Housing Authority, and/or the County's Community Development Commission (Redevelopment successor agency) are all eligible applicants.

Projects that can show the Strategic Growth Council that they reduce vehicle miles traveled by locating near transit are most competitive for funds. However, the market for carbon emissions has shown itself to be relatively unstable. Rather than trading emission allowances, companies are reducing emissions. While this is certainly beneficial to the environment, it means that the future of this funding source is uncertain.

Infrastructure State Revolving Loan Fund

The California Infrastructure and Economic Development Bank (I-Bank) loans money for infrastructure projects around the state. The I-Bank is the state's general purpose financing authority that finances public infrastructure and private

development projects that promote economic development and revitalize communities.

Eligible project categories in West Athens-Westmont could include the rehabilitation of streets and highways, water supply and flood control, new parks and recreational facilities, expanded public transit, public safety features, and power and communications facilities.

Recent loan recipients in Southern California have included the City of San Gabriel, which borrowed $3.8 million at 3.5 percent interest to upgrade, reconstruct, and rehabilitate its public streets.

Integrated Regional Water Management Grant

Using funds from Proposition 1, the water bond passed by California voters in 2014, the California Department of Water Resources will award over $510 million in Integrated Regional Water Management Grants for planning and implementation projects throughout the state, with $98 million specifically allocated to the Los Angeles region starting in 2016. Projects can include stormwater capture, water reuse, and other green streets measures.

Grant applications for implementation will be solicited at a future date; eligible projects for West Carson could include stormwater capture, water reuse, providing new open space, and other green streets measures.

Caltrans Active Transportation Program

Caltrans's Active Transportation Program (ATP) consolidates various state and federal transportation programs, including the federal Transportation Alternatives Set-Aside (TA Set-Aside), Bicycle Transportation Account, and state Safe Routes to School. Funding is distributed to three categories: statewide competition (50 percent), MPO projects for regions with 200,000 or more residents (40 percent), and small urban and rural regions with populations of less than 200,000 (10 percent).

Although some programs request only state funds, most include a combination of funding from all available sources.

The goal of ATP is to encourage increased use of active modes of transportation, including walking and biking, as well as the safety and mobility of non-motorized users. Eligible projects in West Athens-Westmont could include developing new bike- and walkways, including a pedestrian bridge,

and adding new landscaping, traffic control devices, and enhanced street lighting.

Southern California Association of Governments (SCAG) administers the regional portion of the ATP and relies on the California Transportation Commission's Call for Proposals process to select the capital projects to be funded through the regional program.

9.4.4 FEDERAL SOURCES

Federal Transportation Sources

The Fixing America's Surface Transportation (FAST) Act was signed into law in December 2015, and authorizes federal funding for a wide array of transit improvements through fiscal year 2020. It includes a number of potential funding sources that could benefit the Specific Plan area, including Capital Investment Grants, Urbanized Area Formula Grants, and Surface Transportation Block Grant Programs. These funds are administered through Caltrans's ATP program, described above.

The FAST Act also established a new National Surface Transportation and Innovative Finance Bureau within the U.S. Department of Transportation to serve as a consolidated resource for providing local government agencies with federal funding, financing, and technical assistance.

Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program (STBG) is one of the primary flexible funding sources available for transit at the local level. These funds may be used for a wide array of transit corridor capital improvements, including public transportation capital improvements, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities.

STBG funding is apportioned directly to SCAG by the Federal Highway Administration. The funding is allocated by the State of California, with a nonfederal funding match requirement of 11.47 percent.

With respect to planning, SGBG funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures. STP

funds are distributed in a state based on population and other programmatic categories.

Transportation Alternatives Set-Aside

Within the STBG funding above is a set amount called the Transportation Alternatives "Set-Aside" (formerly Transportation Alternatives Program, or TAP). The TA Set-Aside finances projects defined as "transportation alternatives," including on- and off-road pedestrian and bicycle facilities, recreational programs, infrastructure projects for improving "nondriver" access to public transportation, enhanced mobility, community improvement activities, and environmental mitigation. It also funds activities related to the former Safe Routes to School (SRTS) program, which helped fund the construction of infrastructure-related projects on public roads and bicycle-pedestrian pathways near schools. A funding commitment in the vicinity of West Athens Elementary School, for example, could finance sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements and bridges, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements anywhere within two miles of the school.

State Departments of Transportation (DOTs) and MPOs are not eligible entities as defined under the statute, and therefore are not eligible project sponsors for TA Set-Aside funds. However, such agencies may partner with an eligible entity project sponsor to carry out a project.

Economic Adjustment/Revolving Loan Fund

The Economic Development Administration, a bureau in the U.S. Department of Commerce, administers the Economic Adjustment/Revolving Loan Fund (RLF), which assists state and local entities in creating and implementing strategies to improve local economic conditions in areas that have experienced structural change in their economic bases.

The RLF provides capital to help small businesses and entrepreneurs expand production capabilities with gap financing. Maximum loans are $650,000 per borrower with terms of seven years for working capital, 15 years for fixed assets, and 20 years for real estate.

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COUNTY OF LOS ANGELES
CALIFORNIA

LOS ANGELES COUNTY
DEPARTMENT of REGIONAL PLANNING

Appendix C Air Quality/GHG Modeling

Appendices

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Criteria Air Pollutant and GHG Emissions Worksheets

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Construction Estimate Worksheet (Summary Output CalEEMod)

Year	Phase	Mitigated ROG	NOX	CO	SO2	PM10	PM2.5
2018	Demolition	4	55	27	0	8	3
2018	Site Preparation	6	83	31	0	12	7
2018	Grading	5	60	36	0	7	4
2018	Building Construction	5	49	35	0	5	2
2018	Paving	2	18	16	0	1	1
2018	Architectural Coating	49	2	4	0	1	0
	Peak Daily Total	71	267	149	0	33	18
2018	Demolition	4.33	55.11	26.74	0.08	7.58	2.83
2018	Site Preparation	5.75	82.89	30.97	0.13	12.38	7.28
2018	Grading	5.23	60.11	36.30	0.07	6.58	4.03
2019	Grading	4.87	55.07	34.46	0.07	6.33	3.80
2018	Building Construction	4.86	48.88	35.08	0.11	4.95	2.49
2019	Building Construction	4.34	45.07	32.95	0.10	4.72	2.27
2020	Building Construction	3.89	41.18	31.18	0.10	4.50	2.06
2021	Building Construction	3.49	37.46	29.71	0.10	4.28	1.86
2022	Building Construction	3.20	34.62	28.60	0.10	4.12	1.71
2023	Building Construction	2.86	28.88	27.43	0.10	3.99	1.59
2024	Building Construction	2.71	27.84	26.75	0.10	3.91	1.51
2025	Building Construction	2.55	26.71	26.11	0.10	3.82	1.43
2026	Building Construction	2.51	26.55	25.64	0.09	3.82	1.42
2027	Building Construction	2.47	26.40	25.23	0.09	3.82	1.42
2028	Building Construction	2.43	26.27	24.88	0.09	3.82	1.42
2029	Building Construction	2.38	26.14	24.52	0.09	3.81	1.42
2030	Building Construction	2.28	21.48	24.28	0.10	3.43	1.07
2031	Building Construction	2.23	21.38	23.99	0.10	3.43	1.07
2032	Building Construction	2.19	21.28	23.72	0.09	3.43	1.07
2033	Building Construction	2.15	21.18	23.50	0.09	3.43	1.07
2034	Building Construction	2.12	21.10	23.28	0.09	3.43	1.07
2035	Building Construction	2.01	20.26	23.06	0.09	3.37	1.01
2036	Building Construction	2.01	20.26	23.06	0.09	3.37	1.01
2037	Building Construction	2.01	20.26	23.06	0.09	3.37	1.01
2018	Paving	1.74	17.59	15.61	0.02	1.11	0.92
2018	Architectural Coating	49.39	2.19	4.01	0.01	0.57	0.26
2019	Architectural Coating	49.33	2.00	3.77	0.01	0.54	0.24
2020	Architectural Coating	49.29	1.83	3.58	0.01	0.53	0.22

Regional Operation Emissions Worksheet: Existing (2017)

Criteria Air Pollutants

Summer

Source	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	960.705	61.2642	1,199.01	1.74E+00	127.4147	127.4147
Energy	2.3881	20.6731	10.6302	0.1303	1.65	1.65
Mobile	130.4542	559.4935	1,785.28	4.6168	336.8207	94.2744
Total	**1,093.55**	**641.4308**	**2,994.92**	**6.4826**	**465.8853**	**223.3391**

Winter

Source	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	960.705	61.2642	1,199.01	1.74E+00	127.4147	127.4147
Energy	2.3881	20.6731	10.6302	0.1303	1.65	1.65
Mobile	128.0302	578.6611	1,704.44	4.3871	336.8618	94.3137
Total	**1,091.12**	**660.5984**	**2,914.08**	**6.2529**	**465.9264**	**223.3783**

Max Daily

Source	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	961	61	1199	2	127	127
Energy	2	21	11	0	2	2
Mobile	130	579	1785	5	337	94
Total	**1,094**	**661**	**2,995**	**6**	**466**	**223**

GHG Emissions

Source	Buildout MTons/Year	Percent of Project Total
Area	909	1%
Energy	18,743	19%
Mobile	74,541	75%
Waste	3,050	3%
Water	2,431	2%
Total All Sectors	99,673	100%

Regional Operation Emissions Worksheet: Buildout

Existing - 2035

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	960.2316	61.185	1,195.13	1.74E+00	127.432	127.432
Energy	2.3881	20.6731	10.6302	0.1303	1.65	1.65
Mobile	46.1728	256.1982	610.3735	3.1663	332.185	89.8991
Total	**1,008.79**	**338.0563**	**1,816.14**	**5.0321**	**461.267**	**218.9811**

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	960.2316	61.185	1,195.13	1.74E+00	127.432	127.432
Energy	2.3881	20.6731	10.6302	0.1303	1.65	1.65
Mobile	44.887	259.0146	580.1397	3.0205	332.1886	89.9025
Total	**1,007.51**	**340.8728**	**1,785.90**	**4.8863**	**461.2706**	**218.9845**

Maximum Emissions

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	960.232	61.185	1,195.135	1.736	127.432	127.432
Energy	2.388	20.673	10.630	0.130	1.650	1.650
Mobile	46.173	259.015	610.374	3.166	332.189	89.903
Total	**1,008.793**	**340.873**	**1,816.138**	**5.032**	**461.271**	**218.985**
Regional Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	Yes	Yes	Yes	No	Yes	Yes

Buildout - Year 2035

Remaining Existing Buildings

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	584.2831	36.7075	717.01	1.04E+00	76.4518	76.4518
Energy	1.8161	15.6786	7.7716	0.0991	1.2548	1.2548
Mobile	23.0086	127.3821	306.7106	1.5935	167.4229	45.3085
Total	**609.1078**	**179.7682**	**1,031.49**	**2.7338**	**245.1295**	**123.0151**

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	584.2831	36.7075	717.01	1.04E+00	76.4518	76.4518
Energy	1.8161	15.6786	7.7716	0.0991	1.2548	1.2548
Mobile	22.373	128.8386	291.3035	1.5202	167.4246	45.3101
Total	**608.4722**	**181.2247**	**1,016.09**	**2.6605**	**245.1312**	**123.0167**

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	584.283	36.708	717.010	1.041	76.452	76.452
Energy	1.816	15.679	7.772	0.099	1.255	1.255
Mobile	23.009	128.839	306.711	1.594	167.425	45.310
Total	**609.108**	**181.225**	**1,031.492**	**2.734**	**245.131**	**123.017**

New Buildings

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	117.0429	4.28E+01	218.331	2.69E-01	4.40E+00	4.40E+00
Energy	1.3648	11.9799	7.291	0.0744	0.9429	0.9429
Mobile	34.0979	188.7756	454.5339	2.3615	248.1146	67.1455
Total	**152.5055**	**243.6**	**680.1559**	**2.7053**	**253.4525**	**72.4835**

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	117.0429	4.28E+01	2.331	2.69E-01	4.40E+00	4.40E+00
Energy	1.3648	11.9799	7.291	0.0744	0.9429	0.9429
Mobile	33.156	190.9341	431.7012	2.2529	248.1172	67.148
Total	**151.5636**	**245.7584**	**657.3231**	**2.5967**	**253.4551**	**72.4859**

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	117.043	42.844	218.331	0.269	4.395	4.395
Energy	1.365	11.980	7.291	0.074	0.943	0.943
Mobile	34.098	190.934	454.534	2.362	248.117	67.148
Total	**152.506**	**245.758**	**680.156**	**2.705**	**253.455**	**72.486**

Combined

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	701.326	79.552	935.341	1.311	80.847	80.847
Energy	3.181	27.659	15.063	0.174	2.198	2.198
Mobile	57.107	319.773	761.245	3.955	415.542	112.458
Total	**761.613**	**426.983**	**1,711.648**	**5.439**	**498.586**	**195.503**

Net Difference

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	-258.906	18.367	-259.794	-0.425	-46.585	-46.585
Energy	0.793	6.985	4.432	0.043	0.548	0.548
Mobile	10.934	60.758	150.871	0.789	83.353	22.556
Total	**-247.179**	**86.110**	**-104.490**	**0.407**	**37.316**	**-23.482**
SCAQMD Significance Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	**No**	**Yes**	**No**	**No**	**No**	**No**

Construction + Operation (Worst-Case)

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Construction	71.301	266.765	148.717	0.411	33.169	17.820
Operation	-247.179	86.110	-104.490	0.407	37.316	-23.482
Total	**-175.878**	**352.875**	**44.227**	**0.818**	**70.485**	**-5.661**
SCAQMD Significance Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	**No**	**Yes**	**No**	**No**	**No**	**No**

GHG Emissions Inventory: Buildout

Existing - 2017

Source	Buildout MTons/Year	Percent of Project Total
Area	909	1%
Energy	18,743	19%
Mobile	74,541	75%
Waste	3,050	3%
Water	2,431	2%
Total All Sectors	99,673	100%
Service Population (Residents & Employees)*	12,569	
Per Capita	7.93	N/A

*IBI Group. 2017, July 21. West Athens-Westmont TOD Specific Plan Traffic Impact Study.

Construction

Year	MTons Total
2018	3,876
2019	1,471
2020	1,309
2021	1,207
2022	1,188
2023	1,159
2024	1,158
2025	1,141
2026	1,130
2027	1,120
2028	1,107
2029	1,104
2030	1,136
2031	1,131
2032	1,130
2033	1,117
2034	1,113
2035	1,115
2036	1,119
2037	1,097
Total Construction	**25,926**

Proposed Project

Remaining Existing Land Uses

Source	Buildout MTons/Year	Percent of Project Total
Area	545	1%
Energy	12,496	29%
Mobile	26,161	61%
Waste	2,092	5%
Water	1,285	3%
Total All Sectors	42,579	100%

New Land Uses

Source	Buildout MTons/Year	Percent of Project Total
Area	632	1%
Energy	15,911	27%
Mobile	38,770	66%
Waste	2,221	4%
Water	1,622	3%
Total All Sectors	59,157	100%

Combined

Source	Buildout MTons/Year	Percent of Project Total
Area	1,178	1%
Energy	28,407	28%
Mobile	64,932	63%
Waste	4,313	4%
Water	2,907	3%
Amortized Construction Emissions*	864	1%
Total All Sectors	102,600	100%

Service Population (Residents & Employees)**	19,576	persons
Per Capita	5.24	N/A
Forecasted Year 2035 Emission Rate	2.4	MTCO2e/SP/year
Exceeds Per Capita Emission Rate?	**Yes**	

*Total construction emissions are amortized over 30 years per SCAQMD methodology; SCAQMD. 2010, September 28. Greenhouse Gases (GHG) CEQA Significance Thresholds Working Group Meeting 15. http://www.aqmd.gov/ceqa/handbook/GHG/2010/sept28mtg/sept29.html.

**IBI Group. 2017, July 21. West Athens-Westmont TOD Specific Plan Traffic Impact Study.

Net Difference

Source	Buildout MTons/Year	Percent Change
Area	269	30%
Energy	9,664	52%
Mobile	-9,609	-13%
Waste	1,263	41%
Water	476	20%
Amortized Construction Emissions	864	n/a
Total All Sectors	2,927	3%
SCAQMD Bright-Line Screening Threshold	3,000	
Exceed Threshold?	**No**	

EMFAC 2014 Average Fuel Efficiency

Existing Conditions

								Annual	Daily	
				Existing Daily VMT (w/Reductions)				155,472,926	427,123	
calendar year	season month	sub area	vehicle class	Fuel Use (1000 gallons)	vmt	Miles/Gallon	Fleet Mix	VMT by Fleet	Gallons/ day	Gallons/ yr
2017	Annual	Los Angeles (SC)	LDA	5028.796252	124,578,047	24.8	0.547512	233,855	9,440	3,436,141
2017	Annual	Los Angeles (SC)	LDT1	510.4531483	10,657,317	20.9	0.046663	19,931	955	347,485
2017	Annual	Los Angeles (SC)	LDT2	2475.972576	45,425,268	18.3	0.198227	84,667	4,615	1,679,832
2017	Annual	Los Angeles (SC)	LHD1	316.8775789	4,153,108	13.1	0.018333	7,830	597	217,474
2017	Annual	Los Angeles (SC)	LHD2	100.485443	1,338,129	13.3	0.00587	2,507	188	68,533
2017	Annual	Los Angeles (SC)	MCY	30.47750435	1,044,574	34.3	0.004678	1,998	58	21,220
2017	Annual	Los Angeles (SC)	MDV	2076.367282	28,995,032	14.0	0.127154	54,310	3,889	1,415,681
2017	Annual	Los Angeles (SC)	MH	29.16875146	215,663	7.4	0.000968	413	56	20,355
2017	Annual	Los Angeles (SC)	T6 Instate Heavy	96.2732633	821,057	8.5	0.017956	7,669	899	327,338
2017	Annual	Los Angeles (SC)	T7 Tractor	215.2754857	1,285,410	6.0	0.026928	11,502	1,926	701,152
2017	Annual	Los Angeles (SC)	SBUS	18.21399872	145,322	8.0	0.000662	283	35	12,900
2017	Annual	Los Angeles (SC)	UBUS	136.8823734	632,695	4.6	0.002753	1,176	254	92,601
2017	Annual	Los Angeles (SC)	OBUS	35.3509143	242,096	6.8	0.002295	980	143	52,102
							100%	427,123	23,057	8,392,812
				average fuel economy Project Site passenger vehicles + Trucks + Buses					18.52	

Proposed Project

								Annual	Daily	
				Project Daily VMT (w/Reductions)				194,516,430	534,386	
calendar year	season month	sub area	vehicle class	Fuel Use (1000 gallons)	vmt	Miles/Gallon	Fleet Mix	VMT by Fleet	Gallons/ day	Gallons/ yr
2035	Annual	Los Angeles (SC)	LDA	3178.102058	137,558,118	43.3	0.539854	288,490	6,665	2,426,131
2035	Annual	Los Angeles (SC)	LDT1	342.3910703	11,289,456	33.0	0.043743	23,376	709	258,056
2035	Annual	Los Angeles (SC)	LDT2	1829.296424	54,450,017	29.8	0.210883	112,693	3,786	1,378,110
2035	Annual	Los Angeles (SC)	MDV	1343.093454	29,933,988	22.3	0.115969	61,972	2,781	1,012,138
2035	Annual	Los Angeles (SC)	MH	26.05692673	208,255	8.0	0.000807	431	54	19,641
2035	Annual	Los Angeles (SC)	MCY	40.41853674	1,358,148	33.6	0.005324	2,845	85	30,820
2035	Annual	Los Angeles (SC)	LHD1	204.336066	3,456,017	16.9	0.013375	7,147	423	153,822
2035	Annual	Los Angeles (SC)	LHD2	104.2931004	1,666,927	16.0	0.00644	3,441	215	78,376
2035	Annual	Los Angeles (SC)	MHDT	649.7568152	5,648,481	8.7	0.02201	11,762	1,353	492,488
2035	Annual	Los Angeles (SC)	HHDT	1470.215124	9,320,989	6.3	0.036531	19,522	3,079	1,120,822
2035	Annual	Los Angeles (SC)	SBUS	20.67454954	182,840	8.8	0.000732	391	44	16,100
2035	Annual	Los Angeles (SC)	UBUS	77.82044506	415,797	5.3	0.001629	871	163	59,305
2035	Annual	Los Angeles (SC)	OBUS	92.76075768	694,052	7.5	0.002703	1,444	193	70,271
							100%	534,386	19,550	7,116,080
				average fuel economy Project Site passenger vehicles + Trucks + Buses					27.33	

Source: EMFAC2014

Annual vehicles miles traveled (VMT) based on daily VMT multiplied by 364 days/year based on CalEEmod, Version 2016.3.1, methodology.

Building Energy Usage Data

Existing

Land Use Type	Land Use Category	Gas	Electricity
Apartments Mid Rise	Residential	14,480,900	7,085,520
General Office Building	Commercial	15,484,000	18,968,200
Single Family Housing	Residential	49,880,400	10,376,700
Strip Mall	Retail	982,276	8,613,800
	Total	**80,827,576**	**45,044,220**

Remaining Existing Uses

Land Use Type	Land Use Category	Gas	Electricity
Apartments Mid Rise	Residential	5,254,650	2,571,100
General Office Building	Commercial	9,290,420	11,381,500
Single Family Housing	Residential	46,332,300	9,638,540
Strip Mall	Retail	589,365	5,168,280
	Total	**61,466,735**	**28,759,420**

Proposed New

Land Use Type	Land Use Category	Gas	Electricity
Apartments Mid-Rise	Residential	26,490,600	10,267,500
General Office Building	Commercial	18,893,200	24,818,400
Strip Mall	Retail	806,862	6,918,130
	Total	**46,190,662**	**42,004,030**

Natural Gas

		Proposed			
Land Uses	Existing Natural gas	Remaining Natural gas	New Natural gas	***Total***	**Net Change**
Apartments Mid Rise	14,480,900	5,254,650	26,490,600	***31,745,250***	**17,264,350**
General Office Building	15,484,000	9,290,420	18,893,200	***28,183,620***	**12,699,620**
Single Family Housing	49,880,400	46,332,300		***46,332,300***	**-3,548,100**
Strip Mall	982,276	589,365	806,862	***1,396,227***	**413,951**
Total	**80,827,576**	**61,466,735**	**46,190,662**	***107,657,397***	**26,829,821**

Electricity

		Proposed			
Land Uses	Existing Electricity	Remaining Electricity	Proposed Electricity	***Total***	**Net Change**
Apartments Mid Rise	7,085,520	2,571,100	10,267,500	***12,838,600***	**5,753,080**
General Office Building	18,968,200	11,381,500	24,818,400	***36,199,900***	**17,231,700**
Single Family Housing	10,376,700	9,638,540		***9,638,540***	**-738,160**
Strip Mall	8,613,800	5,168,280	6,918,130	***12,086,410***	**3,472,610**
Total	**45,044,220**	**28,759,420**	**42,004,030**	***70,763,450***	**25,719,230**

Summary

Scenario	**Natural Gas kBTU/Yr**	**Electricity kWh/Yr**
Existing (year 2035)	80,827,576.00	45,044,220.00
Proposed Project		
Existing Remaining	61,466,735.00	28,759,420.00
Proposed	46,190,662.00	42,004,030.00
Proposed Project Total	***107,657,397.00***	***70,763,450.00***
Net Change	**26,829,821.00**	**25,719,230.00**

Criteria Air Pollutant and GHG Emissions Modeling Assumptions

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CalEEMod Project Characteristics Inputs

Name:	Connect Southwest LA TOD Specific Plan
Project Address:	various
Project Location:	SoCAB
Climate Zone:	11
Land Use Setting:	Urban
Operational Year:	2035
Electricity Company:	Southern California Edison
Natural Gas Company:	Southern California Gas Company
Air Basin:	South Coast Air Basin
Air District:	SCAQMD

Notes:

Doesn't included permitted (SCAQMD) sources of emissions (industrial sources), such as biolers, chillers, and emergency generators.

Existing

Land Use Districts/Zones	Acres	SF Units	MF Units	TOTAL	Population	Commercial (strip mall) SQFT	General Office SQFT	TOTAL Non-Residential SQFT	Employees
RD 2.3 - Single Family Residence (1 to 8 du/ac)	182.98	1,247	90	1,337	4,590	0	20,357	20,357	20
RD 3.1 - Two Family Residence (8 to 17 du/ac)	91.04	186	1,477	1,663	5,163	0	0	0	0
RD 3.2 - Medium Density Bonus (17 to 30 du/ac)	7.95	0	98	98	300	1,275	425	1,700	3
SCD - Senior Citizen Density Bonus (30 to 50 du/ac)	3.89	3	90	93	286	0	0	0	0
C.1 - Regional Commercial	21.17	9	153	162	499	53,509	133,056	186,565	191
C.2 - Community Commercial	35.69	3	79	82	252	483,432	280,245	763,677	1,111
PL.1 - Public/Quasi-Public Use	99.43	0	22	22	67	1,496	782,539	784,035	940
OS.1 - Recreation / Open Space	1.59	0	0	0	0	0	0	0	0
TC - Transportation Corridor	25.04	0	0	0	0	0	0	0	0
(blank)	4.31	0	0	0	0	0	28,075	28,075	0
TOTAL	473.09	1,448	2,009	3,457	11,158	539,712	1,244,697	1,784,409	2,265
Note:			1,383						

Service Population

	Population:	*11,158*
	Employees:	*1,411*
	Total Service Poluation:	12,569

Proposed

Land Use Districts/Zones	Acres	SF Units	MF Units	TOTAL	Population	Commercial (strip mall) SQFT	General Office SQFT	TOTAL Non-Residential SQFT	Employees
Single Family Residence Total	167.1	1,278	0	1,278	4,422	0	0	0	0
Two Family Residence Total	79.5	0	1,432	1,432	4,382	0	0	0	0
Limited Multiple Residence Total	18.3	0	478	478	1,462	0	0	0	0
Residential Planned Development Total	6.9	67	0	67	232	0	0	0	0
Mixed Use 1 Total	26.6	0	536	536	1,639	172,374	402,206	574,580	1,149
Mixed Use 2 Total	23.3	0	559	559	1,711	608,967	608,967	1,217,935	2,030
Neighborhood Commercial Total	10.8	0	0	0	0	49,309	115,054	164,363	299
Public/Institutional Total	83.0	0	0	0	0	0	786,925	786,925	1,005
Civic Center Total	22.4	0	168	168	514	0	731,244	731,244	731
Buffer Strip Total	35.2	0	0	0	0	0	0	0	0
(blank) Total	0	0	0	0	0	0	0	0	0
TOTAL	473.1	1,345	3,172	4,518	14,362	830,650	2,644,397	3,475,047	5,214

Service Population

	Population:	*14,362*	3,204
	Employees:	*5,214*	3,803
	Total Service Poluation:	19,576	7,007

Change from Existing

	Acres	SF Units	MF Units	TOTAL	Population	Commercial (strip mall) SQFT	General Office SQFT	TOTAL Non-Residential SQFT	Employees
Change from Existing	**0.00010536**	**-103**	**1,163**	**1,061**	**3,204**	**290,938**	**1,399,700**	**1,690,638**	**2,949**
		-8%	37%	23%	22%	35%	53%	49%	57%
Employee Rates (from Section 5.10, Population and Housing)				Minimum Parking Standard		2.4	1.5		
	SQFT per Employee				6% of Parking = EV	42	126	168	
Commercial	836								
Office	487								
Industrial	1,040								

Source: Natelson Company, The. 2001, October 31. Employment Density Study Summary Report. http://www.scag.ca.gov/pdfs/Employment_Density_Study.pdf.
The employment density factor used for commercial use is Other Retail/Services, and the factor used for office use is Low-Rise Office

Project

Land Use Districts/Zones	Acres	SF Units	MF Units	TOTAL	Commercial (strip mall) SQFT	General Office SQFT	TOTAL Non-Residential SQFT
Existing	473.09	1,448	2,009	3,457	539,712	1,244,697	1,784,409
Assumed Demolition		103	1,280	1,383	215,885	497,879	713,764
Remaining Existing		1,345	729	2,074	323,827	746,818	1,070,645
Proposed New		0	2,443	2,443	506,823	1,897,579	2,404,402
Total Proposed Scenario	473.09	1,345	3,172	4,517	830,650	2,644,397	3,475,047
		-103	1,163	1,060	290,938	1,399,700	1,690,638

Note:

* For purposes of this analysis, it is assumed that approximately 40 percent of the existing land uses would be removed. For the 1,383 residential units assumed for removal (40 percent), approximately 103 units are assumed to be single family.

CalEEMod Inputs & VMT and Trips for CalEEMod

IBI Group, 2017, July 21. West Athens-Westmont TDO Specific Plan Traffic Impact Study. VMT and Trip Generation Tables.
CalEEMod = 100% primary trips

	Annual VMT			Daily VMT		
	Existing No Project	Future With Project	Change	Existing No Project	Future With Project	Change
VMT	155,472,926	265,315,464	109,842,538	427,123	728,889	301,765
VMT With Reductions	155,472,926	194,516,430	39,043,504	427,123	534,386	107,262
VMT Reductions		-70,799,034			-194,503	

CalEEMod Project Characteristics Inputs

Name:	Connect Southwest LA TOD Specific Plan
Project Address:	various
Project Location:	SoCAB
Climate Zone:	11
Land Use Setting:	Urban
Operational Year:	2035
Electricity Company:	Southern California Edison
Natural Gas Company:	Southern California Gas Company
Air Basin:	South Coast Air Basin
Air District:	SCAQMD

Annual vehicles miles traveled (VMT) divided by 364 days/year based on CalEEMod methodology.

	Existing No Project	Future With Project	Change
Trips With Pass-By Reductions	46,511	63,167	16,656
Trips With TDM Reductions	46,511	56,850	10,339
TDM Reductions		-6,317	

	Existing No Project	Future With Project
Average Trip Length	9.183	9.40
VMT Per Service Population	33.982	27.30

Trip Generation for CalEEMod

	Existing Units/TSF	Traffic Study Units/TSF	Project Units/TSF	Traffic Study Units/TSF
Single Family Residential	1,448	1448	1,345	1,345
Multi-Family Residential (Mid-Rise)	2,009	2009	3,172	3,173
Total Residential	3,457	3,457	4,517	4,518
Strip Mall	539.712	329.191	830.650	830,650,000.000
General Office	1,244.697	73.221	2,644.397	2,644,396,000.000
Total NonResidential	1,784.409	402.412	3,475.047	3475046000
VMT	94,444,905	191,120,966		

	CalEEMod Weekday Trip Rate	Existing Trips	Existing Adjusted Trips	Existing Adjusted Trip Rate	Project Trips	Project Adjusted Trips	Project Adjusted Trip Rate
Single Family Residential	9.52	13,785	9,895	6.834	12,804	7,288	5.419
Multi-Family Residential (Mid-Rise)	6.65	13,360	9,590	4.774	21,094	12,006	3.785
Strip Mall	44.32	23,920	17,171	31.814	36,814	20,954	25.226
General Office	11.03	13,729	9,855	7.918	29,168	16,602	6.278
		64,794	46,511		99,880	56,850	
Difference		18,283			43,030		
Percent Difference		28%			43%		

Notes

Energy

Carbon Intensity: Modeling is conservative because it does not account for additional reductions from the 33% RPS and 50% RPS under Executive Order B-30-15.

Existing Energy

Existing residential and non-residential modeled using historic energy demand rates. This is conservative because the existing buildings were construction to achieve pre-2005 building codes. Therefore, modeling is conservative because the net increase in energy use due to the project is likely smaller than reflected due to improved building energy efficiency between the project and existing land uses.

Project Energy

2016 Building Energy Efficiency Standards

Residential Exceed Title 24	28%	Improvement over 2013[1]
Non-Residential Exceed Title 24	5%	Improvement over 2013[1]

Notes:

[1] California Energy Commission. 2015a. 2016 Building Energy Efficiency Standards, Adoption Hearing Presentation. http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/ June 10.

**Multi-family of 4 stories and higher are treated as non-residential for the Building and Energy Efficiency Standards.*

Energy Calculations (CalEEMod User's Guide)

EnergyUseLandUseSubType	E-2005 T24E	E-2005 T24NG	E-2013 T24E	E-2013 T24NG	P-2016 T24E	P-2016 T24NG	Blended-2005+2016 T24E	Blended-2005+2016 T24NG	Assumptions
	Kwh/unit/yr	KBTU/unit/yr	Kwh/unit/yr	KBTU/unit/yr	Kwh/unit/yr	KBTU/unit/yr	Kwh/unit/yr	KBTU/unit/yr	
Single Family Housing	505.84546	25627.22415	287.34	25682.16	206.88	18491.16	505.85	25627.22	No change
Apartments Mid Rise	226.42627	7475.0496	211.98	8530.25	201.38	8103.74	201.38	8103.74	All MF is new
	Kwh/SQFT/yr	KBTU/SQFT/yr	Kwh/SQFT/yr	KBTU/SQFT/yr	Kwh/SQFT/yr	KBTU/SQFT/yr	Kwh/SQFT/yr	KBTU/SQFT/yr	
Strip Mall	3.79	1.06	3.07	0.96	2.92	0.91	3.44	1.00	
General Office Building	6.17	10.28	4.94	8.63	4.69	8.20	6.17	10.28	
Parking Structure			3.92	0	3.72	0.00	3.72	0.00	

Notes

Blended rate multiplies the 2005 and 2016 Title 24 (T24) electricity (E) and natural gas (NG) rates by the proportion that are existing and new, respectively. Assumes Multi-Family and Transitional Housing could be 4 stories or higher.

CalEEMod Project Characteristics Inputs

Name:	Connect Southwest LA TOD Specific Plan
Project Address:	various
Project Location:	SoCAB
Climate Zone:	11
Land Use Setting:	Urban
Operational Year:	2035
Electricity Company:	Southern California Edison
Natural Gas Company:	Southern California Gas Company
Air Basin:	South Coast Air Basin
Air District:	SCAQMD

Water

IBI Group, 2017, July 18. West Athens-Westmont Infrastructure Assessment

Wastewater

	GPD/Unit		Existing Units	Gallons/Day	Gallons/Year	Total Project Units	Gallons/Day	Gallons/Year	Change
SF Flow Rate	300	Per Unit	1,448	434,400	158,556,000	1,345	403,500	147,277,500	-11,278,500
MF Flow Rate	300	Per Unit	2,009	602,700	219,985,500	3,172	951,600	347,334,000	127,348,500
Commercial Flow Rate	0.2	Per SQFT	539,712	107,942	39,398,976	830,650	166,130	60,637,450	21,238,474
Office Flow Rate	0.2	Per SQFT	1,244,697	248,939	90,862,881	2,644,397	528,879	193,040,981	102,178,100
TOTAL				1,393,982	508,803,357		2,050,109	748,289,931	239,486,574

	GPD/Unit		Remaining Existing Units	Gallons/Day	Gallons/Year	New Project Units	Gallons/Day	Gallons/Year
SF Flow Rate	250	Per Unit	1,345	336,250	122,731,250	0	0	0
MF Flow Rate	300	Per Unit	729	218,760	79,847,400	2,443	732,840	267,486,600
Commercial Flow Rate	0.1	Per SQFT	323,827	32,383	11,819,693	506,823	50,682	18,499,032
Office Flow Rate	0.2	Per SQFT	746,818	149,364	54,517,729	1,897,579	379,516	138,523,252
TOTAL				736,756	268,916,071		1,163,038	424,508,885

The water supply analysis identifies less total water use than wastewater. Because of this, modeling conservatively assumes all water is also treated wastewater.

Septic Tank	0%
Aerobic	100%
Facultative Lagoons	0%

Water Mitigation: CALGreen and WELO requirements

Install Low Flow Bathroom Faucet	32	% Reduction in flow
Install Low Flow Kitchen Faucet	18	% Reduction in flow
Install Low Flow Toilet	20	% Reduction in flow
Install Low Flow Shower	20	% Reduction in flow
Use Water Efficiency Irrigation System	6.1	% Reduction in flow

Solid Waste Disposal

Section 5.13, Utilities and Service Systems. Based on rates from CalRecycle.

	lbs/day/unit		Existing Units	lbs/day	tons/year	Total Proposed Project Units	lbs/day	tons/year	Change (Tons)
SF Rate	10	Per Unit	1,448	14,480	2,643	1,345	13,450	2,455	-188
MF Rate	4	Per Unit	2,009	8,036	1,467	3,172	12,688	2,316	849
Commercial Rate	0.006	Per SQFT	539,712	3,238	591	830,650	4,984	910	319
Office	0.006	Per SQFT	1,244,697	7,468	1,363	2,644,397	15,866	2,896	1,533
TOTAL				33,222	6,063	3,479,564	46,988	8,575	2,512

Section 5.13, Utilities and Service Systems. Based on rates from CalRecycle.

	lbs/day/unit		Remaining Existing Units	lbs/day	tons/year	New Project Units	lbs/day	tons/year
SF Rate	10	Per Unit	1,345	13,450	2,454.63	0	0	0
MF Rate	4	Per Unit	729	2,917	532.32	2,443	9,771	1,783.24
Commercial Rate	0.006	Per SQFT	323,827	1,943	354.59	506,823	3,041	554.97
Office	0.006	Per SQFT	746,818	4,481	817.77	1,897,579	11,385	2,077.85
TOTAL				22,791	4,159	2,406,844	24,198	4,416

Architectural Coatings

Percentage Interior Painted:	100%
Percentage Exterior Painted:	100%

SCAQMD Rule 1113	Residential		Non Residential		Parking Lot	
Interior Paint VOC content:	50	grams per liter	100	grams per liter		
Exterior Paint VOC content:	50	grams per liter	100	grams per liter	100	grams per liter

Fire Places

Assume all new units have Gas Fireplaces

	Existing SF	Existing MF	Project SF	Project MF
Wood	72.4	100.45	67.25	36.45
Gas	1230.8	1707.65	1143.25	3,063
None	144.8	200.9	134.5	72.9
	1448	2009	1345	3172

CalEEMod Project Characteristics Inputs

Name:	Connect Southwest LA TOD Specific Plan
Project Address:	various
Project Location:	SoCAB
Climate Zone:	11
Land Use Setting:	Urban
Operational Year:	2035
Electricity Company:	Southern California Edison
Natural Gas Company:	Southern California Gas Company
Air Basin:	South Coast Air Basin
Air District:	SCAQMD

Construction Assumptions

1. Assumes 1,000,000 square feet of parking garage (subterranean or above-ground)
2. Assumes 50% of parking structures are subteranean. Assumes for every 250,000 square feet of parking garage, approximately 50,000 cubic yards of export would be required.
3. Assumes architectural coating would be on-going through building and would occur on 25% of the construction timeline.
4. Assumes subphases of construction could overlap at any given time due to multiple projects occuring within Connect Southwest LA TOD SP
5. CalEEMod default assumptions are modified for the building construction and architectural coating phases to account for the way modeling was conducted for this programmatic evaluation. Because all phases were assumed to overlap, modeling assumes 100 workers and vendors (200 employee and vendor trips per day) for building construction and 20 employees (40 trips per day) for architectural coatings.

	Square Footage Demolished	Unit/SQFT New	Remaining	Percent Remaining	
Single Family Residential	185,400	0	1,345	100%	
Multi-Family Residential (Mid-Rise)	1,279,800	2,443	729	0%	
Total Residential	1,465,200	2,443	2,074		
Strip Mall	215,885	506,823	323,827	60%	0
General Office	497,879	1,897,579	746,818	100%	
Total NonResidential	713,764	2,404,402	1,070,645		
Total Demo	2,178,964				
Parking Structure		1,000,000			
Soil Export (CY)		100,000			

	CalEEMod default
MF SQFT/DU	1000
SF SQFT/DU	1800

CalEEMod Default Durations

PhaseName	Default days	NumDays	Notes
Demolition	200	200	
Site Preparation	120	120	
Grading	310	310	
Building Construction	3100	5215	extended to cover 20-year buildout (model default 3,100 days)
Paving	220	220	
Architectural Coating	220	775	based on 25% of the model default rather than the 20-year buildout extended timeline

Construction Mitigation

Construction -

SCAQMD Rule 403

Replace Ground Cover	PM10:	5
	PM25:	5
Water Exposed Area	Frequency:	2
	PM10:	55
	PM25:	55
Unpaved Roads	Vehicle Speed:	15

SCAQMD Rule 1186

Clean Paved Road 9 % PM Reduction

Architectural Coating

SCAQMD Rule 1113

	Residential		Non-Residential	
Exterior Paint VOC content:	50	grams per liter	100	grams per liter
Interior Paint VOC content:	50	grams per liter	100	grams per liter
Parking Paint VOC content:	100	grams per liter		

GHG Emissions Target Setting - Forecasting the 2030 Efficiency Target

2020 Scoping Plan Emissions Inventory

Source: CARB 1990 Inventory. California Air Resources Board. 2007, November. California Greenhouse Gas Inventory (millions of metric tonnes of CO2 equivalent) — Summary by Economic Sector.

1990 End Use Sector	**MTCOe2**	**Notes**
Electricity	96,100,000	Removed Industrial
Transportation	137,990,000	On-Road Only
Landfills	6,260,000	Landfill Extracted from Industrial
Wastewater	3,170,000	Wastewater Treatment Extracted from Industrial
Commercial	13,860,000	Removed National Security
Residential	29,660,000	Includes all
TOTAL LAND USE	**287,040,000**	

2030 Scoping Plan Emissions Inventory

Source: Pathways Main Outputs Final (Jan 2017). California Air Resources Board. 2017, January 20. The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

End Use Sector 2030	MMTCO2e				
	Reference Scenario	Scoping Plan Scenario	Change	Percent Change	Sector Definition
Residential	47.6	38.4	-9.2	-19.3%	Residential final energy consumption
Commercial	37.2	26.8	-10.4	-27.8%	Commercial final energy consumption
Transportation	123.1	104.1	-19	-15.5%	Transportation energy consumption
Industrial*	32.2	27.7	-4.5	-14.0%	Industrial manufacturing final energy consumption,
Oil & Gas Extraction*	11.6	11.2	-0.4	-3.4%	Energy used in the extraction of oil and gas
Petroleum Refining*	42.8	36.8	-5.9	-13.9%	Energy used in petroleum Refining
Agriculture	7.9	6	-1.9	-24.1%	Energy use of physical infrastructure of agriculture, like buildings and pumps
Transportation Communications and Utilities	5.7	4.3	-1.4	-23.8%	Transportation Communications and Utilities (TCU) energy supports public infrastructure, like street lighting and waste treatment facilities
Non-Energy GHGs*	84.3	49.4	-34.9	-41.40%	Examples of non-energy GHG emissions include methane and N2O emissions from agriculture and waste, refrigerant F-gases, and emissions from cement production
Solid Waste Non-Energy GHGs	10.73	9.17	-1.56	-14.54%	Isolated the Solid Waste Subsector
Unspecified	0	0	0	n/a	
	392.4	304.8	-87.6	-22.30%	
GAP* Cap-and-Trade (Industrial Sectors)	-132.4	-44.8			
*Cap-and-Trade & new 20% Industrial Measure to Cover GAP					

GHG Emissions Target Setting - Forecasting the 2030 Efficiency Target

STATEWIDE SERVICE POPULATION CALCULATIONS

Population

2020	40,619,346
2030	44,085,600
2035	45,747,645
2040	47,233,240
2050	49,779,362

California Department of Finance. 2014, December. Report P-1 (County): State and County Total Population Projections, 2010-2060 (5 -year increments). http://www.dof.ca.gov/Forecasting/Demographics/Projections/

CALIFORNIA SERVICE POPULATION (ESTIMATE)

Employment

	Total Employment	Farm Employment	Natural Resources and Mining Employment	Manufacturing Employment	Employment w/o Industrial and Agricultural Sectors
2020	17,511,810	417,750	25,690	1330860	15,737,510
2030	19,210,760	420,010	25,790	1370380	17,394,580
2035	20,027,660	421,330	25,980	1388630	18,191,720
2040	20,848,900	422,660	26,180	1407190	18,992,870
2050	22,595,640	425,320	26,590	1445270	20,698,460

California Department of Transportation. 2016. Long-Term Socio-Economic Forecasts by County. http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic.html

Service Population (SP)

	Total Employment	Employment w/o Industrial and Agricultural Sectors
2020	58,131,156	56,356,856
2030	63,296,360	61,480,180
2035	65,775,305	63,939,365
2040	68,082,140	66,226,110
2050	72,375,002	70,477,822

Project Horizon Year Estimate	2035
2035 population	45,747,645
2035 employment (w/o industrial & Ag)	18,191,720
2035 SP	63,939,365

GHG Emissions Target Setting - Forecasting the 2030 Efficiency Target

2030 Scoping Plan - Efficiency Metric

Year 2020 Plan-Level			
2020 Target (Plan-Level)	MMTCO2e	431	
2020 Per Capita Target	MTCO2e/pc	10.6	
2020 Per Service Population Target (Plan-Level)	MTCO2e/sp	7.6	
Year 2020 Project-Level			
2020 Target (Project-Level)	MMTCO2e	287.0	
2020 Per Capita Target	MTCO2e/pc	7.1	
2020 Per Service Population Target (Project-Level)	MTCO2e/sp	5.1	
Year 2030 Plan-Level			
2030 Target (Plan-Level)	MMTCO2e	260	
2030 Per Capita Target	MTCO2e/pc	5.9	
2030 Per Service Population Target (Plan-Level)	MTCO2e/sp	4.1	
Year 2030 Project-Level			
Land Use Inventory (Project-Level)	MMTCO2e	182.8	
2030 Per Capita Target	MTCO2e/pc	4.1	
2030 Per Service Population Target (Project-Level)	MTCO2e/sp	3.0	
Year 2050 Plan-Level			
2050 Target estimated (Plan-Level)	MMTCO2e	86	
2050 Per Capita Target	MTCO2e/pc	1.7	
2050 Per Service Population Target (Plan-Level)	MTCO2e/sp	1.2	
Year 2050 Project-Level			
2050 Target estimated (Plan-Level)	MMTCO2e	57	
2050 Per Capita Target	MTCO2e/pc	1.2	
2050 Per Service Population Target (Plan-Level)	MTCO2e/sp	0.8	
Project Horizon Year Estimate	2035		
Land Use Inventory (Project-Level)	MMTCO2e	151.4	-47%
2035 Per Service Population Target (Project-Level)	MTCO2e/sp	2.4	

CalEEMod Output – Construction

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Construction

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,443.00	Dwelling Unit	64.29	2,443,000.00	6987
General Office Building	1,897.58	1000sqft	43.56	1,897,579.00	0
Strip Mall	506.82	1000sqft	11.64	506,823.00	0
Enclosed Parking Structure	1,000.00	1000sqft	22.96	1,000,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2040
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 -

Construction Phase - See assumptions file.

Grading -

Demolition -

Trips and VMT - Assumes 4 water truck trips per day for the Demolition, Site Preparation, and Grading phases.

Architectural Coating -

Construction Off-road Equipment Mitigation - Per SCAMQD Rules 403 and 1189.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Parking	100	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	220.00	775.00
tblConstructionPhase	NumDays	3,100.00	5,215.00
tblConstructionPhase	PhaseEndDate	8/18/2033	12/18/2020
tblConstructionPhase	PhaseEndDate	12/11/2031	12/25/2037
tblConstructionPhase	PhaseEndDate	5/31/2018	10/5/2018
tblConstructionPhase	PhaseEndDate	1/23/2020	3/8/2019
tblConstructionPhase	PhaseEndDate	10/14/2032	11/2/2018
tblConstructionPhase	PhaseEndDate	11/15/2018	6/15/2018
tblConstructionPhase	PhaseStartDate	10/15/2032	1/1/2018
tblConstructionPhase	PhaseStartDate	1/24/2020	1/1/2018
tblConstructionPhase	PhaseStartDate	8/25/2017	1/1/2018
tblConstructionPhase	PhaseStartDate	11/16/2018	1/1/2018
tblConstructionPhase	PhaseStartDate	12/12/2031	1/1/2018
tblConstructionPhase	PhaseStartDate	6/1/2018	1/1/2018

tblGrading	MaterialExported	0.00	100,000.00
tblLandUse	BuildingSpaceSquareFeet	1,897,580.00	1,897,579.00
tblLandUse	LandUseSquareFeet	1,897,580.00	1,897,579.00
tblProjectCharacteristics	OperationalYear	2018	2040
tblTripsAndVMT	VendorTripNumber	819.00	200.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	590.00	40.00
tblTripsAndVMT	WorkerTripNumber	2,948.00	200.00

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					
2018	8.7050	27.0706	15.9992	0.0414	4.2889	1.0541	5.3430	1.5300	0.9788	2.5088	0.0000	3,859.7475	3,859.7475	0.6675	0.0000	3,876.4349
2019	7.1032	7.5533	5.5884	0.0159	1.8580	0.2660	2.1240	0.6977	0.2502	0.9479	0.0000	1,466.7912	1,466.7912	0.1760	0.0000	1,471.1908
2020	6.7263	5.6819	4.4942	0.0142	0.5076	0.1765	0.6841	0.1386	0.1670	0.3056	0.0000	1,305.8586	1,305.8586	0.1279	0.0000	1,309.0571
2021	0.4414	4.9381	3.8484	0.0130	0.4504	0.1327	0.5831	0.1234	0.1248	0.2482	0.0000	1,203.7501	1,203.7501	0.1200	0.0000	1,206.7497
2022	0.4025	4.5465	3.6914	0.0128	0.4487	0.1120	0.5607	0.1229	0.1054	0.2284	0.0000	1,184.5850	1,184.5850	0.1169	0.0000	1,187.5087

2023	0.3594	3.7830	3.5353	0.0125	0.4487	0.0953	0.5440	0.1229	0.0897	0.2126	0.0000	1,155.7228	1,155.7228	0.1114	0.0000	1,158.5070
2024	0.3422	3.6755	3.4764	0.0125	0.4522	0.0847	0.5368	0.1239	0.0796	0.2035	0.0000	1,154.7331	1,154.7331	0.1108	0.0000	1,157.5030
2025	0.3213	3.5130	3.3816	0.0123	0.4504	0.0731	0.5235	0.1234	0.0687	0.1922	0.0000	1,138.0630	1,138.0630	0.1090	0.0000	1,140.7877
2026	0.3162	3.4910	3.3228	0.0122	0.4504	0.0730	0.5234	0.1234	0.0686	0.1920	0.0000	1,127.0825	1,127.0825	0.1081	0.0000	1,129.7845
2027	0.3113	3.4702	3.2712	0.0121	0.4504	0.0728	0.5232	0.1234	0.0685	0.1919	0.0000	1,117.3212	1,117.3212	0.1072	0.0000	1,120.0015
2028	0.3052	3.4392	3.2144	0.0119	0.4487	0.0724	0.5211	0.1230	0.0681	0.1910	0.0000	1,104.5112	1,104.5112	0.1060	0.0000	1,107.1619
2029	0.3009	3.4348	3.1825	0.0119	0.4504	0.0725	0.5229	0.1234	0.0682	0.1916	0.0000	1,101.1185	1,101.1185	0.1057	0.0000	1,103.7613
2030	0.2878	2.8258	3.1522	0.0123	0.4504	0.0228	0.4732	0.1234	0.0226	0.1460	0.0000	1,134.6504	1,134.6504	0.0477	0.0000	1,135.8420
2031	0.2823	2.8125	3.1161	0.0123	0.4504	0.0227	0.4731	0.1234	0.0225	0.1459	0.0000	1,129.6110	1,129.6110	0.0471	0.0000	1,130.7885
2032	0.2782	2.8084	3.0950	0.0122	0.4522	0.0226	0.4748	0.1239	0.0224	0.1463	0.0000	1,128.8720	1,128.8720	0.0468	0.0000	1,130.0412
2033	0.2719	2.7741	3.0437	0.0121	0.4487	0.0224	0.4711	0.1230	0.0222	0.1451	0.0000	1,115.9407	1,115.9407	0.0460	0.0000	1,117.0900
2034	0.2683	2.7628	3.0165	0.0121	0.4487	0.0222	0.4710	0.1230	0.0221	0.1450	0.0000	1,112.2639	1,112.2639	0.0456	0.0000	1,113.4035
2035	0.2543	2.6638	3.0003	0.0121	0.4505	0.0147	0.4652	0.1234	0.0145	0.1380	0.0000	1,113.4520	1,113.4520	0.0444	0.0000	1,114.5630
2036	0.2553	2.6740	3.0118	0.0121	0.4522	0.0148	0.4669	0.1239	0.0146	0.1385	0.0000	1,117.7181	1,117.7181	0.0446	0.0000	1,118.8333
2037	0.2504	2.6229	2.9543	0.0119	0.4436	0.0145	0.4580	0.1215	0.0143	0.1358	0.0000	1,096.3876	1,096.3876	0.0438	0.0000	1,097.4815
Maximum	**8.7050**	**27.0706**	**15.9992**	**0.0414**	**4.2889**	**1.0541**	**5.3430**	**1.5300**	**0.9788**	**2.5088**	**0.0000**	**3,859.7475**	**3,859.7475**	**0.6675**	**0.0000**	**3,876.4349**

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					
2018	8.7050	27.0706	15.9992	0.0414	2.2248	1.0541	3.2790	0.7624	0.9788	1.7412	0.0000	3,859.7453	3,859.7453	0.6675	0.0000	3,876.4326
2019	7.1032	7.5533	5.5884	0.0159	1.0506	0.2660	1.3166	0.3693	0.2502	0.6195	0.0000	1,466.7906	1,466.7906	0.1760	0.0000	1,471.1902
2020	6.7263	5.6819	4.4941	0.0142	0.4703	0.1765	0.6468	0.1295	0.1670	0.2964	0.0000	1,305.8582	1,305.8582	0.1279	0.0000	1,309.0567
2021	0.4414	4.9381	3.8484	0.0130	0.4176	0.1327	0.5503	0.1154	0.1248	0.2402	0.0000	1,203.7497	1,203.7497	0.1200	0.0000	1,206.7494
2022	0.4025	4.5465	3.6914	0.0128	0.4160	0.1120	0.5281	0.1149	0.1054	0.2204	0.0000	1,184.5847	1,184.5847	0.1169	0.0000	1,187.5083
2023	0.3594	3.7830	3.5353	0.0125	0.4160	0.0953	0.5114	0.1149	0.0897	0.2046	0.0000	1,155.7224	1,155.7224	0.1114	0.0000	1,158.5067
2024	0.3422	3.6755	3.4764	0.0125	0.4192	0.0847	0.5039	0.1158	0.0796	0.1955	0.0000	1,154.7328	1,154.7328	0.1108	0.0000	1,157.5026
2025	0.3213	3.5130	3.3816	0.0123	0.4176	0.0731	0.4907	0.1154	0.0687	0.1841	0.0000	1,138.0626	1,138.0626	0.1090	0.0000	1,140.7873
2026	0.3162	3.4910	3.3228	0.0122	0.4177	0.0730	0.4906	0.1154	0.0686	0.1840	0.0000	1,127.0822	1,127.0822	0.1081	0.0000	1,129.7841
2027	0.3113	3.4702	3.2712	0.0121	0.4177	0.0728	0.4905	0.1154	0.0685	0.1839	0.0000	1,117.3208	1,117.3208	0.1072	0.0000	1,120.0012
2028	0.3052	3.4392	3.2144	0.0119	0.4161	0.0724	0.4884	0.1149	0.0681	0.1830	0.0000	1,104.5108	1,104.5108	0.1060	0.0000	1,107.1616
2029	0.3009	3.4348	3.1825	0.0119	0.4177	0.0725	0.4901	0.1154	0.0682	0.1835	0.0000	1,101.1181	1,101.1181	0.1057	0.0000	1,103.7609
2030	0.2878	2.8258	3.1522	0.0123	0.4177	0.0228	0.4405	0.1154	0.0226	0.1380	0.0000	1,134.6500	1,134.6500	0.0477	0.0000	1,135.8416
2031	0.2823	2.8125	3.1161	0.0123	0.4177	0.0227	0.4403	0.1154	0.0225	0.1379	0.0000	1,129.6106	1,129.6106	0.0471	0.0000	1,130.7880
2032	0.2782	2.8084	3.0950	0.0122	0.4193	0.0226	0.4419	0.1158	0.0224	0.1383	0.0000	1,128.8716	1,128.8716	0.0468	0.0000	1,130.0408
2033	0.2719	2.7741	3.0437	0.0121	0.4161	0.0224	0.4384	0.1149	0.0222	0.1371	0.0000	1,115.9403	1,115.9403	0.0460	0.0000	1,117.0896
2034	0.2683	2.7628	3.0165	0.0121	0.4161	0.0222	0.4383	0.1149	0.0221	0.1370	0.0000	1,112.2635	1,112.2635	0.0456	0.0000	1,113.4031
2035	0.2543	2.6638	3.0003	0.0121	0.4177	0.0147	0.4324	0.1154	0.0145	0.1299	0.0000	1,113.4516	1,113.4516	0.0444	0.0000	1,114.5626

2036	0.2553	2.6740	3.0118	0.0121	0.4193	0.0148	0.4340	0.1158	0.0146	0.1304	0.0000	1,117.7177	1,117.7177	0.0446	0.0000	1,118.8329
2037	0.2504	2.6229	2.9543	0.0119	0.4113	0.0145	0.4257	0.1136	0.0143	0.1279	0.0000	1,096.3872	1,096.3872	0.0438	0.0000	1,097.4811
Maximum	**8.7050**	**27.0706**	**15.9992**	**0.0414**	**2.2248**	**1.0541**	**3.2790**	**0.7624**	**0.9788**	**1.7412**	**0.0000**	**3,859.7453**	**3,859.7453**	**0.6675**	**0.0000**	**3,876.4326**

	ROG	NOx	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**	**24.23**	**0.00**	**20.70**	**27.83**	**0.00**	**18.38**	**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)
2	**11-25-2017**	**2-24-2018**	6.6406	6.6406
3	**2-25-2018**	**5-24-2018**	10.7237	10.7237
4	**5-25-2018**	**8-24-2018**	8.8672	8.8672
5	**8-25-2018**	**11-24-2018**	6.9738	6.9738
6	**11-25-2018**	**2-24-2019**	5.4110	5.4110
7	**2-25-2019**	**5-24-2019**	3.4531	3.4531
8	**5-25-2019**	**8-24-2019**	3.3002	3.3002
9	**8-25-2019**	**11-24-2019**	3.3060	3.3060
10	**11-25-2019**	**2-24-2020**	3.2205	3.2205
11	**2-25-2020**	**5-24-2020**	3.0871	3.0871
12	**5-25-2020**	**8-24-2020**	3.1527	3.1527
13	**8-25-2020**	**11-24-2020**	3.1573	3.1573
14	**11-25-2020**	**2-24-2021**	1.8382	1.8382
15	**2-25-2021**	**5-24-2021**	1.2989	1.2989
16	**5-25-2021**	**8-24-2021**	1.3407	1.3407
17	**8-25-2021**	**11-24-2021**	1.3437	1.3437
18	**11-25-2021**	**2-24-2022**	1.2841	1.2841
19	**2-25-2022**	**5-24-2022**	1.1997	1.1997

20	**5-25-2022**	**8-24-2022**	1.2385	1.2385
21	**8-25-2022**	**11-24-2022**	1.2410	1.2410
22	**11-25-2022**	**2-24-2023**	1.1230	1.1230
23	**2-25-2023**	**5-24-2023**	1.0066	1.0066
24	**5-25-2023**	**8-24-2023**	1.0392	1.0392
25	**8-25-2023**	**11-24-2023**	1.0412	1.0412
26	**11-25-2023**	**2-24-2024**	1.0190	1.0190
27	**2-25-2024**	**5-24-2024**	0.9796	0.9796
28	**5-25-2024**	**8-24-2024**	1.0001	1.0001
29	**8-25-2024**	**11-24-2024**	1.0020	1.0020
30	**11-25-2024**	**2-24-2025**	0.9780	0.9780
31	**2-25-2025**	**5-24-2025**	0.9279	0.9279
32	**5-25-2025**	**8-24-2025**	0.9581	0.9581
33	**8-25-2025**	**11-24-2025**	0.9598	0.9598
34	**11-25-2025**	**2-24-2026**	0.9569	0.9569
35	**2-25-2026**	**5-24-2026**	0.9215	0.9215
36	**5-25-2026**	**8-24-2026**	0.9515	0.9515
37	**8-25-2026**	**11-24-2026**	0.9531	0.9531
38	**11-25-2026**	**2-24-2027**	0.9504	0.9504
39	**2-25-2027**	**5-24-2027**	0.9154	0.9154
40	**5-25-2027**	**8-24-2027**	0.9452	0.9452
41	**8-25-2027**	**11-24-2027**	0.9468	0.9468
42	**11-25-2027**	**2-24-2028**	0.9444	0.9444
43	**2-25-2028**	**5-24-2028**	0.9203	0.9203
44	**5-25-2028**	**8-24-2028**	0.9398	0.9398
45	**8-25-2028**	**11-24-2028**	0.9412	0.9412
46	**11-25-2028**	**2-24-2029**	0.9387	0.9387

47	**2-25-2029**	**5-24-2029**	0.9045	0.9045
48	**5-25-2029**	**8-24-2029**	0.9341	0.9341
49	**8-25-2029**	**11-24-2029**	0.9354	0.9354
50	**11-25-2029**	**2-24-2030**	0.8427	0.8427
51	**2-25-2030**	**5-24-2030**	0.7531	0.7531
52	**5-25-2030**	**8-24-2030**	0.7778	0.7778
53	**8-25-2030**	**11-24-2030**	0.7789	0.7789
54	**11-25-2030**	**2-24-2031**	0.7768	0.7768
55	**2-25-2031**	**5-24-2031**	0.7486	0.7486
56	**5-25-2031**	**8-24-2031**	0.7732	0.7732
57	**8-25-2031**	**11-24-2031**	0.7742	0.7742
58	**11-25-2031**	**2-24-2032**	0.7719	0.7719
59	**2-25-2032**	**5-24-2032**	0.7522	0.7522
60	**5-25-2032**	**8-24-2032**	0.7684	0.7684
61	**8-25-2032**	**11-24-2032**	0.7692	0.7692
62	**11-25-2032**	**2-24-2033**	0.7672	0.7672
63	**2-25-2033**	**5-24-2033**	0.7398	0.7398
64	**5-25-2033**	**8-24-2033**	0.7642	0.7642
65	**8-25-2033**	**11-24-2033**	0.7650	0.7650
66	**11-25-2033**	**2-24-2034**	0.7632	0.7632
67	**2-25-2034**	**5-24-2034**	0.7362	0.7362
68	**5-25-2034**	**8-24-2034**	0.7606	0.7606
69	**8-25-2034**	**11-24-2034**	0.7612	0.7612
70	**11-25-2034**	**2-24-2035**	0.7429	0.7429
71	**2-25-2035**	**5-24-2035**	0.7059	0.7059
72	**5-25-2035**	**8-24-2035**	0.7293	0.7293
73	**8-25-2035**	**11-24-2035**	0.7299	0.7299

74	**11-25-2035**	**2-24-2036**	0.7302	0.7302
75	**2-25-2036**	**5-24-2036**	0.7138	0.7138
76	**5-25-2036**	**8-24-2036**	0.7293	0.7293
77	**8-25-2036**	**11-24-2036**	0.7299	0.7299
78	**11-25-2036**	**2-24-2037**	0.7302	0.7302
79	**2-25-2037**	**5-24-2037**	0.7059	0.7059
80	**5-25-2037**	**8-24-2037**	0.7293	0.7293
81	**8-25-2037**	**9-30-2037**	0.2933	0.2933
		Highest	10.7237	10.7237

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	1/1/2018	10/5/2018	5	200	
2	Site Preparation	Site Preparation	1/1/2018	6/15/2018	5	120	
3	Grading	Grading	1/1/2018	3/8/2019	5	310	
4	Building Construction	Building Construction	1/1/2018	12/25/2037	5	5215	
5	Paving	Paving	1/1/2018	11/2/2018	5	220	
6	Architectural Coating	Architectural Coating	1/1/2018	12/18/2020	5	775	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 775

Acres of Paving: 22.96

Residential Indoor: 4,947,075; Residential Outdoor: 1,649,025; Non-Residential Indoor: 3,606,603; Non-Residential Outdoor: 1,202,201;

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	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	40.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	200.00	200.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	4.00	9,911.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Grading	8	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	4.00	12,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2018

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					1.0724	0.0000	1.0724	0.1624	0.0000	0.1624	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3719	3.8323	2.2304	3.8800e-003		0.1939	0.1939		0.1805	0.1805	0.0000	351.2408	351.2408	0.0968	0.0000	353.6600
Total	**0.3719**	**3.8323**	**2.2304**	**3.8800e-003**	**1.0724**	**0.1939**	**1.2663**	**0.1624**	**0.1805**	**0.3429**	**0.0000**	**351.2408**	**351.2408**	**0.0968**	**0.0000**	**353.6600**

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	0.0497	1.6550	0.3414	3.9900e-003	0.0852	6.1400e-003	0.0913	0.0234	5.8700e-003	0.0293	0.0000	390.8709	390.8709	0.0276	0.0000	391.5600
Vendor	1.8700e-003	0.0501	0.0141	1.0000e-004	2.5200e-003	3.5000e-004	2.8700e-003	7.3000e-004	3.3000e-004	1.0600e-003	0.0000	10.1067	10.1067	6.9000e-004	0.0000	10.1240
Worker	8.3100e-003	7.1100e-003	0.0765	1.8000e-004	0.0164	1.5000e-004	0.0166	4.3700e-003	1.4000e-004	4.5000e-003	0.0000	16.3319	16.3319	6.1000e-004	0.0000	16.3473
Total	**0.0599**	**1.7122**	**0.4319**	**4.2700e-003**	**0.1041**	**6.6400e-003**	**0.1108**	**0.0285**	**6.3400e-003**	**0.0348**	**0.0000**	**417.3095**	**417.3095**	**0.0289**	**0.0000**	**418.0313**

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					0.4585	0.0000	0.4585	0.0694	0.0000	0.0694	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3719	3.8323	2.2304	3.8800e-003		0.1939	0.1939		0.1805	0.1805	0.0000	351.2403	351.2403	0.0968	0.0000	353.6596
Total	**0.3719**	**3.8323**	**2.2304**	**3.8800e-003**	**0.4585**	**0.1939**	**0.6523**	**0.0694**	**0.1805**	**0.2499**	**0.0000**	**351.2403**	**351.2403**	**0.0968**	**0.0000**	**353.6596**

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	0.0497	1.6550	0.3414	3.9900e-003	0.0794	6.1400e-003	0.0855	0.0220	5.8700e-003	0.0278	0.0000	390.8709	390.8709	0.0276	0.0000	391.5600
Vendor	1.8700e-003	0.0501	0.0141	1.0000e-004	2.3600e-003	3.5000e-004	2.7100e-003	6.9000e-004	3.3000e-004	1.0200e-003	0.0000	10.1067	10.1067	6.9000e-004	0.0000	10.1240
Worker	8.3100e-003	7.1100e-003	0.0765	1.8000e-004	0.0152	1.5000e-004	0.0153	4.0500e-003	1.4000e-004	4.1900e-003	0.0000	16.3319	16.3319	6.1000e-004	0.0000	16.3473
Total	**0.0599**	**1.7122**	**0.4319**	**4.2700e-003**	**0.0969**	**6.6400e-003**	**0.1035**	**0.0267**	**6.3400e-003**	**0.0331**	**0.0000**	**417.3095**	**417.3095**	**0.0289**	**0.0000**	**418.0313**

3.3 Site Preparation - 2018

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					1.0896	0.0000	1.0896	0.5967	0.0000	0.5967	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2738	2.8919	1.3486	2.2800e-003		0.1546	0.1546		0.1423	0.1423	0.0000	208.5594	208.5594	0.0649	0.0000	210.1826
Total	**0.2738**	**2.8919**	**1.3486**	**2.2800e-003**	**1.0896**	**0.1546**	**1.2442**	**0.5967**	**0.1423**	**0.7390**	**0.0000**	**208.5594**	**208.5594**	**0.0649**	**0.0000**	**210.1826**

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	0.0627	2.0873	0.4305	5.0300e-003	0.1074	7.7400e-003	0.1152	0.0295	7.4100e-003	0.0369	0.0000	492.9761	492.9761	0.0348	0.0000	493.8452
Vendor	1.1200e-003	0.0301	8.4500e-003	6.0000e-005	1.5100e-003	2.1000e-004	1.7200e-003	4.4000e-004	2.0000e-004	6.4000e-004	0.0000	6.0640	6.0640	4.2000e-004	0.0000	6.0744
Worker	5.9800e-003	5.1200e-003	0.0551	1.3000e-004	0.0118	1.1000e-004	0.0119	3.1400e-003	1.0000e-004	3.2400e-003	0.0000	11.7590	11.7590	4.4000e-004	0.0000	11.7700
Total	**0.0698**	**2.1225**	**0.4940**	**5.2200e-003**	**0.1207**	**8.0600e-003**	**0.1288**	**0.0331**	**7.7100e-003**	**0.0408**	**0.0000**	**510.7991**	**510.7991**	**0.0356**	**0.0000**	**511.6897**

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					0.4658	0.0000	0.4658	0.2551	0.0000	0.2551	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2738	2.8919	1.3486	2.2800e-003		0.1546	0.1546		0.1423	0.1423	0.0000	208.5592	208.5592	0.0649	0.0000	210.1824
Total	**0.2738**	**2.8919**	**1.3486**	**2.2800e-003**	**0.4658**	**0.1546**	**0.6204**	**0.2551**	**0.1423**	**0.3973**	**0.0000**	**208.5592**	**208.5592**	**0.0649**	**0.0000**	**210.1824**

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	0.0627	2.0873	0.4305	5.0300e-003	0.1001	7.7400e-003	0.1079	0.0277	7.4100e-003	0.0351	0.0000	492.9761	492.9761	0.0348	0.0000	493.8452

Vendor	1.1200e-003	0.0301	8.4500e-003	6.0000e-005	1.4200e-003	2.1000e-004	1.6200e-003	4.1000e-004	2.0000e-004	6.1000e-004	0.0000	6.0640	6.0640	4.2000e-004	0.0000	6.0744
Worker	5.9800e-003	5.1200e-003	0.0551	1.3000e-004	0.0109	1.1000e-004	0.0110	2.9200e-003	1.0000e-004	3.0200e-003	0.0000	11.7590	11.7590	4.4000e-004	0.0000	11.7700
Total	**0.0698**	**2.1225**	**0.4940**	**5.2200e-003**	**0.1125**	**8.0600e-003**	**0.1205**	**0.0310**	**7.7100e-003**	**0.0388**	**0.0000**	**510.7991**	**510.7991**	**0.0356**	**0.0000**	**511.6897**

3.4 Grading - 2018

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					1.3444	0.0000	1.3444	0.5575	0.0000	0.5575	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6643	7.7676	4.5792	8.1000e-003		0.3437	0.3437		0.3162	0.3162	0.0000	739.2630	739.2630	0.2301	0.0000	745.0165
Total	**0.6643**	**7.7676**	**4.5792**	**8.1000e-003**	**1.3444**	**0.3437**	**1.6881**	**0.5575**	**0.3162**	**0.8737**	**0.0000**	**739.2630**	**739.2630**	**0.2301**	**0.0000**	**745.0165**

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	2.4500e-003	0.0654	0.0184	1.4000e-004	3.2900e-003	4.5000e-004	3.7400e-003	9.5000e-004	4.3000e-004	1.3800e-003	0.0000	13.1892	13.1892	9.0000e-004	0.0000	13.2118

Worker	0.0145	0.0124	0.1331	3.1000e-004	0.0286	2.6000e-004	0.0289	7.6000e-003	2.4000e-004	7.8400e-003	0.0000	28.4175	28.4175	1.0700e-003	0.0000	28.4443
Total	**0.0169**	**0.0777**	**0.1515**	**4.5000e-004**	**0.0319**	**7.1000e-004**	**0.0326**	**8.5500e-003**	**6.7000e-004**	**9.2200e-003**	**0.0000**	**41.6067**	**41.6067**	**1.9700e-003**	**0.0000**	**41.6561**

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					0.5747	0.0000	0.5747	0.2383	0.0000	0.2383	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6643	7.7676	4.5792	8.1000e-003		0.3437	0.3437		0.3162	0.3162	0.0000	739.2621	739.2621	0.2301	0.0000	745.0156
Total	**0.6643**	**7.7676**	**4.5792**	**8.1000e-003**	**0.5747**	**0.3437**	**0.9184**	**0.2383**	**0.3162**	**0.5545**	**0.0000**	**739.2621**	**739.2621**	**0.2301**	**0.0000**	**745.0156**

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	2.4500e-003	0.0654	0.0184	1.4000e-004	3.0800e-003	4.5000e-004	3.5300e-003	9.0000e-004	4.3000e-004	1.3300e-003	0.0000	13.1892	13.1892	9.0000e-004	0.0000	13.2118
Worker	0.0145	0.0124	0.1331	3.1000e-004	0.0264	2.6000e-004	0.0266	7.0500e-003	2.4000e-004	7.2900e-003	0.0000	28.4175	28.4175	1.0700e-003	0.0000	28.4443

Total	**0.0169**	**0.0777**	**0.1515**	**4.5000e-004**	**0.0295**	**7.1000e-004**	**0.0302**	**7.9500e-003**	**6.7000e-004**	**8.6200e-003**	**0.0000**	**41.6067**	**41.6067**	**1.9700e-003**	**0.0000**	**41.6561**

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					1.3444	0.0000	1.3444	0.5575	0.0000	0.5575	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1161	1.3357	0.8177	1.5200e-003		0.0584	0.0584		0.0537	0.0537	0.0000	136.4682	136.4682	0.0432	0.0000	137.5477
Total	**0.1161**	**1.3357**	**0.8177**	**1.5200e-003**	**1.3444**	**0.0584**	**1.4027**	**0.5575**	**0.0537**	**0.6112**	**0.0000**	**136.4682**	**136.4682**	**0.0432**	**0.0000**	**137.5477**

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	4.1000e-004	0.0116	3.1700e-003	3.0000e-005	6.2000e-004	7.0000e-005	6.9000e-004	1.8000e-004	7.0000e-005	2.5000e-004	0.0000	2.4506	2.4506	1.6000e-004	0.0000	2.4547
Worker	2.4500e-003	2.0500e-003	0.0223	6.0000e-005	5.3700e-003	5.0000e-005	5.4200e-003	1.4300e-003	4.0000e-005	1.4700e-003	0.0000	5.1615	5.1615	1.8000e-004	0.0000	5.1659
Total	**2.8600e-003**	**0.0136**	**0.0254**	**9.0000e-005**	**5.9900e-003**	**1.2000e-004**	**6.1100e-003**	**1.6100e-003**	**1.1000e-004**	**1.7200e-003**	**0.0000**	**7.6121**	**7.6121**	**3.4000e-004**	**0.0000**	**7.6206**

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					0.5747	0.0000	0.5747	0.2383	0.0000	0.2383	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1161	1.3357	0.8177	1.5200e-003		0.0584	0.0584		0.0537	0.0537	0.0000	136.4681	136.4681	0.0432	0.0000	137.5475
Total	**0.1161**	**1.3357**	**0.8177**	**1.5200e-003**	**0.5747**	**0.0584**	**0.6331**	**0.2383**	**0.0537**	**0.2920**	**0.0000**	**136.4681**	**136.4681**	**0.0432**	**0.0000**	**137.5475**

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	4.1000e-004	0.0116	3.1700e-003	3.0000e-005	5.8000e-004	7.0000e-005	6.5000e-004	1.7000e-004	7.0000e-005	2.4000e-004	0.0000	2.4506	2.4506	1.6000e-004	0.0000	2.4547
Worker	2.4500e-003	2.0500e-003	0.0223	6.0000e-005	4.9500e-003	5.0000e-005	5.0000e-003	1.3200e-003	4.0000e-005	1.3700e-003	0.0000	5.1615	5.1615	1.8000e-004	0.0000	5.1659
Total	**2.8600e-003**	**0.0136**	**0.0254**	**9.0000e-005**	**5.5300e-003**	**1.2000e-004**	**5.6500e-003**	**1.4900e-003**	**1.1000e-004**	**1.6100e-003**	**0.0000**	**7.6121**	**7.6121**	**3.4000e-004**	**0.0000**	**7.6206**

3.5 Building Construction - 2018

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	0.3497	3.0524	2.2943	3.5100e-003		0.1957	0.1957		0.1840	0.1840	0.0000	310.2862	310.2862	0.0760	0.0000	312.1867
Total	**0.3497**	**3.0524**	**2.2943**	**3.5100e-003**		**0.1957**	**0.1957**		**0.1840**	**0.1840**	**0.0000**	**310.2862**	**310.2862**	**0.0760**	**0.0000**	**312.1867**

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	0.1223	3.2686	0.9189	6.8200e-003	0.1644	0.0227	0.1871	0.0475	0.0217	0.0692	0.0000	659.4594	659.4594	0.0452	0.0000	660.5902
Worker	0.1446	0.1237	1.3307	3.1500e-003	0.2860	2.6000e-003	0.2886	0.0760	2.4000e-003	0.0784	0.0000	284.1754	284.1754	0.0107	0.0000	284.4425
Total	**0.2669**	**3.3923**	**2.2496**	**9.9700e-003**	**0.4504**	**0.0253**	**0.4757**	**0.1234**	**0.0241**	**0.1475**	**0.0000**	**943.6348**	**943.6348**	**0.0559**	**0.0000**	**945.0327**

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	0.3497	3.0524	2.2942	3.5100e-003		0.1957	0.1957		0.1840	0.1840	0.0000	310.2859	310.2859	0.0760	0.0000	312.1864
Total	**0.3497**	**3.0524**	**2.2942**	**3.5100e-003**		**0.1957**	**0.1957**		**0.1840**	**0.1840**	**0.0000**	**310.2859**	**310.2859**	**0.0760**	**0.0000**	**312.1864**

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	0.1223	3.2686	0.9189	6.8200e-003	0.1539	0.0227	0.1766	0.0449	0.0217	0.0666	0.0000	659.4594	659.4594	0.0452	0.0000	660.5902
Worker	0.1446	0.1237	1.3307	3.1500e-003	0.2637	2.6000e-003	0.2663	0.0705	2.4000e-003	0.0729	0.0000	284.1754	284.1754	0.0107	0.0000	284.4425
Total	**0.2669**	**3.3923**	**2.2496**	**9.9700e-003**	**0.4176**	**0.0253**	**0.4429**	**0.1154**	**0.0241**	**0.1395**	**0.0000**	**943.6348**	**943.6348**	**0.0559**	**0.0000**	**945.0327**

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	0.3081	2.7508	2.2399	3.5100e-003		0.1683	0.1683		0.1583	0.1583	0.0000	306.8110	306.8110	0.0747	0.0000	308.6795
Total	**0.3081**	**2.7508**	**2.2399**	**3.5100e-003**		**0.1683**	**0.1683**		**0.1583**	**0.1583**	**0.0000**	**306.8110**	**306.8110**	**0.0747**	**0.0000**	**308.6795**

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	0.1105	3.0829	0.8431	6.7500e-003	0.1644	0.0194	0.1838	0.0475	0.0186	0.0660	0.0000	652.6684	652.6684	0.0436	0.0000	653.7575
Worker	0.1307	0.1090	1.1849	3.0400e-003	0.2860	2.5200e-003	0.2885	0.0760	2.3200e-003	0.0783	0.0000	274.9263	274.9263	9.4500e-003	0.0000	275.1626
Total	**0.2412**	**3.1919**	**2.0281**	**9.7900e-003**	**0.4504**	**0.0219**	**0.4723**	**0.1234**	**0.0209**	**0.1443**	**0.0000**	**927.5947**	**927.5947**	**0.0530**	**0.0000**	**928.9201**

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	0.3081	2.7508	2.2399	3.5100e-003		0.1683	0.1683		0.1583	0.1583	0.0000	306.8106	306.8106	0.0747	0.0000	308.6792
Total	**0.3081**	**2.7508**	**2.2399**	**3.5100e-003**		**0.1683**	**0.1683**		**0.1583**	**0.1583**	**0.0000**	**306.8106**	**306.8106**	**0.0747**	**0.0000**	**308.6792**

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	0.1105	3.0829	0.8431	6.7500e-003	0.1539	0.0194	0.1733	0.0449	0.0186	0.0634	0.0000	652.6684	652.6684	0.0436	0.0000	653.7575
Worker	0.1307	0.1090	1.1849	3.0400e-003	0.2637	2.5200e-003	0.2662	0.0705	2.3200e-003	0.0728	0.0000	274.9263	274.9263	9.4500e-003	0.0000	275.1626
Total	**0.2412**	**3.1919**	**2.0281**	**9.7900e-003**	**0.4176**	**0.0219**	**0.4395**	**0.1154**	**0.0209**	**0.1362**	**0.0000**	**927.5947**	**927.5947**	**0.0530**	**0.0000**	**928.9201**

3.5 Building Construction - 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	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4091	303.4091	0.0740	0.0000	305.2596

Total	**0.2777**	**2.5134**	**2.2072**	**3.5300e-003**		**0.1463**	**0.1463**		**0.1376**	**0.1376**	**0.0000**	**303.4091**	**303.4091**	**0.0740**	**0.0000**	**305.2596**

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	0.0950	2.8392	0.7686	6.7200e-003	0.1650	0.0132	0.1782	0.0476	0.0126	0.0603	0.0000	650.8766	650.8766	0.0414	0.0000	651.9106
Worker	0.1209	0.0975	1.0785	2.9600e-003	0.2871	2.4500e-003	0.2896	0.0763	2.2600e-003	0.0785	0.0000	267.5938	267.5938	8.4300e-003	0.0000	267.8047
Total	**0.2160**	**2.9367**	**1.8470**	**9.6800e-003**	**0.4521**	**0.0157**	**0.4678**	**0.1239**	**0.0149**	**0.1388**	**0.0000**	**918.4705**	**918.4705**	**0.0498**	**0.0000**	**919.7153**

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	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4087	303.4087	0.0740	0.0000	305.2592
Total	**0.2777**	**2.5134**	**2.2072**	**3.5300e-003**		**0.1463**	**0.1463**		**0.1376**	**0.1376**	**0.0000**	**303.4087**	**303.4087**	**0.0740**	**0.0000**	**305.2592**

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	0.0950	2.8392	0.7686	6.7200e-003	0.1545	0.0132	0.1677	0.0451	0.0126	0.0577	0.0000	650.8766	650.8766	0.0414	0.0000	651.9106
Worker	0.1209	0.0975	1.0785	2.9600e-003	0.2647	2.4500e-003	0.2672	0.0708	2.2600e-003	0.0730	0.0000	267.5938	267.5938	8.4300e-003	0.0000	267.8047
Total	**0.2160**	**2.9367**	**1.8470**	**9.6800e-003**	**0.4192**	**0.0157**	**0.4349**	**0.1158**	**0.0149**	**0.1307**	**0.0000**	**918.4705**	**918.4705**	**0.0498**	**0.0000**	**919.7153**

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	0.2481	2.2749	2.1631	3.5100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	302.2867	302.2867	0.0729	0.0000	304.1099
Total	**0.2481**	**2.2749**	**2.1631**	**3.5100e-003**		**0.1251**	**0.1251**		**0.1176**	**0.1176**	**0.0000**	**302.2867**	**302.2867**	**0.0729**	**0.0000**	**304.1099**

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	0.0811	2.5758	0.6984	6.6400e-003	0.1644	5.2500e-003	0.1697	0.0475	5.0200e-003	0.0525	0.0000	643.3561	643.3561	0.0395	0.0000	644.3426
Worker	0.1123	0.0874	0.9870	2.8600e-003	0.2860	2.3600e-003	0.2884	0.0760	2.1700e-003	0.0781	0.0000	258.1074	258.1074	7.6000e-003	0.0000	258.2972
Total	**0.1934**	**2.6632**	**1.6853**	**9.5000e-003**	**0.4504**	**7.6100e-003**	**0.4580**	**0.1234**	**7.1900e-003**	**0.1306**	**0.0000**	**901.4634**	**901.4634**	**0.0471**	**0.0000**	**902.6399**

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	0.2481	2.2749	2.1631	3.5100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	302.2863	302.2863	0.0729	0.0000	304.1095
Total	**0.2481**	**2.2749**	**2.1631**	**3.5100e-003**		**0.1251**	**0.1251**		**0.1176**	**0.1176**	**0.0000**	**302.2863**	**302.2863**	**0.0729**	**0.0000**	**304.1095**

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	0.0811	2.5758	0.6984	6.6400e-003	0.1539	5.2500e-003	0.1592	0.0449	5.0200e-003	0.0499	0.0000	643.3561	643.3561	0.0395	0.0000	644.3426
Worker	0.1123	0.0874	0.9870	2.8600e-003	0.2637	2.3600e-003	0.2661	0.0705	2.1700e-003	0.0727	0.0000	258.1074	258.1074	7.6000e-003	0.0000	258.2972
Total	**0.1934**	**2.6632**	**1.6853**	**9.5000e-003**	**0.4176**	**7.6100e-003**	**0.4252**	**0.1154**	**7.1900e-003**	**0.1226**	**0.0000**	**901.4634**	**901.4634**	**0.0471**	**0.0000**	**902.6399**

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	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2428**	**301.2428**	**0.0722**	**0.0000**	**303.0471**

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	0.0758	2.4378	0.6582	6.5500e-003	0.1638	4.5700e-003	0.1684	0.0473	4.3700e-003	0.0516	0.0000	635.2620	635.2620	0.0379	0.0000	636.2106
Worker	0.1049	0.0787	0.9059	2.7400e-003	0.2849	2.2700e-003	0.2872	0.0757	2.1000e-003	0.0778	0.0000	248.0803	248.0803	6.8300e-003	0.0000	248.2511
Total	**0.1807**	**2.5165**	**1.5642**	**9.2900e-003**	**0.4487**	**6.8400e-003**	**0.4555**	**0.1229**	**6.4700e-003**	**0.1294**	**0.0000**	**883.3422**	**883.3422**	**0.0448**	**0.0000**	**884.4616**

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	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2425**	**301.2425**	**0.0722**	**0.0000**	**303.0467**

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	0.0758	2.4378	0.6582	6.5500e-003	0.1534	4.5700e-003	0.1579	0.0447	4.3700e-003	0.0491	0.0000	635.2620	635.2620	0.0379	0.0000	636.2106
Worker	0.1049	0.0787	0.9059	2.7400e-003	0.2627	2.2700e-003	0.2650	0.0702	2.1000e-003	0.0723	0.0000	248.0803	248.0803	6.8300e-003	0.0000	248.2511
Total	**0.1807**	**2.5165**	**1.5642**	**9.2900e-003**	**0.4160**	**6.8400e-003**	**0.4229**	**0.1149**	**6.4700e-003**	**0.1214**	**0.0000**	**883.3422**	**883.3422**	**0.0448**	**0.0000**	**884.4616**

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

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	0.0563	1.8418	0.5906	6.3300e-003	0.1638	2.1500e-003	0.1659	0.0473	2.0500e-003	0.0493	0.0000	615.3743	615.3743	0.0335	0.0000	616.2126
Worker	0.0986	0.0712	0.8331	2.6400e-003	0.2849	2.2100e-003	0.2871	0.0757	2.0400e-003	0.0777	0.0000	239.0023	239.0023	6.1500e-003	0.0000	239.1561
Total	**0.1549**	**1.9130**	**1.4236**	**8.9700e-003**	**0.4487**	**4.3600e-003**	**0.4531**	**0.1229**	**4.0900e-003**	**0.1270**	**0.0000**	**854.3766**	**854.3766**	**0.0397**	**0.0000**	**855.3687**

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

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	0.0563	1.8418	0.5906	6.3300e-003	0.1534	2.1500e-003	0.1555	0.0447	2.0500e-003	0.0468	0.0000	615.3743	615.3743	0.0335	0.0000	616.2126
Worker	0.0986	0.0712	0.8331	2.6400e-003	0.2627	2.2100e-003	0.2649	0.0702	2.0400e-003	0.0723	0.0000	239.0023	239.0023	6.1500e-003	0.0000	239.1561
Total	**0.1549**	**1.9130**	**1.4236**	**8.9700e-003**	**0.4160**	**4.3600e-003**	**0.4204**	**0.1149**	**4.0900e-003**	**0.1190**	**0.0000**	**854.3766**	**854.3766**	**0.0397**	**0.0000**	**855.3687**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7223**	**303.7223**	**0.0718**	**0.0000**	**305.5179**

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	0.0553	1.8490	0.5768	6.3500e-003	0.1651	2.1300e-003	0.1672	0.0476	2.0400e-003	0.0497	0.0000	617.6376	617.6376	0.0333	0.0000	618.4698

Worker	0.0942	0.0654	0.7817	2.5800e-003	0.2871	2.2000e-003	0.2893	0.0763	2.0200e-003	0.0783	0.0000	233.3732	233.3732	5.6800e-003	0.0000	233.5153
Total	**0.1495**	**1.9144**	**1.3586**	**8.9300e-003**	**0.4522**	**4.3300e-003**	**0.4565**	**0.1239**	**4.0600e-003**	**0.1280**	**0.0000**	**851.0108**	**851.0108**	**0.0390**	**0.0000**	**851.9851**

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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7220**	**303.7220**	**0.0718**	**0.0000**	**305.5175**

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	0.0553	1.8490	0.5768	6.3500e-003	0.1545	2.1300e-003	0.1567	0.0451	2.0400e-003	0.0471	0.0000	617.6376	617.6376	0.0333	0.0000	618.4698
Worker	0.0942	0.0654	0.7817	2.5800e-003	0.2647	2.2000e-003	0.2669	0.0708	2.0200e-003	0.0728	0.0000	233.3732	233.3732	5.6800e-003	0.0000	233.5153

Total	**0.1495**	**1.9144**	**1.3586**	**8.9300e-003**	**0.4192**	**4.3300e-003**	**0.4236**	**0.1158**	**4.0600e-003**	**0.1199**	**0.0000**	**851.0108**	**851.0108**	**0.0390**	**0.0000**	**851.9851**

3.5 Building Construction - 2025

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

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	0.0537	1.8261	0.5598	6.2900e-003	0.1644	2.0900e-003	0.1665	0.0475	2.0000e-003	0.0495	0.0000	611.9276	611.9276	0.0327	0.0000	612.7446
Worker	0.0892	0.0596	0.7228	2.4700e-003	0.2860	2.1400e-003	0.2882	0.0760	1.9700e-003	0.0779	0.0000	223.4805	223.4805	5.1600e-003	0.0000	223.6095
Total	**0.1429**	**1.8857**	**1.2826**	**8.7600e-003**	**0.4504**	**4.2300e-003**	**0.4547**	**0.1234**	**3.9700e-003**	**0.1274**	**0.0000**	**835.4081**	**835.4081**	**0.0378**	**0.0000**	**836.3542**

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

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	0.0537	1.8261	0.5598	6.2900e-003	0.1540	2.0900e-003	0.1560	0.0449	2.0000e-003	0.0469	0.0000	611.9276	611.9276	0.0327	0.0000	612.7446
Worker	0.0892	0.0596	0.7228	2.4700e-003	0.2637	2.1400e-003	0.2658	0.0705	1.9700e-003	0.0725	0.0000	223.4805	223.4805	5.1600e-003	0.0000	223.6095
Total	**0.1429**	**1.8857**	**1.2826**	**8.7600e-003**	**0.4176**	**4.2300e-003**	**0.4219**	**0.1154**	**3.9700e-003**	**0.1193**	**0.0000**	**835.4081**	**835.4081**	**0.0378**	**0.0000**	**836.3542**

3.5 Building Construction - 2026

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

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	0.0525	1.8088	0.5484	6.2500e-003	0.1644	2.0500e-003	0.1665	0.0475	1.9600e-003	0.0494	0.0000	608.7094	608.7094	0.0322	0.0000	609.5145
Worker	0.0852	0.0549	0.6754	2.3800e-003	0.2860	2.0700e-003	0.2881	0.0760	1.9000e-003	0.0779	0.0000	215.7182	215.7182	4.7300e-003	0.0000	215.8365
Total	**0.1377**	**1.8637**	**1.2238**	**8.6300e-003**	**0.4504**	**4.1200e-003**	**0.4545**	**0.1234**	**3.8600e-003**	**0.1273**	**0.0000**	**824.4276**	**824.4276**	**0.0369**	**0.0000**	**825.3510**

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

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	0.0525	1.8088	0.5484	6.2500e-003	0.1540	2.0500e-003	0.1560	0.0449	1.9600e-003	0.0468	0.0000	608.7094	608.7094	0.0322	0.0000	609.5145
Worker	0.0852	0.0549	0.6754	2.3800e-003	0.2637	2.0700e-003	0.2658	0.0705	1.9000e-003	0.0724	0.0000	215.7182	215.7182	4.7300e-003	0.0000	215.8365
Total	**0.1377**	**1.8637**	**1.2238**	**8.6300e-003**	**0.4176**	**4.1200e-003**	**0.4218**	**0.1154**	**3.8600e-003**	**0.1192**	**0.0000**	**824.4276**	**824.4276**	**0.0369**	**0.0000**	**825.3510**

3.5 Building Construction - 2027

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

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	0.0515	1.7922	0.5393	6.2200e-003	0.1644	2.0100e-003	0.1664	0.0475	1.9200e-003	0.0494	0.0000	605.8238	605.8238	0.0317	0.0000	606.6170
Worker	0.0813	0.0507	0.6329	2.3100e-003	0.2860	1.9600e-003	0.2880	0.0760	1.8000e-003	0.0778	0.0000	208.8425	208.8425	4.3400e-003	0.0000	208.9510
Total	**0.1328**	**1.8429**	**1.1722**	**8.5300e-003**	**0.4504**	**3.9700e-003**	**0.4544**	**0.1234**	**3.7200e-003**	**0.1271**	**0.0000**	**814.6663**	**814.6663**	**0.0361**	**0.0000**	**815.5680**

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

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	0.0515	1.7922	0.5393	6.2200e-003	0.1540	2.0100e-003	0.1560	0.0449	1.9200e-003	0.0468	0.0000	605.8238	605.8238	0.0317	0.0000	606.6170
Worker	0.0813	0.0507	0.6329	2.3100e-003	0.2637	1.9600e-003	0.2657	0.0705	1.8000e-003	0.0723	0.0000	208.8425	208.8425	4.3400e-003	0.0000	208.9510
Total	**0.1328**	**1.8429**	**1.1722**	**8.5300e-003**	**0.4177**	**3.9700e-003**	**0.4216**	**0.1154**	**3.7200e-003**	**0.1191**	**0.0000**	**814.6663**	**814.6663**	**0.0361**	**0.0000**	**815.5680**

3.5 Building Construction - 2028

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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

Total	**0.1778**	**1.6211**	**2.0910**	**3.5000e-003**		**0.0686**	**0.0686**		**0.0645**	**0.0645**	**0.0000**	**301.4953**	**301.4953**	**0.0709**	**0.0000**	**303.2671**

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	0.0504	1.7715	0.5299	6.1700e-003	0.1638	1.9700e-003	0.1658	0.0473	1.8800e-003	0.0492	0.0000	601.0407	601.0407	0.0312	0.0000	601.8199
Worker	0.0770	0.0466	0.5935	2.2300e-003	0.2849	1.8100e-003	0.2867	0.0757	1.6600e-003	0.0773	0.0000	201.9752	201.9752	3.9900e-003	0.0000	202.0749
Total	**0.1274**	**1.8182**	**1.1234**	**8.4000e-003**	**0.4487**	**3.7800e-003**	**0.4525**	**0.1230**	**3.5400e-003**	**0.1265**	**0.0000**	**803.0159**	**803.0159**	**0.0352**	**0.0000**	**803.8948**

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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	**0.1778**	**1.6211**	**2.0910**	**3.5000e-003**		**0.0686**	**0.0686**		**0.0645**	**0.0645**	**0.0000**	**301.4949**	**301.4949**	**0.0709**	**0.0000**	**303.2667**

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	0.0504	1.7715	0.5299	6.1700e-003	0.1534	1.9700e-003	0.1553	0.0447	1.8800e-003	0.0466	0.0000	601.0407	601.0407	0.0312	0.0000	601.8199
Worker	0.0770	0.0466	0.5935	2.2300e-003	0.2627	1.8100e-003	0.2645	0.0702	1.6600e-003	0.0719	0.0000	201.9752	201.9752	3.9900e-003	0.0000	202.0749
Total	**0.1274**	**1.8182**	**1.1234**	**8.4000e-003**	**0.4161**	**3.7800e-003**	**0.4198**	**0.1149**	**3.5400e-003**	**0.1185**	**0.0000**	**803.0159**	**803.0159**	**0.0352**	**0.0000**	**803.8948**

3.5 Building Construction - 2029

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

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	0.0498	1.7644	0.5250	6.1700e-003	0.1644	1.9300e-003	0.1664	0.0475	1.8500e-003	0.0493	0.0000	601.1532	601.1532	0.0309	0.0000	601.9257
Worker	0.0727	0.0430	0.5584	2.1800e-003	0.2860	1.6900e-003	0.2877	0.0760	1.5500e-003	0.0775	0.0000	197.3104	197.3104	3.6700e-003	0.0000	197.4021
Total	**0.1224**	**1.8075**	**1.0834**	**8.3500e-003**	**0.4504**	**3.6200e-003**	**0.4541**	**0.1234**	**3.4000e-003**	**0.1268**	**0.0000**	**798.4636**	**798.4636**	**0.0346**	**0.0000**	**799.3278**

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

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	0.0498	1.7644	0.5250	6.1700e-003	0.1540	1.9300e-003	0.1559	0.0449	1.8500e-003	0.0467	0.0000	601.1532	601.1532	0.0309	0.0000	601.9257
Worker	0.0727	0.0430	0.5584	2.1800e-003	0.2637	1.6900e-003	0.2654	0.0705	1.5500e-003	0.0720	0.0000	197.3104	197.3104	3.6700e-003	0.0000	197.4021
Total	**0.1224**	**1.8075**	**1.0834**	**8.3500e-003**	**0.4177**	**3.6200e-003**	**0.4213**	**0.1154**	**3.4000e-003**	**0.1188**	**0.0000**	**798.4636**	**798.4636**	**0.0346**	**0.0000**	**799.3278**

3.5 Building Construction - 2030

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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0336**	**343.0336**	**0.0138**	**0.0000**	**343.3777**

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	0.0491	1.7510	0.5199	6.1400e-003	0.1644	1.9000e-003	0.1663	0.0475	1.8100e-003	0.0493	0.0000	599.1676	599.1676	0.0305	0.0000	599.9310
Worker	0.0679	0.0394	0.5238	2.1300e-003	0.2860	1.5700e-003	0.2876	0.0760	1.4500e-003	0.0774	0.0000	192.4493	192.4493	3.3600e-003	0.0000	192.5333
Total	**0.1170**	**1.7904**	**1.0437**	**8.2700e-003**	**0.4504**	**3.4700e-003**	**0.4539**	**0.1234**	**3.2600e-003**	**0.1267**	**0.0000**	**791.6168**	**791.6168**	**0.0339**	**0.0000**	**792.4643**

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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0332**	**343.0332**	**0.0138**	**0.0000**	**343.3773**

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	0.0491	1.7510	0.5199	6.1400e-003	0.1540	1.9000e-003	0.1559	0.0449	1.8100e-003	0.0467	0.0000	599.1676	599.1676	0.0305	0.0000	599.9310
Worker	0.0679	0.0394	0.5238	2.1300e-003	0.2637	1.5700e-003	0.2653	0.0705	1.4500e-003	0.0719	0.0000	192.4493	192.4493	3.3600e-003	0.0000	192.5333
Total	**0.1170**	**1.7904**	**1.0437**	**8.2700e-003**	**0.4177**	**3.4700e-003**	**0.4211**	**0.1154**	**3.2600e-003**	**0.1186**	**0.0000**	**791.6168**	**791.6168**	**0.0339**	**0.0000**	**792.4643**

3.5 Building Construction - 2031

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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0336**	**343.0336**	**0.0138**	**0.0000**	**343.3777**

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	0.0487	1.7412	0.5174	6.1300e-003	0.1644	1.8600e-003	0.1663	0.0475	1.7800e-003	0.0492	0.0000	598.0520	598.0520	0.0303	0.0000	598.8086
Worker	0.0628	0.0358	0.4902	2.0800e-003	0.2860	1.4700e-003	0.2875	0.0760	1.3600e-003	0.0773	0.0000	188.5254	188.5254	3.0700e-003	0.0000	188.6022
Total	**0.1114**	**1.7770**	**1.0076**	**8.2100e-003**	**0.4504**	**3.3300e-003**	**0.4538**	**0.1234**	**3.1400e-003**	**0.1266**	**0.0000**	**786.5773**	**786.5773**	**0.0333**	**0.0000**	**787.4108**

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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0332**	**343.0332**	**0.0138**	**0.0000**	**343.3773**

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	0.0487	1.7412	0.5174	6.1300e-003	0.1540	1.8600e-003	0.1558	0.0449	1.7800e-003	0.0467	0.0000	598.0520	598.0520	0.0303	0.0000	598.8086
Worker	0.0628	0.0358	0.4902	2.0800e-003	0.2637	1.4700e-003	0.2652	0.0705	1.3600e-003	0.0718	0.0000	188.5254	188.5254	3.0700e-003	0.0000	188.6022
Total	**0.1114**	**1.7770**	**1.0076**	**8.2100e-003**	**0.4177**	**3.3300e-003**	**0.4210**	**0.1154**	**3.1400e-003**	**0.1185**	**0.0000**	**786.5773**	**786.5773**	**0.0333**	**0.0000**	**787.4108**

3.5 Building Construction - 2032

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	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194	0.0000	344.3479	344.3479	0.0138	0.0000	344.6933
Total	**0.1715**	**1.0394**	**2.1166**	**4.0600e-003**		**0.0194**	**0.0194**		**0.0194**	**0.0194**	**0.0000**	**344.3479**	**344.3479**	**0.0138**	**0.0000**	**344.6933**

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	0.0484	1.7362	0.5170	6.1400e-003	0.1651	1.8400e-003	0.1669	0.0476	1.7600e-003	0.0494	0.0000	599.1385	599.1385	0.0301	0.0000	599.8920

Worker	0.0584	0.0328	0.4614	2.0500e-003	0.2871	1.3800e-003	0.2885	0.0763	1.2700e-003	0.0775	0.0000	185.3856	185.3856	2.8200e-003	0.0000	185.4560
Total	**0.1068**	**1.7690**	**0.9784**	**8.1900e-003**	**0.4522**	**3.2200e-003**	**0.4554**	**0.1239**	**3.0300e-003**	**0.1269**	**0.0000**	**784.5241**	**784.5241**	**0.0330**	**0.0000**	**785.3479**

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	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194	0.0000	344.3475	344.3475	0.0138	0.0000	344.6929
Total	**0.1715**	**1.0394**	**2.1166**	**4.0600e-003**		**0.0194**	**0.0194**		**0.0194**	**0.0194**	**0.0000**	**344.3475**	**344.3475**	**0.0138**	**0.0000**	**344.6929**

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	0.0484	1.7362	0.5170	6.1400e-003	0.1546	1.8400e-003	0.1564	0.0451	1.7600e-003	0.0468	0.0000	599.1385	599.1385	0.0301	0.0000	599.8920
Worker	0.0584	0.0328	0.4614	2.0500e-003	0.2647	1.3800e-003	0.2661	0.0708	1.2700e-003	0.0720	0.0000	185.3856	185.3856	2.8200e-003	0.0000	185.4560

Total	**0.1068**	**1.7690**	**0.9784**	**8.1900e-003**	**0.4193**	**3.2200e-003**	**0.4225**	**0.1158**	**3.0300e-003**	**0.1189**	**0.0000**	**784.5241**	**784.5241**	**0.0330**	**0.0000**	**785.3479**

3.5 Building Construction - 2033

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	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7193	341.7193	0.0137	0.0000	342.0621
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7193**	**341.7193**	**0.0137**	**0.0000**	**342.0621**

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	0.0477	1.7128	0.5113	6.0800e-003	0.1638	1.8100e-003	0.1656	0.0473	1.7300e-003	0.0490	0.0000	593.6141	593.6141	0.0297	0.0000	594.3566
Worker	0.0540	0.0298	0.4320	1.9900e-003	0.2849	1.2800e-003	0.2862	0.0757	1.1800e-003	0.0769	0.0000	180.6072	180.6072	2.5700e-003	0.0000	180.6714
Total	**0.1017**	**1.7426**	**0.9433**	**8.0700e-003**	**0.4487**	**3.0900e-003**	**0.4518**	**0.1230**	**2.9100e-003**	**0.1259**	**0.0000**	**774.2213**	**774.2213**	**0.0323**	**0.0000**	**775.0280**

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	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7189	341.7189	0.0137	0.0000	342.0617
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7189**	**341.7189**	**0.0137**	**0.0000**	**342.0617**

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	0.0477	1.7128	0.5113	6.0800e-003	0.1534	1.8100e-003	0.1552	0.0447	1.7300e-003	0.0465	0.0000	593.6141	593.6141	0.0297	0.0000	594.3566
Worker	0.0540	0.0298	0.4320	1.9900e-003	0.2627	1.2800e-003	0.2640	0.0702	1.1800e-003	0.0714	0.0000	180.6072	180.6072	2.5700e-003	0.0000	180.6714
Total	**0.1017**	**1.7426**	**0.9433**	**8.0700e-003**	**0.4161**	**3.0900e-003**	**0.4192**	**0.1149**	**2.9100e-003**	**0.1178**	**0.0000**	**774.2213**	**774.2213**	**0.0323**	**0.0000**	**775.0280**

3.5 Building Construction - 2034

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	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7193	341.7193	0.0137	0.0000	342.0621
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7193**	**341.7193**	**0.0137**	**0.0000**	**342.0621**

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	0.0474	1.7037	0.5094	6.0700e-003	0.1638	1.7800e-003	0.1656	0.0473	1.7000e-003	0.0490	0.0000	592.9012	592.9012	0.0295	0.0000	593.6393
Worker	0.0507	0.0276	0.4067	1.9600e-003	0.2849	1.2000e-003	0.2861	0.0757	1.1000e-003	0.0768	0.0000	177.6434	177.6434	2.3500e-003	0.0000	177.7022
Total	**0.0981**	**1.7313**	**0.9161**	**8.0300e-003**	**0.4487**	**2.9800e-003**	**0.4517**	**0.1230**	**2.8000e-003**	**0.1258**	**0.0000**	**770.5446**	**770.5446**	**0.0319**	**0.0000**	**771.3414**

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	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7189	341.7189	0.0137	0.0000	342.0617
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7189**	**341.7189**	**0.0137**	**0.0000**	**342.0617**

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	0.0474	1.7037	0.5094	6.0700e-003	0.1534	1.7800e-003	0.1552	0.0447	1.7000e-003	0.0464	0.0000	592.9012	592.9012	0.0295	0.0000	593.6393
Worker	0.0507	0.0276	0.4067	1.9600e-003	0.2627	1.2000e-003	0.2639	0.0702	1.1000e-003	0.0713	0.0000	177.6434	177.6434	2.3500e-003	0.0000	177.7022
Total	**0.0981**	**1.7313**	**0.9161**	**8.0300e-003**	**0.4161**	**2.9800e-003**	**0.4191**	**0.1149**	**2.8000e-003**	**0.1178**	**0.0000**	**770.5446**	**770.5446**	**0.0319**	**0.0000**	**771.3414**

3.5 Building Construction - 2035

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	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0336	343.0336	0.0128	0.0000	343.3530
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0336**	**343.0336**	**0.0128**	**0.0000**	**343.3530**

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	0.0474	1.7031	0.5095	6.0900e-003	0.1645	1.7700e-003	0.1662	0.0475	1.6900e-003	0.0492	0.0000	594.6483	594.6483	0.0295	0.0000	595.3854
Worker	0.0481	0.0261	0.3874	1.9400e-003	0.2860	1.1200e-003	0.2871	0.0760	1.0300e-003	0.0770	0.0000	175.7700	175.7700	2.1800e-003	0.0000	175.8245
Total	**0.0955**	**1.7292**	**0.8970**	**8.0300e-003**	**0.4505**	**2.8900e-003**	**0.4534**	**0.1234**	**2.7200e-003**	**0.1262**	**0.0000**	**770.4184**	**770.4184**	**0.0317**	**0.0000**	**771.2099**

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	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0332	343.0332	0.0128	0.0000	343.3526
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0332**	**343.0332**	**0.0128**	**0.0000**	**343.3526**

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	0.0474	1.7031	0.5095	6.0900e-003	0.1540	1.7700e-003	0.1558	0.0449	1.6900e-003	0.0466	0.0000	594.6483	594.6483	0.0295	0.0000	595.3854
Worker	0.0481	0.0261	0.3874	1.9400e-003	0.2637	1.1200e-003	0.2648	0.0705	1.0300e-003	0.0715	0.0000	175.7700	175.7700	2.1800e-003	0.0000	175.8245
Total	**0.0955**	**1.7292**	**0.8970**	**8.0300e-003**	**0.4177**	**2.8900e-003**	**0.4206**	**0.1154**	**2.7200e-003**	**0.1181**	**0.0000**	**770.4184**	**770.4184**	**0.0317**	**0.0000**	**771.2099**

3.5 Building Construction - 2036

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	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118	0.0000	344.3479	344.3479	0.0128	0.0000	344.6686

Total	**0.1594**	**0.9381**	**2.1114**	**4.0600e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**344.3479**	**344.3479**	**0.0128**	**0.0000**	**344.6686**

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	0.0476	1.7096	0.5115	6.1100e-003	0.1651	1.7800e-003	0.1669	0.0477	1.7000e-003	0.0494	0.0000	596.9267	596.9267	0.0296	0.0000	597.6666
Worker	0.0483	0.0262	0.3889	1.9500e-003	0.2871	1.1300e-003	0.2882	0.0763	1.0400e-003	0.0773	0.0000	176.4435	176.4435	2.1900e-003	0.0000	176.4982
Total	**0.0959**	**1.7358**	**0.9004**	**8.0600e-003**	**0.4522**	**2.9100e-003**	**0.4551**	**0.1239**	**2.7400e-003**	**0.1266**	**0.0000**	**773.3702**	**773.3702**	**0.0318**	**0.0000**	**774.1648**

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	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118	0.0000	344.3475	344.3475	0.0128	0.0000	344.6682
Total	**0.1594**	**0.9381**	**2.1114**	**4.0600e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**344.3475**	**344.3475**	**0.0128**	**0.0000**	**344.6682**

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	0.0476	1.7096	0.5115	6.1100e-003	0.1546	1.7800e-003	0.1564	0.0451	1.7000e-003	0.0468	0.0000	596.9267	596.9267	0.0296	0.0000	597.6666
Worker	0.0483	0.0262	0.3889	1.9500e-003	0.2647	1.1300e-003	0.2658	0.0708	1.0400e-003	0.0718	0.0000	176.4435	176.4435	2.1900e-003	0.0000	176.4982
Total	**0.0959**	**1.7358**	**0.9004**	**8.0600e-003**	**0.4193**	**2.9100e-003**	**0.4222**	**0.1158**	**2.7400e-003**	**0.1186**	**0.0000**	**773.3702**	**773.3702**	**0.0318**	**0.0000**	**774.1648**

3.5 Building Construction - 2037

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	0.1564	0.9202	2.0711	3.9800e-003		0.0116	0.0116		0.0116	0.0116	0.0000	337.7764	337.7764	0.0126	0.0000	338.0909
Total	**0.1564**	**0.9202**	**2.0711**	**3.9800e-003**		**0.0116**	**0.0116**		**0.0116**	**0.0116**	**0.0000**	**337.7764**	**337.7764**	**0.0126**	**0.0000**	**338.0909**

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	0.0467	1.6770	0.5017	6.0000e-003	0.1619	1.7500e-003	0.1637	0.0467	1.6700e-003	0.0484	0.0000	585.5349	585.5349	0.0290	0.0000	586.2607
Worker	0.0474	0.0257	0.3815	1.9100e-003	0.2816	1.1100e-003	0.2827	0.0748	1.0200e-003	0.0758	0.0000	173.0762	173.0762	2.1500e-003	0.0000	173.1299
Total	**0.0941**	**1.7027**	**0.8832**	**7.9100e-003**	**0.4436**	**2.8600e-003**	**0.4464**	**0.1215**	**2.6900e-003**	**0.1242**	**0.0000**	**758.6112**	**758.6112**	**0.0312**	**0.0000**	**759.3906**

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	0.1564	0.9202	2.0711	3.9800e-003		0.0116	0.0116		0.0116	0.0116	0.0000	337.7760	337.7760	0.0126	0.0000	338.0905
Total	**0.1564**	**0.9202**	**2.0711**	**3.9800e-003**		**0.0116**	**0.0116**		**0.0116**	**0.0116**	**0.0000**	**337.7760**	**337.7760**	**0.0126**	**0.0000**	**338.0905**

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	0.0467	1.6770	0.5017	6.0000e-003	0.1516	1.7500e-003	0.1534	0.0442	1.6700e-003	0.0459	0.0000	585.5349	585.5349	0.0290	0.0000	586.2607
Worker	0.0474	0.0257	0.3815	1.9100e-003	0.2597	1.1100e-003	0.2608	0.0694	1.0200e-003	0.0704	0.0000	173.0762	173.0762	2.1500e-003	0.0000	173.1299
Total	**0.0941**	**1.7027**	**0.8832**	**7.9100e-003**	**0.4113**	**2.8600e-003**	**0.4141**	**0.1136**	**2.6900e-003**	**0.1163**	**0.0000**	**758.6112**	**758.6112**	**0.0312**	**0.0000**	**759.3906**

3.6 Paving - 2018

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	0.1808	1.9273	1.6276	2.5100e-003		0.1052	0.1052		0.0968	0.0968	0.0000	228.9279	228.9279	0.0713	0.0000	230.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1808**	**1.9273**	**1.6276**	**2.5100e-003**		**0.1052**	**0.1052**		**0.0968**	**0.0968**	**0.0000**	**228.9279**	**228.9279**	**0.0713**	**0.0000**	**230.7096**

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	9.1400e-003	7.8200e-003	0.0841	2.0000e-004	0.0181	1.6000e-004	0.0183	4.8000e-003	1.5000e-004	4.9500e-003	0.0000	17.9651	17.9651	6.8000e-004	0.0000	17.9820
Total	**9.1400e-003**	**7.8200e-003**	**0.0841**	**2.0000e-004**	**0.0181**	**1.6000e-004**	**0.0183**	**4.8000e-003**	**1.5000e-004**	**4.9500e-003**	**0.0000**	**17.9651**	**17.9651**	**6.8000e-004**	**0.0000**	**17.9820**

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	0.1808	1.9273	1.6276	2.5100e-003		0.1052	0.1052		0.0968	0.0968	0.0000	228.9276	228.9276	0.0713	0.0000	230.7093
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1808**	**1.9273**	**1.6276**	**2.5100e-003**		**0.1052**	**0.1052**		**0.0968**	**0.0968**	**0.0000**	**228.9276**	**228.9276**	**0.0713**	**0.0000**	**230.7093**

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	9.1400e-003	7.8200e-003	0.0841	2.0000e-004	0.0167	1.6000e-004	0.0168	4.4600e-003	1.5000e-004	4.6100e-003	0.0000	17.9651	17.9651	6.8000e-004	0.0000	17.9820
Total	**9.1400e-003**	**7.8200e-003**	**0.0841**	**2.0000e-004**	**0.0167**	**1.6000e-004**	**0.0168**	**4.4600e-003**	**1.5000e-004**	**4.6100e-003**	**0.0000**	**17.9651**	**17.9651**	**6.8000e-004**	**0.0000**	**17.9820**

3.7 Architectural Coating - 2018

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	6.3740					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0390	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3992
Total	**6.4130**	**0.2618**	**0.2420**	**3.9000e-004**		**0.0197**	**0.0197**		**0.0197**	**0.0197**	**0.0000**	**33.3200**	**33.3200**	**3.1700e-003**	**0.0000**	**33.3992**

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	0.0289	0.0247	0.2661	6.3000e-004	0.0572	5.2000e-004	0.0577	0.0152	4.8000e-004	0.0157	0.0000	56.8351	56.8351	2.1400e-003	0.0000	56.8885
Total	**0.0289**	**0.0247**	**0.2661**	**6.3000e-004**	**0.0572**	**5.2000e-004**	**0.0577**	**0.0152**	**4.8000e-004**	**0.0157**	**0.0000**	**56.8351**	**56.8351**	**2.1400e-003**	**0.0000**	**56.8885**

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	6.3740					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0390	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3991
Total	**6.4130**	**0.2618**	**0.2420**	**3.9000e-004**		**0.0197**	**0.0197**		**0.0197**	**0.0197**	**0.0000**	**33.3200**	**33.3200**	**3.1700e-003**	**0.0000**	**33.3991**

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	0.0289	0.0247	0.2661	6.3000e-004	0.0527	5.2000e-004	0.0533	0.0141	4.8000e-004	0.0146	0.0000	56.8351	56.8351	2.1400e-003	0.0000	56.8885
Total	**0.0289**	**0.0247**	**0.2661**	**6.3000e-004**	**0.0527**	**5.2000e-004**	**0.0533**	**0.0141**	**4.8000e-004**	**0.0146**	**0.0000**	**56.8351**	**56.8351**	**2.1400e-003**	**0.0000**	**56.8885**

3.7 Architectural Coating - 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					
Archit. Coating	6.3740					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0348	0.2395	0.2403	3.9000e-004		0.0168	0.0168		0.0168	0.0168	0.0000	33.3200	33.3200	2.8100e-003	0.0000	33.3903
Total	**6.4088**	**0.2395**	**0.2403**	**3.9000e-004**		**0.0168**	**0.0168**		**0.0168**	**0.0168**	**0.0000**	**33.3200**	**33.3200**	**2.8100e-003**	**0.0000**	**33.3903**

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	0.0262	0.0218	0.2370	6.1000e-004	0.0572	5.0000e-004	0.0577	0.0152	4.6000e-004	0.0157	0.0000	54.9853	54.9853	1.8900e-003	0.0000	55.0325
Total	**0.0262**	**0.0218**	**0.2370**	**6.1000e-004**	**0.0572**	**5.0000e-004**	**0.0577**	**0.0152**	**4.6000e-004**	**0.0157**	**0.0000**	**54.9853**	**54.9853**	**1.8900e-003**	**0.0000**	**55.0325**

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	6.3740					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0348	0.2395	0.2403	3.9000e-004		0.0168	0.0168		0.0168	0.0168	0.0000	33.3199	33.3199	2.8100e-003	0.0000	33.3903
Total	**6.4088**	**0.2395**	**0.2403**	**3.9000e-004**		**0.0168**	**0.0168**		**0.0168**	**0.0168**	**0.0000**	**33.3199**	**33.3199**	**2.8100e-003**	**0.0000**	**33.3903**

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	0.0262	0.0218	0.2370	6.1000e-004	0.0527	5.0000e-004	0.0532	0.0141	4.6000e-004	0.0146	0.0000	54.9853	54.9853	1.8900e-003	0.0000	55.0325

Total	**0.0262**	**0.0218**	**0.2370**	**6.1000e-004**	**0.0527**	**5.0000e-004**	**0.0532**	**0.0141**	**4.6000e-004**	**0.0146**	**0.0000**	**54.9853**	**54.9853**	**1.8900e-003**	**0.0000**	**55.0325**

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	6.1787					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0306	0.2130	0.2317	3.8000e-004		0.0140	0.0140		0.0140	0.0140	0.0000	32.2987	32.2987	2.5000e-003	0.0000	32.3612
Total	**6.2093**	**0.2130**	**0.2317**	**3.8000e-004**		**0.0140**	**0.0140**		**0.0140**	**0.0140**	**0.0000**	**32.2987**	**32.2987**	**2.5000e-003**	**0.0000**	**32.3612**

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	0.0234	0.0188	0.2083	5.7000e-004	0.0555	4.7000e-004	0.0559	0.0147	4.4000e-004	0.0152	0.0000	51.6803	51.6803	1.6300e-003	0.0000	51.7211
Total	**0.0234**	**0.0188**	**0.2083**	**5.7000e-004**	**0.0555**	**4.7000e-004**	**0.0559**	**0.0147**	**4.4000e-004**	**0.0152**	**0.0000**	**51.6803**	**51.6803**	**1.6300e-003**	**0.0000**	**51.7211**

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	6.1787					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0306	0.2130	0.2317	3.8000e-004		0.0140	0.0140		0.0140	0.0140	0.0000	32.2986	32.2986	2.5000e-003	0.0000	32.3611
Total	**6.2093**	**0.2130**	**0.2317**	**3.8000e-004**		**0.0140**	**0.0140**		**0.0140**	**0.0140**	**0.0000**	**32.2986**	**32.2986**	**2.5000e-003**	**0.0000**	**32.3611**

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	0.0234	0.0188	0.2083	5.7000e-004	0.0511	4.7000e-004	0.0516	0.0137	4.4000e-004	0.0141	0.0000	51.6803	51.6803	1.6300e-003	0.0000	51.7211
Total	**0.0234**	**0.0188**	**0.2083**	**5.7000e-004**	**0.0511**	**4.7000e-004**	**0.0516**	**0.0137**	**4.4000e-004**	**0.0141**	**0.0000**	**51.6803**	**51.6803**	**1.6300e-003**	**0.0000**	**51.7211**

Construction

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,443.00	Dwelling Unit	64.29	2,443,000.00	6987
General Office Building	1,897.58	1000sqft	43.56	1,897,579.00	0
Strip Mall	506.82	1000sqft	11.64	506,823.00	0
Enclosed Parking Structure	1,000.00	1000sqft	22.96	1,000,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2040
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 -

Construction Phase - See assumptions file.

Grading -

Demolition -

Trips and VMT - Assumes 4 water truck trips per day for the Demolition, Site Preparation, and Grading phases.

Architectural Coating -

Construction Off-road Equipment Mitigation - Per SCAMQD Rules 403 and 1189.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Parking	100	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	220.00	775.00
tblConstructionPhase	NumDays	3,100.00	5,215.00
tblConstructionPhase	PhaseEndDate	8/18/2033	12/18/2020
tblConstructionPhase	PhaseEndDate	12/11/2031	12/25/2037
tblConstructionPhase	PhaseEndDate	5/31/2018	10/5/2018
tblConstructionPhase	PhaseEndDate	1/23/2020	3/8/2019
tblConstructionPhase	PhaseEndDate	10/14/2032	11/2/2018
tblConstructionPhase	PhaseEndDate	11/15/2018	6/15/2018
tblConstructionPhase	PhaseStartDate	10/15/2032	1/1/2018
tblConstructionPhase	PhaseStartDate	1/24/2020	1/1/2018
tblConstructionPhase	PhaseStartDate	8/25/2017	1/1/2018
tblConstructionPhase	PhaseStartDate	11/16/2018	1/1/2018
tblConstructionPhase	PhaseStartDate	12/12/2031	1/1/2018
tblConstructionPhase	PhaseStartDate	6/1/2018	1/1/2018
tblGrading	MaterialExported	0.00	100,000.00

tblLandUse	BuildingSpaceSquareFeet	1,897,580.00	1,897,579.00
tblLandUse	LandUseSquareFeet	1,897,580.00	1,897,579.00
tblProjectCharacteristics	OperationalYear	2018	2040
tblTripsAndVMT	VendorTripNumber	819.00	200.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	590.00	40.00
tblTripsAndVMT	WorkerTripNumber	2,948.00	200.00

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					
2018	71.0394	265.8886	148.1149	0.4110	45.0456	10.1585	55.2041	17.2057	9.4230	26.6286	0.0000	42,437.3525	42,437.3525	7.0512	0.0000	42,613.6332
2019	58.3561	101.9978	71.1826	0.1769	12.8855	3.9769	16.8624	4.7432	3.7006	8.4439	0.0000	17,854.5434	17,854.5434	3.0706	0.0000	17,931.3074
2020	53.0209	42.9301	34.7623	0.1101	3.9630	1.3505	5.3136	1.0801	1.2777	2.3578	0.0000	11,197.6759	11,197.6759	1.0717	0.0000	11,224.4694
2021	3.3662	37.4393	29.7070	0.1012	3.5160	1.0164	4.5324	0.9615	0.9559	1.9174	0.0000	10,328.5162	10,328.5162	1.0070	0.0000	10,353.6913
2022	3.0798	34.6140	28.5984	0.0999	3.5160	0.8612	4.3772	0.9615	0.8105	1.7720	0.0000	10,201.4760	10,201.4760	0.9853	0.0000	10,226.1093
2023	2.7502	28.8778	27.4259	0.0975	3.5160	0.7329	4.2489	0.9616	0.6896	1.6511	0.0000	9,950.3225	9,950.3225	0.9397	0.0000	9,973.8141

2024	2.5981	27.8409	26.7528	0.0966	3.5161	0.6461	4.1621	0.9616	0.6076	1.5692	0.0000	9,863.7840	9,863.7840	0.9277	0.0000	9,886.9767
2025	2.4475	26.7109	26.1082	0.0955	3.5161	0.5597	4.0758	0.9616	0.5264	1.4880	0.0000	9,756.1080	9,756.1080	0.9161	0.0000	9,779.0097
2026	2.4074	26.5509	25.6410	0.0945	3.5161	0.5589	4.0750	0.9616	0.5256	1.4872	0.0000	9,659.7834	9,659.7834	0.9085	0.0000	9,682.4949
2027	2.3695	26.3989	25.2299	0.0936	3.5161	0.5577	4.0738	0.9616	0.5245	1.4861	0.0000	9,574.2489	9,574.2489	0.9012	0.0000	9,596.7793
2028	2.3318	26.2694	24.8750	0.0929	3.5162	0.5564	4.0725	0.9616	0.5233	1.4849	0.0000	9,499.1783	9,499.1783	0.8947	0.0000	9,521.5463
2029	2.2900	26.1402	24.5221	0.0922	3.5162	0.5551	4.0713	0.9616	0.5221	1.4838	0.0000	9,432.2605	9,432.2605	0.8887	0.0000	9,454.4767
2030	2.1904	21.4805	24.2764	0.0956	3.5162	0.1746	3.6908	0.9616	0.1730	1.1346	0.0000	9,713.4400	9,713.4400	0.3983	0.0000	9,723.3981
2031	2.1479	21.3833	23.9872	0.0951	3.5162	0.1736	3.6898	0.9616	0.1721	1.1337	0.0000	9,669.3694	9,669.3694	0.3936	0.0000	9,679.2095
2032	2.1094	21.2755	23.7220	0.0947	3.5162	0.1726	3.6889	0.9616	0.1712	1.1328	0.0000	9,625.2974	9,625.2974	0.3893	0.0000	9,635.0299
2033	2.0770	21.1812	23.4982	0.0943	3.5163	0.1718	3.6880	0.9616	0.1704	1.1320	0.0000	9,587.5249	9,587.5249	0.3856	0.0000	9,597.1651
2034	2.0495	21.0985	23.2774	0.0940	3.5163	0.1710	3.6872	0.9616	0.1696	1.1313	0.0000	9,555.3625	9,555.3625	0.3823	0.0000	9,564.9189
2035	1.9343	20.2617	23.0546	0.0937	3.5163	0.1125	3.6288	0.9617	0.1112	1.0729	0.0000	9,528.4325	9,528.4325	0.3711	0.0000	9,537.7099
2036	1.9343	20.2617	23.0546	0.0937	3.5163	0.1125	3.6288	0.9617	0.1112	1.0729	0.0000	9,528.4325	9,528.4325	0.3711	0.0000	9,537.7099
2037	1.9343	20.2617	23.0546	0.0937	3.5163	0.1125	3.6288	0.9617	0.1112	1.0729	0.0000	9,528.4325	9,528.4325	0.3711	0.0000	9,537.7099
Maximum	**71.0394**	**265.8886**	**148.1149**	**0.4110**	**45.0456**	**10.1585**	**55.2041**	**17.2057**	**9.4230**	**26.6286**	**0.0000**	**42,437.3525**	**42,437.3525**	**7.0512**	**0.0000**	**42,613.6332**

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					
2018	71.0394	265.8886	148.1149	0.4110	23.0042	10.1585	33.1627	8.3912	9.4230	17.8141	0.0000	42,437.3525	42,437.3525	7.0512	0.0000	42,613.6331
2019	58.3561	101.9978	71.1826	0.1769	7.6089	3.9769	11.5858	2.6079	3.7006	6.3085	0.0000	17,854.5434	17,854.5434	3.0706	0.0000	17,931.3073
2020	53.0209	42.9301	34.7623	0.1101	3.6710	1.3505	5.0216	1.0084	1.2777	2.2861	0.0000	11,197.6759	11,197.6759	1.0717	0.0000	11,224.4694
2021	3.3662	37.4393	29.7070	0.1012	3.2589	1.0164	4.2753	0.8985	0.9559	1.8543	0.0000	10,328.5162	10,328.5162	1.0070	0.0000	10,353.6913
2022	3.0798	34.6140	28.5984	0.0999	3.2590	0.8612	4.1202	0.8985	0.8105	1.7089	0.0000	10,201.4760	10,201.4760	0.9853	0.0000	10,226.1093
2023	2.7502	28.8778	27.4259	0.0975	3.2590	0.7329	3.9919	0.8985	0.6896	1.5880	0.0000	9,950.3225	9,950.3225	0.9397	0.0000	9,973.8141
2024	2.5981	27.8409	26.7528	0.0966	3.2590	0.6461	3.9051	0.8985	0.6076	1.5061	0.0000	9,863.7840	9,863.7840	0.9277	0.0000	9,886.9767
2025	2.4475	26.7109	26.1082	0.0955	3.2591	0.5597	3.8188	0.8985	0.5264	1.4249	0.0000	9,756.1080	9,756.1080	0.9161	0.0000	9,779.0097
2026	2.4074	26.5509	25.6410	0.0945	3.2591	0.5589	3.8179	0.8985	0.5256	1.4241	0.0000	9,659.7834	9,659.7834	0.9085	0.0000	9,682.4949
2027	2.3695	26.3989	25.2299	0.0936	3.2591	0.5577	3.8168	0.8985	0.5245	1.4230	0.0000	9,574.2489	9,574.2489	0.9012	0.0000	9,596.7793
2028	2.3318	26.2694	24.8750	0.0929	3.2591	0.5564	3.8155	0.8985	0.5233	1.4218	0.0000	9,499.1783	9,499.1783	0.8947	0.0000	9,521.5463
2029	2.2900	26.1402	24.5221	0.0922	3.2592	0.5551	3.8143	0.8985	0.5221	1.4207	0.0000	9,432.2605	9,432.2605	0.8887	0.0000	9,454.4767
2030	2.1904	21.4805	24.2764	0.0956	3.2592	0.1746	3.4338	0.8985	0.1730	1.0715	0.0000	9,713.4400	9,713.4400	0.3983	0.0000	9,723.3981
2031	2.1479	21.3833	23.9872	0.0951	3.2592	0.1736	3.4328	0.8985	0.1721	1.0706	0.0000	9,669.3694	9,669.3694	0.3936	0.0000	9,679.2095
2032	2.1094	21.2755	23.7220	0.0947	3.2592	0.1726	3.4319	0.8986	0.1712	1.0697	0.0000	9,625.2974	9,625.2974	0.3893	0.0000	9,635.0299
2033	2.0770	21.1812	23.4982	0.0943	3.2592	0.1718	3.4310	0.8986	0.1704	1.0689	0.0000	9,587.5249	9,587.5249	0.3856	0.0000	9,597.1651
2034	2.0495	21.0985	23.2774	0.0940	3.2593	0.1710	3.4302	0.8986	0.1696	1.0682	0.0000	9,555.3625	9,555.3625	0.3823	0.0000	9,564.9189
2035	1.9343	20.2617	23.0546	0.0937	3.2593	0.1125	3.3718	0.8986	0.1112	1.0098	0.0000	9,528.4325	9,528.4325	0.3711	0.0000	9,537.7099
2036	1.9343	20.2617	23.0546	0.0937	3.2593	0.1125	3.3718	0.8986	0.1112	1.0098	0.0000	9,528.4325	9,528.4325	0.3711	0.0000	9,537.7099

2037	1.9343	20.2617	23.0546	0.0937	3.2593	0.1125	3.3718	0.8986	0.1112	1.0098	0.0000	9,528.4325	9,528.4325	0.3711	0.0000	9,537.7099
Maximum	**71.0394**	**265.8886**	**148.1149**	**0.4110**	**23.0042**	**10.1585**	**33.1627**	**8.3912**	**9.4230**	**17.8141**	**0.0000**	**42,437.3525**	**42,437.3525**	**7.0512**	**0.0000**	**42,613.6331**

	ROG	NOx	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**	**26.28**	**0.00**	**22.15**	**30.71**	**0.00**	**19.94**	**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	1/1/2018	10/5/2018	5	200	
2	Site Preparation	Site Preparation	1/1/2018	6/15/2018	5	120	
3	Grading	Grading	1/1/2018	3/8/2019	5	310	
4	Building Construction	Building Construction	1/1/2018	12/25/2037	5	5215	
5	Paving	Paving	1/1/2018	11/2/2018	5	220	
6	Architectural Coating	Architectural Coating	1/1/2018	12/18/2020	5	775	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 775

Acres of Paving: 22.96

Residential Indoor: 4,947,075; Residential Outdoor: 1,649,025; Non-Residential Indoor: 3,606,603; Non-Residential Outdoor: 1,202,201;

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48

Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	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	40.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	200.00	200.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	4.00	9,911.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Site Preparation	7	18.00	4.00	12,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2018

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					10.7244	0.0000	10.7244	1.6238	0.0000	1.6238			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048		3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**10.7244**	**1.9386**	**12.6629**	**1.6238**	**1.8048**	**3.4286**		**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

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	0.4919	16.0095	3.3126	0.0402	0.8664	0.0609	0.9273	0.2375	0.0583	0.2958		4,339.1080	4,339.1080	0.2987		4,346.5758
Vendor	0.0184	0.4902	0.1340	1.0600e-003	0.0256	3.4500e-003	0.0291	7.3700e-003	3.3000e-003	0.0107		112.6718	112.6718	7.4200e-003		112.8572
Worker	0.0829	0.0625	0.8101	1.8900e-003	0.1677	1.4900e-003	0.1692	0.0445	1.3800e-003	0.0458		188.0535	188.0535	7.0500e-003		188.2298
Total	**0.5931**	**16.5622**	**4.2568**	**0.0431**	**1.0597**	**0.0658**	**1.1255**	**0.2893**	**0.0630**	**0.3523**		**4,639.8332**	**4,639.8332**	**0.3132**		**4,647.6628**

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					4.5847	0.0000	4.5847	0.6942	0.0000	0.6942			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048	0.0000	3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**4.5847**	**1.9386**	**6.5232**	**0.6942**	**1.8048**	**2.4990**	**0.0000**	**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

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	0.4919	16.0095	3.3126	0.0402	0.8074	0.0609	0.8683	0.2230	0.0583	0.2813		4,339.1080	4,339.1080	0.2987		4,346.5758

Vendor	0.0184	0.4902	0.1340	1.0600e-003	0.0240	3.4500e-003	0.0274	6.9700e-003	3.3000e-003	0.0103		112.6718	112.6718	7.4200e-003		112.8572
Worker	0.0829	0.0625	0.8101	1.8900e-003	0.1546	1.4900e-003	0.1560	0.0413	1.3800e-003	0.0426		188.0535	188.0535	7.0500e-003		188.2298
Total	**0.5931**	**16.5622**	**4.2568**	**0.0431**	**0.9859**	**0.0658**	**1.0518**	**0.2712**	**0.0630**	**0.3342**		**4,639.8332**	**4,639.8332**	**0.3132**		**4,647.6628**

3.3 Site Preparation - 2018

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					18.1605	0.0000	18.1605	9.9450	0.0000	9.9450			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708		3,831.6239	3,831.6239	1.1928		3,861.4448
Total	**4.5627**	**48.1988**	**22.4763**	**0.0380**	**18.1605**	**2.5769**	**20.7374**	**9.9450**	**2.3708**	**12.3157**		**3,831.6239**	**3,831.6239**	**1.1928**		**3,861.4448**

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	1.0339	33.6525	6.9632	0.0844	1.8212	0.1280	1.9492	0.4992	0.1225	0.6217		9,120.9851	9,120.9851	0.6279		9,136.6826
Vendor	0.0184	0.4902	0.1340	1.0600e-003	0.0256	3.4500e-003	0.0291	7.3700e-003	3.3000e-003	0.0107		112.6718	112.6718	7.4200e-003		112.8572

Worker	0.0995	0.0751	0.9721	2.2700e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		225.6642	225.6642	8.4600e-003		225.8758
Total	**1.1518**	**34.2178**	**8.0694**	**0.0878**	**2.0480**	**0.1333**	**2.1812**	**0.5599**	**0.1274**	**0.6874**		**9,459.3210**	**9,459.3210**	**0.6438**		**9,475.4156**

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					7.7636	0.0000	7.7636	4.2515	0.0000	4.2515			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708	0.0000	3,831.6239	3,831.6239	1.1928		3,861.4448
Total	**4.5627**	**48.1988**	**22.4763**	**0.0380**	**7.7636**	**2.5769**	**10.3405**	**4.2515**	**2.3708**	**6.6222**	**0.0000**	**3,831.6239**	**3,831.6239**	**1.1928**		**3,861.4448**

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	1.0339	33.6525	6.9632	0.0844	1.6972	0.1280	1.8252	0.4688	0.1225	0.5913		9,120.9851	9,120.9851	0.6279		9,136.6826
Vendor	0.0184	0.4902	0.1340	1.0600e-003	0.0240	3.4500e-003	0.0274	6.9700e-003	3.3000e-003	0.0103		112.6718	112.6718	7.4200e-003		112.8572
Worker	0.0995	0.0751	0.9721	2.2700e-003	0.1855	1.7900e-003	0.1873	0.0495	1.6500e-003	0.0512		225.6642	225.6642	8.4600e-003		225.8758

Total	**1.1518**	**34.2178**	**8.0694**	**0.0878**	**1.9066**	**0.1333**	**2.0399**	**0.5252**	**0.1274**	**0.6527**		**9,459.3210**	**9,459.3210**	**0.6438**		**9,475.4156**

3.4 Grading - 2018

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.0901	59.5218	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230		6,244.4284	6,244.4284	1.9440		6,293.0278
Total	**5.0901**	**59.5218**	**35.0894**	**0.0620**	**8.6733**	**2.6337**	**11.3071**	**3.5965**	**2.4230**	**6.0195**		**6,244.4284**	**6,244.4284**	**1.9440**		**6,293.0278**

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	0.0184	0.4902	0.1340	1.0600e-003	0.0256	3.4500e-003	0.0291	7.3700e-003	3.3000e-003	0.0107		112.6718	112.6718	7.4200e-003		112.8572
Worker	0.1105	0.0834	1.0802	2.5200e-003	0.2236	1.9900e-003	0.2256	0.0593	1.8400e-003	0.0611		250.7380	250.7380	9.4000e-003		250.9731
Total	**0.1289**	**0.5736**	**1.2142**	**3.5800e-003**	**0.2492**	**5.4400e-003**	**0.2546**	**0.0667**	**5.1400e-003**	**0.0718**		**363.4097**	**363.4097**	**0.0168**		**363.8303**

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					3.7079	0.0000	3.7079	1.5375	0.0000	1.5375			0.0000			0.0000
Off-Road	5.0901	59.5218	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230	0.0000	6,244.4284	6,244.4284	1.9440		6,293.0278
Total	**5.0901**	**59.5218**	**35.0894**	**0.0620**	**3.7079**	**2.6337**	**6.3416**	**1.5375**	**2.4230**	**3.9605**	**0.0000**	**6,244.4284**	**6,244.4284**	**1.9440**		**6,293.0278**

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	0.0184	0.4902	0.1340	1.0600e-003	0.0240	3.4500e-003	0.0274	6.9700e-003	3.3000e-003	0.0103		112.6718	112.6718	7.4200e-003		112.8572
Worker	0.1105	0.0834	1.0802	2.5200e-003	0.2061	1.9900e-003	0.2081	0.0550	1.8400e-003	0.0568		250.7380	250.7380	9.4000e-003		250.9731
Total	**0.1289**	**0.5736**	**1.2142**	**3.5800e-003**	**0.2300**	**5.4400e-003**	**0.2355**	**0.0620**	**5.1400e-003**	**0.0671**		**363.4097**	**363.4097**	**0.0168**		**363.8303**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**8.6733**	**2.3827**	**11.0560**	**3.5965**	**2.1920**	**5.7885**		**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

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	0.0166	0.4629	0.1228	1.0500e-003	0.0256	2.9500e-003	0.0286	7.3700e-003	2.8200e-003	0.0102		111.5259	111.5259	7.1500e-003		111.7045
Worker	0.0999	0.0734	0.9643	2.4400e-003	0.2236	1.9300e-003	0.2255	0.0593	1.7800e-003	0.0611		242.5906	242.5906	8.3300e-003		242.7989
Total	**0.1165**	**0.5364**	**1.0872**	**3.4900e-003**	**0.2492**	**4.8800e-003**	**0.2540**	**0.0667**	**4.6000e-003**	**0.0713**		**354.1164**	**354.1164**	**0.0155**		**354.5034**

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					3.7079	0.0000	3.7079	1.5375	0.0000	1.5375			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**3.7079**	**2.3827**	**6.0905**	**1.5375**	**2.1920**	**3.7295**	**0.0000**	**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

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	0.0166	0.4629	0.1228	1.0500e-003	0.0240	2.9500e-003	0.0269	6.9700e-003	2.8200e-003	9.7900e-003		111.5259	111.5259	7.1500e-003		111.7045
Worker	0.0999	0.0734	0.9643	2.4400e-003	0.2061	1.9300e-003	0.2080	0.0550	1.7800e-003	0.0568		242.5906	242.5906	8.3300e-003		242.7989
Total	**0.1165**	**0.5364**	**1.0872**	**3.4900e-003**	**0.2300**	**4.8800e-003**	**0.2349**	**0.0620**	**4.6000e-003**	**0.0666**		**354.1164**	**354.1164**	**0.0155**		**354.5034**

3.5 Building Construction - 2018

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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

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	0.9201	24.5120	6.7019	0.0529	1.2804	0.1727	1.4531	0.3686	0.1653	0.5339		5,633.5883	5,633.5883	0.3710		5,642.8621
Worker	1.1050	0.8339	10.8015	0.0252	2.2355	0.0199	2.2555	0.5929	0.0184	0.6113		2,507.3797	2,507.3797	0.0940		2,509.7308
Total	**2.0251**	**25.3459**	**17.5034**	**0.0781**	**3.5159**	**0.1927**	**3.7086**	**0.9615**	**0.1836**	**1.1451**		**8,140.9680**	**8,140.9680**	**0.4650**		**8,152.5928**

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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

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	0.9201	24.5120	6.7019	0.0529	1.1983	0.1727	1.3710	0.3485	0.1653	0.5137		5,633.5883	5,633.5883	0.3710		5,642.8621
Worker	1.1050	0.8339	10.8015	0.0252	2.0606	0.0199	2.0805	0.5499	0.0184	0.5683		2,507.3797	2,507.3797	0.0940		2,509.7308
Total	**2.0251**	**25.3459**	**17.5034**	**0.0781**	**3.2589**	**0.1927**	**3.4515**	**0.8984**	**0.1836**	**1.0820**		**8,140.9680**	**8,140.9680**	**0.4650**		**8,152.5928**

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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635

Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

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	0.8311	23.1459	6.1416	0.0523	1.2804	0.1476	1.4279	0.3686	0.1412	0.5098		5,576.2924	5,576.2924	0.3574		5,585.2260
Worker	0.9991	0.7343	9.6433	0.0244	2.2355	0.0193	2.2548	0.5929	0.0178	0.6106		2,425.9058	2,425.9058	0.0833		2,427.9889
Total	**1.8302**	**23.8802**	**15.7849**	**0.0766**	**3.5159**	**0.1669**	**3.6828**	**0.9615**	**0.1589**	**1.1204**		**8,002.1981**	**8,002.1981**	**0.4407**		**8,013.2149**

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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

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	0.8311	23.1459	6.1416	0.0523	1.1983	0.1476	1.3458	0.3485	0.1412	0.4897		5,576.2924	5,576.2924	0.3574		5,585.2260
Worker	0.9991	0.7343	9.6433	0.0244	2.0606	0.0193	2.0799	0.5499	0.0178	0.5677		2,425.9058	2,425.9058	0.0833		2,427.9889
Total	**1.8302**	**23.8802**	**15.7849**	**0.0766**	**3.2589**	**0.1669**	**3.4257**	**0.8984**	**0.1589**	**1.0574**		**8,002.1981**	**8,002.1981**	**0.4407**		**8,013.2149**

3.5 Building Construction - 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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

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	0.7113	21.2745	5.5741	0.0519	1.2804	0.1001	1.3805	0.3687	0.0958	0.4644		5,540.4939	5,540.4939	0.3381		5,548.9464
Worker	0.9204	0.6548	8.7569	0.0236	2.2355	0.0187	2.2542	0.5929	0.0172	0.6101		2,352.2257	2,352.2257	0.0742		2,354.0798
Total	**1.6317**	**21.9293**	**14.3310**	**0.0755**	**3.5159**	**0.1188**	**3.6348**	**0.9615**	**0.1130**	**1.0745**		**7,892.7196**	**7,892.7196**	**0.4123**		**7,903.0261**

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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

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	0.7113	21.2745	5.5741	0.0519	1.1983	0.1001	1.2984	0.3485	0.0958	0.4443		5,540.4939	5,540.4939	0.3381		5,548.9464
Worker	0.9204	0.6548	8.7569	0.0236	2.0606	0.0187	2.0793	0.5499	0.0172	0.5672		2,352.2257	2,352.2257	0.0742		2,354.0798
Total	**1.6317**	**21.9293**	**14.3310**	**0.0755**	**3.2589**	**0.1188**	**3.3777**	**0.8984**	**0.1130**	**1.0114**		**7,892.7196**	**7,892.7196**	**0.4123**		**7,903.0261**

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.6079	19.4179	5.0764	0.0514	1.2804	0.0397	1.3201	0.3687	0.0380	0.4066		5,497.6126	5,497.6126	0.3239		5,505.7096
Worker	0.8573	0.5893	8.0555	0.0229	2.2355	0.0181	2.2536	0.5929	0.0166	0.6095		2,277.5397	2,277.5397	0.0671		2,279.2174
Total	**1.4652**	**20.0072**	**13.1318**	**0.0743**	**3.5160**	**0.0578**	**3.5737**	**0.9615**	**0.0546**	**1.0161**		**7,775.1523**	**7,775.1523**	**0.3910**		**7,784.9270**

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.6079	19.4179	5.0764	0.0514	1.1983	0.0397	1.2380	0.3485	0.0380	0.3865		5,497.6126	5,497.6126	0.3239		5,505.7096
Worker	0.8573	0.5893	8.0555	0.0229	2.0606	0.0181	2.0787	0.5499	0.0166	0.5666		2,277.5397	2,277.5397	0.0671		2,279.2174
Total	**1.4652**	**20.0072**	**13.1318**	**0.0743**	**3.2589**	**0.0578**	**3.3167**	**0.8985**	**0.0546**	**0.9531**		**7,775.1523**	**7,775.1523**	**0.3910**		**7,784.9270**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.5706	18.4661	4.8030	0.0509	1.2805	0.0347	1.3152	0.3687	0.0332	0.4019		5,449.7178	5,449.7178	0.3127		5,457.5362
Worker	0.8031	0.5323	7.4321	0.0221	2.2355	0.0175	2.2530	0.5929	0.0161	0.6090		2,197.4246	2,197.4246	0.0607		2,198.9409
Total	**1.3736**	**18.9983**	**12.2350**	**0.0730**	**3.5160**	**0.0522**	**3.5682**	**0.9615**	**0.0493**	**1.0109**		**7,647.1424**	**7,647.1424**	**0.3734**		**7,656.4771**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.5706	18.4661	4.8030	0.0509	1.1984	0.0347	1.2331	0.3485	0.0332	0.3817		5,449.7178	5,449.7178	0.3127		5,457.5362
Worker	0.8031	0.5323	7.4321	0.0221	2.0606	0.0175	2.0781	0.5499	0.0161	0.5661		2,197.4246	2,197.4246	0.0607		2,198.9409
Total	**1.3736**	**18.9983**	**12.2350**	**0.0730**	**3.2590**	**0.0522**	**3.3112**	**0.8985**	**0.0493**	**0.9478**		**7,647.1424**	**7,647.1424**	**0.3734**		**7,656.4771**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.4233	14.0113	4.3377	0.0493	1.2805	0.0162	1.2967	0.3687	0.0155	0.3842		5,278.1486	5,278.1486	0.2771		5,285.0770

Worker	0.7541	0.4816	6.8443	0.0212	2.2355	0.0170	2.2525	0.5929	0.0157	0.6085		2,116.9640	2,116.9640	0.0547		2,118.3311
Total	**1.1774**	**14.4929**	**11.1819**	**0.0705**	**3.5160**	**0.0332**	**3.5492**	**0.9616**	**0.0311**	**0.9927**		**7,395.1125**	**7,395.1125**	**0.3318**		**7,403.4081**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.4233	14.0113	4.3377	0.0493	1.1984	0.0162	1.2146	0.3485	0.0155	0.3640		5,278.1486	5,278.1486	0.2771		5,285.0770
Worker	0.7541	0.4816	6.8443	0.0212	2.0606	0.0170	2.0776	0.5499	0.0157	0.5656		2,116.9640	2,116.9640	0.0547		2,118.3311

Total	**1.1774**	**14.4929**	**11.1819**	**0.0705**	**3.2590**	**0.0332**	**3.2922**	**0.8985**	**0.0311**	**0.9296**		**7,395.1125**	**7,395.1125**	**0.3318**		**7,403.4081**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.4131	13.9579	4.2056	0.0490	1.2805	0.0160	1.2965	0.3687	0.0153	0.3840		5,256.7286	5,256.7286	0.2732		5,263.5583
Worker	0.7134	0.4392	6.3804	0.0206	2.2355	0.0168	2.2523	0.5929	0.0154	0.6083		2,051.3565	2,051.3565	0.0502		2,052.6107
Total	**1.1265**	**14.3971**	**10.5860**	**0.0696**	**3.5161**	**0.0327**	**3.5488**	**0.9616**	**0.0307**	**0.9923**		**7,308.0851**	**7,308.0851**	**0.3234**		**7,316.1691**

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.4131	13.9579	4.2056	0.0490	1.1984	0.0160	1.2144	0.3485	0.0153	0.3638		5,256.7286	5,256.7286	0.2732		5,263.5583
Worker	0.7134	0.4392	6.3804	0.0206	2.0606	0.0168	2.0774	0.5499	0.0154	0.5654		2,051.3565	2,051.3565	0.0502		2,052.6107
Total	**1.1265**	**14.3971**	**10.5860**	**0.0696**	**3.2590**	**0.0327**	**3.2918**	**0.8985**	**0.0307**	**0.9292**		**7,308.0851**	**7,308.0851**	**0.3234**		**7,316.1691**

3.5 Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.4027	13.8394	4.0975	0.0487	1.2806	0.0157	1.2963	0.3687	0.0150	0.3837		5,227.7636	5,227.7636	0.2694		5,234.4976
Worker	0.6774	0.4018	5.9260	0.0198	2.2355	0.0164	2.2519	0.5929	0.0151	0.6080		1,971.8700	1,971.8700	0.0458		1,973.0140
Total	**1.0801**	**14.2413**	**10.0235**	**0.0685**	**3.5161**	**0.0322**	**3.5482**	**0.9616**	**0.0301**	**0.9917**		**7,199.6336**	**7,199.6336**	**0.3151**		**7,207.5116**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.4027	13.8394	4.0975	0.0487	1.1984	0.0157	1.2142	0.3486	0.0150	0.3636		5,227.7636	5,227.7636	0.2694		5,234.4976
Worker	0.6774	0.4018	5.9260	0.0198	2.0606	0.0164	2.0770	0.5499	0.0151	0.5650		1,971.8700	1,971.8700	0.0458		1,973.0140
Total	**1.0801**	**14.2413**	**10.0235**	**0.0685**	**3.2591**	**0.0322**	**3.2912**	**0.8985**	**0.0301**	**0.9286**		**7,199.6336**	**7,199.6336**	**0.3151**		**7,207.5116**

3.5 Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3936	13.7110	4.0149	0.0484	1.2806	0.0154	1.2960	0.3687	0.0148	0.3835		5,199.9498	5,199.9498	0.2655		5,206.5883
Worker	0.6464	0.3702	5.5415	0.0191	2.2355	0.0159	2.2514	0.5929	0.0146	0.6075		1,903.3593	1,903.3593	0.0420		1,904.4086
Total	**1.0400**	**14.0812**	**9.5564**	**0.0675**	**3.5161**	**0.0313**	**3.5474**	**0.9616**	**0.0293**	**0.9909**		**7,103.3091**	**7,103.3091**	**0.3075**		**7,110.9968**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3936	13.7110	4.0149	0.0484	1.1985	0.0154	1.2139	0.3486	0.0148	0.3633		5,199.9498	5,199.9498	0.2655		5,206.5883
Worker	0.6464	0.3702	5.5415	0.0191	2.0606	0.0159	2.0765	0.5499	0.0146	0.5645		1,903.3593	1,903.3593	0.0420		1,904.4086
Total	**1.0400**	**14.0812**	**9.5564**	**0.0675**	**3.2591**	**0.0313**	**3.2904**	**0.8985**	**0.0293**	**0.9278**		**7,103.3091**	**7,103.3091**	**0.3075**		**7,110.9968**

3.5 Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3860	13.5876	3.9483	0.0482	1.2806	0.0152	1.2958	0.3687	0.0145	0.3832		5,175.0627	5,175.0627	0.2617		5,181.6060
Worker	0.6162	0.3416	5.1970	0.0185	2.2355	0.0150	2.2505	0.5929	0.0138	0.6067		1,842.7119	1,842.7119	0.0385		1,843.6752
Total	**1.0021**	**13.9292**	**9.1453**	**0.0667**	**3.5161**	**0.0301**	**3.5463**	**0.9616**	**0.0283**	**0.9899**		**7,017.7746**	**7,017.7746**	**0.3003**		**7,025.2812**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3860	13.5876	3.9483	0.0482	1.1985	0.0152	1.2137	0.3486	0.0145	0.3631		5,175.0627	5,175.0627	0.2617		5,181.6060
Worker	0.6162	0.3416	5.1970	0.0185	2.0606	0.0150	2.0756	0.5499	0.0138	0.5637		1,842.7119	1,842.7119	0.0385		1,843.6752
Total	**1.0021**	**13.9292**	**9.1453**	**0.0667**	**3.2591**	**0.0301**	**3.2893**	**0.8985**	**0.0283**	**0.9268**		**7,017.7746**	**7,017.7746**	**0.3003**		**7,025.2812**

3.5 Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3794	13.4840	3.8949	0.0480	1.2806	0.0149	1.2956	0.3687	0.0143	0.3830		5,153.6923	5,153.6923	0.2582		5,160.1472
Worker	0.5850	0.3157	4.8955	0.0179	2.2355	0.0139	2.2494	0.5929	0.0128	0.6057		1,789.0116	1,789.0116	0.0356		1,789.9010
Total	**0.9644**	**13.7998**	**8.7904**	**0.0659**	**3.5162**	**0.0288**	**3.5450**	**0.9616**	**0.0270**	**0.9887**		**6,942.7039**	**6,942.7039**	**0.2938**		**6,950.0483**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3794	13.4840	3.8949	0.0480	1.1985	0.0149	1.2135	0.3486	0.0143	0.3628		5,153.6923	5,153.6923	0.2582		5,160.1472
Worker	0.5850	0.3157	4.8955	0.0179	2.0606	0.0139	2.0745	0.5499	0.0128	0.5627		1,789.0116	1,789.0116	0.0356		1,789.9010
Total	**0.9644**	**13.7998**	**8.7904**	**0.0659**	**3.2591**	**0.0288**	**3.2880**	**0.8985**	**0.0270**	**0.9256**		**6,942.7039**	**6,942.7039**	**0.2938**		**6,950.0483**

3.5 Building Construction - 2029

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3732	13.3803	3.8448	0.0478	1.2807	0.0146	1.2953	0.3687	0.0140	0.3827		5,134.7211	5,134.7211	0.2551		5,141.0980
Worker	0.5494	0.2903	4.5927	0.0175	2.2355	0.0129	2.2485	0.5929	0.0119	0.6048		1,741.0650	1,741.0650	0.0326		1,741.8807
Total	**0.9226**	**13.6706**	**8.4374**	**0.0652**	**3.5162**	**0.0276**	**3.5438**	**0.9616**	**0.0259**	**0.9875**		**6,875.7862**	**6,875.7862**	**0.2877**		**6,882.9787**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3732	13.3803	3.8448	0.0478	1.1986	0.0146	1.2132	0.3486	0.0140	0.3626		5,134.7211	5,134.7211	0.2551		5,141.0980
Worker	0.5494	0.2903	4.5927	0.0175	2.0606	0.0129	2.0736	0.5499	0.0119	0.5618		1,741.0650	1,741.0650	0.0326		1,741.8807
Total	**0.9226**	**13.6706**	**8.4374**	**0.0652**	**3.2592**	**0.0276**	**3.2867**	**0.8985**	**0.0259**	**0.9244**		**6,875.7862**	**6,875.7862**	**0.2877**		**6,882.9787**

3.5 Building Construction - 2030

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3680	13.2800	3.8073	0.0476	1.2807	0.0144	1.2951	0.3688	0.0137	0.3825		5,117.6385	5,117.6385	0.2522		5,123.9431
Worker	0.5132	0.2659	4.3121	0.0170	2.2355	0.0121	2.2476	0.5929	0.0111	0.6040		1,698.2547	1,698.2547	0.0299		1,699.0021
Total	**0.8812**	**13.5459**	**8.1194**	**0.0646**	**3.5162**	**0.0264**	**3.5426**	**0.9616**	**0.0248**	**0.9865**		**6,815.8933**	**6,815.8933**	**0.2821**		**6,822.9452**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3680	13.2800	3.8073	0.0476	1.1986	0.0144	1.2130	0.3486	0.0137	0.3623		5,117.6385	5,117.6385	0.2522		5,123.9431
Worker	0.5132	0.2659	4.3121	0.0170	2.0606	0.0121	2.0727	0.5499	0.0111	0.5610		1,698.2547	1,698.2547	0.0299		1,699.0021
Total	**0.8812**	**13.5459**	**8.1194**	**0.0646**	**3.2592**	**0.0264**	**3.2856**	**0.8985**	**0.0248**	**0.9234**		**6,815.8933**	**6,815.8933**	**0.2821**		**6,822.9452**

3.5 Building Construction - 2031

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3650	13.2070	3.7898	0.0475	1.2807	0.0142	1.2949	0.3688	0.0135	0.3823		5,108.0280	5,108.0280	0.2500		5,114.2784

Worker	0.4738	0.2417	4.0405	0.0167	2.2355	0.0113	2.2468	0.5929	0.0104	0.6033		1,663.7946	1,663.7946	0.0274		1,664.4783
Total	**0.8388**	**13.4486**	**7.8302**	**0.0642**	**3.5162**	**0.0255**	**3.5417**	**0.9616**	**0.0239**	**0.9856**		**6,771.8226**	**6,771.8226**	**0.2774**		**6,778.7567**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3650	13.2070	3.7898	0.0475	1.1986	0.0142	1.2128	0.3486	0.0135	0.3621		5,108.0280	5,108.0280	0.2500		5,114.2784
Worker	0.4738	0.2417	4.0405	0.0167	2.0606	0.0113	2.0719	0.5499	0.0104	0.5603		1,663.7946	1,663.7946	0.0274		1,664.4783

Total	**0.8388**	**13.4486**	**7.8302**	**0.0642**	**3.2592**	**0.0255**	**3.2847**	**0.8985**	**0.0239**	**0.9225**		**6,771.8226**	**6,771.8226**	**0.2774**		**6,778.7567**

3.5 Building Construction - 2032

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3617	13.1205	3.7719	0.0474	1.2807	0.0140	1.2947	0.3688	0.0133	0.3821		5,097.8189	5,097.8189	0.2481		5,104.0205
Worker	0.4385	0.2204	3.7931	0.0163	2.2355	0.0105	2.2461	0.5929	9.7000e-003	0.6026		1,629.9318	1,629.9318	0.0250		1,630.5565
Total	**0.8002**	**13.3409**	**7.5650**	**0.0637**	**3.5162**	**0.0245**	**3.5407**	**0.9616**	**0.0230**	**0.9847**		**6,727.7507**	**6,727.7507**	**0.2731**		**6,734.5770**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3617	13.1205	3.7719	0.0474	1.1986	0.0140	1.2126	0.3486	0.0133	0.3619		5,097.8189	5,097.8189	0.2481		5,104.0205
Worker	0.4385	0.2204	3.7931	0.0163	2.0606	0.0105	2.0712	0.5499	9.7000e-003	0.5596		1,629.9318	1,629.9318	0.0250		1,630.5565
Total	**0.8002**	**13.3409**	**7.5650**	**0.0637**	**3.2592**	**0.0245**	**3.2837**	**0.8986**	**0.0230**	**0.9216**		**6,727.7507**	**6,727.7507**	**0.2731**		**6,734.5770**

3.5 Building Construction - 2033

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3594	13.0442	3.7591	0.0473	1.2807	0.0138	1.2945	0.3688	0.0132	0.3819		5,089.7662	5,089.7662	0.2464		5,095.9258
Worker	0.4085	0.2024	3.5822	0.0160	2.2355	9.8600e-003	2.2454	0.5929	9.0600e-003	0.6019		1,600.2120	1,600.2120	0.0230		1,600.7865
Total	**0.7679**	**13.2466**	**7.3412**	**0.0633**	**3.5163**	**0.0237**	**3.5399**	**0.9616**	**0.0222**	**0.9839**		**6,689.9782**	**6,689.9782**	**0.2694**		**6,696.7122**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3594	13.0442	3.7591	0.0473	1.1986	0.0138	1.2124	0.3486	0.0132	0.3618		5,089.7662	5,089.7662	0.2464		5,095.9258
Worker	0.4085	0.2024	3.5822	0.0160	2.0606	9.8600e-003	2.0705	0.5499	9.0600e-003	0.5590		1,600.2120	1,600.2120	0.0230		1,600.7865
Total	**0.7679**	**13.2466**	**7.3412**	**0.0633**	**3.2592**	**0.0237**	**3.2829**	**0.8986**	**0.0222**	**0.9208**		**6,689.9782**	**6,689.9782**	**0.2694**		**6,696.7122**

3.5 Building Construction - 2034

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3573	12.9766	3.7449	0.0472	1.2807	0.0136	1.2944	0.3688	0.0130	0.3818		5,083.7943	5,083.7943	0.2450		5,089.9187
Worker	0.3830	0.1872	3.3755	0.0158	2.2355	9.2000e-003	2.2447	0.5929	8.4600e-003	0.6013		1,574.0214	1,574.0214	0.0210		1,574.5473
Total	**0.7403**	**13.1638**	**7.1204**	**0.0630**	**3.5163**	**0.0228**	**3.5391**	**0.9616**	**0.0215**	**0.9831**		**6,657.8157**	**6,657.8157**	**0.2660**		**6,664.4661**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3573	12.9766	3.7449	0.0472	1.1986	0.0136	1.2123	0.3486	0.0130	0.3616		5,083.7943	5,083.7943	0.2450		5,089.9187
Worker	0.3830	0.1872	3.3755	0.0158	2.0606	9.2000e-003	2.0698	0.5499	8.4600e-003	0.5584		1,574.0214	1,574.0214	0.0210		1,574.5473
Total	**0.7403**	**13.1638**	**7.1204**	**0.0630**	**3.2593**	**0.0228**	**3.2821**	**0.8986**	**0.0215**	**0.9200**		**6,657.8157**	**6,657.8157**	**0.2660**		**6,664.4661**

3.5 Building Construction - 2035

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448

Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3555	12.9241	3.7310	0.0472	1.2808	0.0135	1.2943	0.3688	0.0129	0.3817		5,079.3782	5,079.3782	0.2437		5,085.4714
Worker	0.3620	0.1763	3.2058	0.0155	2.2355	8.6100e-003	2.2441	0.5929	7.9200e-003	0.6008		1,551.5075	1,551.5075	0.0195		1,551.9938
Total	**0.7175**	**13.1004**	**6.9368**	**0.0627**	**3.5163**	**0.0221**	**3.5384**	**0.9617**	**0.0208**	**0.9825**		**6,630.8857**	**6,630.8857**	**0.2632**		**6,637.4652**

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3555	12.9241	3.7310	0.0472	1.1987	0.0135	1.2122	0.3486	0.0129	0.3615		5,079.3782	5,079.3782	0.2437		5,085.4714
Worker	0.3620	0.1763	3.2058	0.0155	2.0606	8.6100e-003	2.0692	0.5499	7.9200e-003	0.5579		1,551.5075	1,551.5075	0.0195		1,551.9938
Total	**0.7175**	**13.1004**	**6.9368**	**0.0627**	**3.2593**	**0.0221**	**3.2814**	**0.8986**	**0.0208**	**0.9194**		**6,630.8857**	**6,630.8857**	**0.2632**		**6,637.4652**

3.5 Building Construction - 2036

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3555	12.9241	3.7310	0.0472	1.2808	0.0135	1.2943	0.3688	0.0129	0.3817		5,079.3782	5,079.3782	0.2437		5,085.4714
Worker	0.3620	0.1763	3.2058	0.0155	2.2355	8.6100e-003	2.2441	0.5929	7.9200e-003	0.6008		1,551.5075	1,551.5075	0.0195		1,551.9938
Total	**0.7175**	**13.1004**	**6.9368**	**0.0627**	**3.5163**	**0.0221**	**3.5384**	**0.9617**	**0.0208**	**0.9825**		**6,630.8857**	**6,630.8857**	**0.2632**		**6,637.4652**

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3555	12.9241	3.7310	0.0472	1.1987	0.0135	1.2122	0.3486	0.0129	0.3615		5,079.3782	5,079.3782	0.2437		5,085.4714
Worker	0.3620	0.1763	3.2058	0.0155	2.0606	8.6100e-003	2.0692	0.5499	7.9200e-003	0.5579		1,551.5075	1,551.5075	0.0195		1,551.9938
Total	**0.7175**	**13.1004**	**6.9368**	**0.0627**	**3.2593**	**0.0221**	**3.2814**	**0.8986**	**0.0208**	**0.9194**		**6,630.8857**	**6,630.8857**	**0.2632**		**6,637.4652**

3.5 Building Construction - 2037

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3555	12.9241	3.7310	0.0472	1.2808	0.0135	1.2943	0.3688	0.0129	0.3817		5,079.3782	5,079.3782	0.2437		5,085.4714
Worker	0.3620	0.1763	3.2058	0.0155	2.2355	8.6100e-003	2.2441	0.5929	7.9200e-003	0.6008		1,551.5075	1,551.5075	0.0195		1,551.9938
Total	**0.7175**	**13.1004**	**6.9368**	**0.0627**	**3.5163**	**0.0221**	**3.5384**	**0.9617**	**0.0208**	**0.9825**		**6,630.8857**	**6,630.8857**	**0.2632**		**6,637.4652**

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3555	12.9241	3.7310	0.0472	1.1987	0.0135	1.2122	0.3486	0.0129	0.3615		5,079.3782	5,079.3782	0.2437		5,085.4714
Worker	0.3620	0.1763	3.2058	0.0155	2.0606	8.6100e-003	2.0692	0.5499	7.9200e-003	0.5579		1,551.5075	1,551.5075	0.0195		1,551.9938
Total	**0.7175**	**13.1004**	**6.9368**	**0.0627**	**3.2593**	**0.0221**	**3.2814**	**0.8986**	**0.0208**	**0.9194**		**6,630.8857**	**6,630.8857**	**0.2632**		**6,637.4652**

3.6 Paving - 2018

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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6437**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

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	0.0829	0.0625	0.8101	1.8900e-003	0.1677	1.4900e-003	0.1692	0.0445	1.3800e-003	0.0458		188.0535	188.0535	7.0500e-003		188.2298
Total	**0.0829**	**0.0625**	**0.8101**	**1.8900e-003**	**0.1677**	**1.4900e-003**	**0.1692**	**0.0445**	**1.3800e-003**	**0.0458**		**188.0535**	**188.0535**	**7.0500e-003**		**188.2298**

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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6437**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

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	0.0829	0.0625	0.8101	1.8900e-003	0.1546	1.4900e-003	0.1560	0.0413	1.3800e-003	0.0426		188.0535	188.0535	7.0500e-003		188.2298
Total	**0.0829**	**0.0625**	**0.8101**	**1.8900e-003**	**0.1546**	**1.4900e-003**	**0.1560**	**0.0413**	**1.3800e-003**	**0.0426**		**188.0535**	**188.0535**	**7.0500e-003**		**188.2298**

3.7 Architectural Coating - 2018

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**49.1417**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.2210	0.1668	2.1603	5.0400e-003	0.4471	3.9900e-003	0.4511	0.1186	3.6800e-003	0.1223		501.4759	501.4759	0.0188		501.9462
Total	**0.2210**	**0.1668**	**2.1603**	**5.0400e-003**	**0.4471**	**3.9900e-003**	**0.4511**	**0.1186**	**3.6800e-003**	**0.1223**		**501.4759**	**501.4759**	**0.0188**		**501.9462**

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**49.1417**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.2210	0.1668	2.1603	5.0400e-003	0.4121	3.9900e-003	0.4161	0.1100	3.6800e-003	0.1137		501.4759	501.4759	0.0188		501.9462

Total	**0.2210**	**0.1668**	**2.1603**	**5.0400e-003**	**0.4121**	**3.9900e-003**	**0.4161**	**0.1100**	**3.6800e-003**	**0.1137**		**501.4759**	**501.4759**	**0.0188**		**501.9462**

3.7 Architectural Coating - 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					
Archit. Coating	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**49.1095**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

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	0.1998	0.1469	1.9287	4.8700e-003	0.4471	3.8600e-003	0.4510	0.1186	3.5500e-003	0.1221		485.1812	485.1812	0.0167		485.5978
Total	**0.1998**	**0.1469**	**1.9287**	**4.8700e-003**	**0.4471**	**3.8600e-003**	**0.4510**	**0.1186**	**3.5500e-003**	**0.1221**		**485.1812**	**485.1812**	**0.0167**		**485.5978**

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**49.1095**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

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	0.1998	0.1469	1.9287	4.8700e-003	0.4121	3.8600e-003	0.4160	0.1100	3.5500e-003	0.1135		485.1812	485.1812	0.0167		485.5978
Total	**0.1998**	**0.1469**	**1.9287**	**4.8700e-003**	**0.4121**	**3.8600e-003**	**0.4160**	**0.1100**	**3.5500e-003**	**0.1135**		**485.1812**	**485.1812**	**0.0167**		**485.5978**

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**49.0852**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.1841	0.1310	1.7514	4.7200e-003	0.4471	3.7400e-003	0.4508	0.1186	3.4400e-003	0.1220		470.4452	470.4452	0.0148		470.8160
Total	**0.1841**	**0.1310**	**1.7514**	**4.7200e-003**	**0.4471**	**3.7400e-003**	**0.4508**	**0.1186**	**3.4400e-003**	**0.1220**		**470.4452**	**470.4452**	**0.0148**		**470.8160**

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**49.0852**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.1841	0.1310	1.7514	4.7200e-003	0.4121	3.7400e-003	0.4159	0.1100	3.4400e-003	0.1134		470.4452	470.4452	0.0148		470.8160
Total	**0.1841**	**0.1310**	**1.7514**	**4.7200e-003**	**0.4121**	**3.7400e-003**	**0.4159**	**0.1100**	**3.4400e-003**	**0.1134**		**470.4452**	**470.4452**	**0.0148**		**470.8160**

Construction

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,443.00	Dwelling Unit	64.29	2,443,000.00	6987
General Office Building	1,897.58	1000sqft	43.56	1,897,579.00	0
Strip Mall	506.82	1000sqft	11.64	506,823.00	0
Enclosed Parking Structure	1,000.00	1000sqft	22.96	1,000,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2040
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 -

Construction Phase - See assumptions file.

Grading -

Demolition -

Trips and VMT - Assumes 4 water truck trips per day for the Demolition, Site Preparation, and Grading phases.

Architectural Coating -

Construction Off-road Equipment Mitigation - Per SCAMQD Rules 403 and 1189.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Parking	100	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	220.00	775.00
tblConstructionPhase	NumDays	3,100.00	5,215.00
tblConstructionPhase	PhaseEndDate	8/18/2033	12/18/2020
tblConstructionPhase	PhaseEndDate	12/11/2031	12/25/2037
tblConstructionPhase	PhaseEndDate	5/31/2018	10/5/2018
tblConstructionPhase	PhaseEndDate	1/23/2020	3/8/2019
tblConstructionPhase	PhaseEndDate	10/14/2032	11/2/2018
tblConstructionPhase	PhaseEndDate	11/15/2018	6/15/2018
tblConstructionPhase	PhaseStartDate	10/15/2032	1/1/2018
tblConstructionPhase	PhaseStartDate	1/24/2020	1/1/2018
tblConstructionPhase	PhaseStartDate	8/25/2017	1/1/2018
tblConstructionPhase	PhaseStartDate	11/16/2018	1/1/2018
tblConstructionPhase	PhaseStartDate	12/12/2031	1/1/2018
tblConstructionPhase	PhaseStartDate	6/1/2018	1/1/2018
tblGrading	MaterialExported	0.00	100,000.00

tblLandUse	BuildingSpaceSquareFeet	1,897,580.00	1,897,579.00
tblLandUse	LandUseSquareFeet	1,897,580.00	1,897,579.00
tblProjectCharacteristics	OperationalYear	2018	2040
tblTripsAndVMT	VendorTripNumber	819.00	200.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	590.00	40.00
tblTripsAndVMT	WorkerTripNumber	2,948.00	200.00

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					
2018	71.3008	266.7650	148.2184	0.4052	45.0456	10.1651	55.2107	17.2057	9.4293	26.6349	0.0000	41,827.3113	41,827.3113	7.1056	0.0000	42,004.9499
2019	58.5335	102.1320	70.7912	0.1736	12.8855	3.9793	16.8648	4.7432	3.7030	8.4462	0.0000	17,516.6408	17,516.6408	3.0887	0.0000	17,593.8574
2020	53.1752	43.0099	34.4519	0.1071	3.9630	1.3521	5.3152	1.0801	1.2792	2.3593	0.0000	10,881.3013	10,881.3013	1.0888	0.0000	10,908.5207
2021	3.4928	37.4622	29.5557	0.0985	3.5160	1.0177	4.5336	0.9615	0.9571	1.9186	0.0000	10,044.7766	10,044.7766	1.0243	0.0000	10,070.3841
2022	3.2010	34.6206	28.4623	0.0972	3.5160	0.8624	4.3784	0.9615	0.8116	1.7731	0.0000	9,922.8781	9,922.8781	1.0020	0.0000	9,947.9274
2023	2.8617	28.8654	27.2026	0.0949	3.5160	0.7338	4.2498	0.9616	0.6904	1.6519	0.0000	9,683.4772	9,683.4772	0.9524	0.0000	9,707.2859

2024	2.7064	27.8272	26.5517	0.0941	3.5161	0.6468	4.1628	0.9616	0.6083	1.5699	0.0000	9,602.2179	9,602.2179	0.9401	0.0000	9,625.7206
2025	2.5532	26.6941	25.9339	0.0930	3.5161	0.5604	4.0765	0.9616	0.5270	1.4886	0.0000	9,500.7930	9,500.7930	0.9282	0.0000	9,523.9982
2026	2.5110	26.5310	25.4894	0.0921	3.5161	0.5594	4.0756	0.9616	0.5262	1.4878	0.0000	9,409.9932	9,409.9932	0.9203	0.0000	9,433.0013
2027	2.4708	26.3756	25.0994	0.0913	3.5161	0.5582	4.0744	0.9616	0.5250	1.4866	0.0000	9,329.1907	9,329.1907	0.9128	0.0000	9,352.0108
2028	2.4300	26.2440	24.7635	0.0906	3.5162	0.5569	4.0730	0.9616	0.5238	1.4854	0.0000	9,258.3797	9,258.3797	0.9061	0.0000	9,281.0310
2029	2.3844	26.1122	24.4294	0.0899	3.5162	0.5555	4.0717	0.9616	0.5225	1.4842	0.0000	9,195.1106	9,195.1106	0.8998	0.0000	9,217.6047
2030	2.2805	21.4495	24.2019	0.0933	3.5162	0.1749	3.6911	0.9616	0.1733	1.1349	0.0000	9,479.4187	9,479.4187	0.4093	0.0000	9,489.6502
2031	2.2332	21.3500	23.9301	0.0929	3.5162	0.1739	3.6901	0.9616	0.1724	1.1340	0.0000	9,437.5934	9,437.5934	0.4044	0.0000	9,447.7032
2032	2.1903	21.2393	23.6825	0.0925	3.5162	0.1729	3.6892	0.9616	0.1714	1.1331	0.0000	9,395.5552	9,395.5552	0.4000	0.0000	9,405.5547
2033	2.1543	21.1423	23.4747	0.0921	3.5163	0.1720	3.6883	0.9616	0.1706	1.1323	0.0000	9,359.4024	9,359.4024	0.3962	0.0000	9,369.3074
2034	2.1237	21.0570	23.2701	0.0918	3.5163	0.1712	3.6875	0.9616	0.1698	1.1315	0.0000	9,328.5128	9,328.5128	0.3928	0.0000	9,338.3330
2035	2.0062	20.2183	23.0609	0.0915	3.5163	0.1127	3.6290	0.9617	0.1114	1.0731	0.0000	9,302.6279	9,302.6279	0.3816	0.0000	9,312.1684
2036	2.0062	20.2183	23.0609	0.0915	3.5163	0.1127	3.6290	0.9617	0.1114	1.0731	0.0000	9,302.6279	9,302.6279	0.3816	0.0000	9,312.1684
2037	2.0062	20.2183	23.0609	0.0915	3.5163	0.1127	3.6290	0.9617	0.1114	1.0731	0.0000	9,302.6279	9,302.6279	0.3816	0.0000	9,312.1684
Maximum	**71.3008**	**266.7650**	**148.2184**	**0.4052**	**45.0456**	**10.1651**	**55.2107**	**17.2057**	**9.4293**	**26.6349**	**0.0000**	**41,827.3113**	**41,827.3113**	**7.1056**	**0.0000**	**42,004.9499**

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					
2018	71.3008	266.7650	148.2184	0.4052	23.0042	10.1651	33.1693	8.3912	9.4293	17.8204	0.0000	41,827.3113	41,827.3113	7.1056	0.0000	42,004.9498
2019	58.5335	102.1320	70.7912	0.1736	7.6089	3.9793	11.5882	2.6079	3.7030	6.3108	0.0000	17,516.6408	17,516.6408	3.0887	0.0000	17,593.8573
2020	53.1752	43.0099	34.4519	0.1071	3.6710	1.3521	5.0232	1.0084	1.2792	2.2877	0.0000	10,881.3013	10,881.3013	1.0888	0.0000	10,908.5207
2021	3.4928	37.4622	29.5557	0.0985	3.2589	1.0177	4.2766	0.8985	0.9571	1.8556	0.0000	10,044.7766	10,044.7766	1.0243	0.0000	10,070.3840
2022	3.2010	34.6206	28.4623	0.0972	3.2590	0.8624	4.1213	0.8985	0.8116	1.7100	0.0000	9,922.8781	9,922.8781	1.0020	0.0000	9,947.9274
2023	2.8617	28.8654	27.2026	0.0949	3.2590	0.7338	3.9928	0.8985	0.6904	1.5888	0.0000	9,683.4772	9,683.4772	0.9524	0.0000	9,707.2859
2024	2.7064	27.8272	26.5517	0.0941	3.2590	0.6468	3.9058	0.8985	0.6083	1.5068	0.0000	9,602.2179	9,602.2179	0.9401	0.0000	9,625.7206
2025	2.5532	26.6941	25.9339	0.0930	3.2591	0.5604	3.8194	0.8985	0.5270	1.4255	0.0000	9,500.7930	9,500.7930	0.9282	0.0000	9,523.9982
2026	2.5110	26.5310	25.4894	0.0921	3.2591	0.5594	3.8185	0.8985	0.5262	1.4247	0.0000	9,409.9932	9,409.9932	0.9203	0.0000	9,433.0013
2027	2.4708	26.3756	25.0994	0.0913	3.2591	0.5582	3.8173	0.8985	0.5250	1.4235	0.0000	9,329.1907	9,329.1907	0.9128	0.0000	9,352.0108
2028	2.4300	26.2440	24.7635	0.0906	3.2591	0.5569	3.8160	0.8985	0.5238	1.4223	0.0000	9,258.3797	9,258.3797	0.9061	0.0000	9,281.0310
2029	2.3844	26.1122	24.4294	0.0899	3.2592	0.5555	3.8147	0.8985	0.5225	1.4211	0.0000	9,195.1106	9,195.1106	0.8998	0.0000	9,217.6047
2030	2.2805	21.4495	24.2019	0.0933	3.2592	0.1749	3.4341	0.8985	0.1733	1.0719	0.0000	9,479.4187	9,479.4187	0.4093	0.0000	9,489.6502
2031	2.2332	21.3500	23.9301	0.0929	3.2592	0.1739	3.4331	0.8985	0.1724	1.0709	0.0000	9,437.5934	9,437.5934	0.4044	0.0000	9,447.7032
2032	2.1903	21.2393	23.6825	0.0925	3.2592	0.1729	3.4322	0.8986	0.1714	1.0700	0.0000	9,395.5552	9,395.5552	0.4000	0.0000	9,405.5547
2033	2.1543	21.1423	23.4747	0.0921	3.2592	0.1720	3.4313	0.8986	0.1706	1.0692	0.0000	9,359.4024	9,359.4024	0.3962	0.0000	9,369.3074
2034	2.1237	21.0570	23.2701	0.0918	3.2593	0.1712	3.4304	0.8986	0.1698	1.0684	0.0000	9,328.5128	9,328.5128	0.3928	0.0000	9,338.3330
2035	2.0062	20.2183	23.0609	0.0915	3.2593	0.1127	3.3720	0.8986	0.1114	1.0100	0.0000	9,302.6279	9,302.6279	0.3816	0.0000	9,312.1684
2036	2.0062	20.2183	23.0609	0.0915	3.2593	0.1127	3.3720	0.8986	0.1114	1.0100	0.0000	9,302.6279	9,302.6279	0.3816	0.0000	9,312.1684

2037	2.0062	20.2183	23.0609	0.0915	3.2593	0.1127	3.3720	0.8986	0.1114	1.0100	0.0000	9,302.6279	9,302.6279	0.3816	0.0000	9,312.1684
Maximum	**71.3008**	**266.7650**	**148.2184**	**0.4052**	**23.0042**	**10.1651**	**33.1693**	**8.3912**	**9.4293**	**17.8204**	**0.0000**	**41,827.3113**	**41,827.3113**	**7.1056**	**0.0000**	**42,004.9498**

	ROG	NOx	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**	**26.28**	**0.00**	**22.14**	**30.71**	**0.00**	**19.93**	**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	1/1/2018	10/5/2018	5	200	
2	Site Preparation	Site Preparation	1/1/2018	6/15/2018	5	120	
3	Grading	Grading	1/1/2018	3/8/2019	5	310	
4	Building Construction	Building Construction	1/1/2018	12/25/2037	5	5215	
5	Paving	Paving	1/1/2018	11/2/2018	5	220	
6	Architectural Coating	Architectural Coating	1/1/2018	12/18/2020	5	775	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 775

Acres of Paving: 22.96

Residential Indoor: 4,947,075; Residential Outdoor: 1,649,025; Non-Residential Indoor: 3,606,603; Non-Residential Outdoor: 1,202,201;

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48

Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	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	40.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	200.00	200.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	4.00	9,911.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Site Preparation	7	18.00	4.00	12,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2018

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					10.7244	0.0000	10.7244	1.6238	0.0000	1.6238			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048		3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**10.7244**	**1.9386**	**12.6629**	**1.6238**	**1.8048**	**3.4286**		**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

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	0.5043	16.2287	3.5438	0.0395	0.8664	0.0621	0.9285	0.2375	0.0594	0.2969		4,266.5029	4,266.5029	0.3104		4,274.2621
Vendor	0.0192	0.4913	0.1473	1.0300e-003	0.0256	3.5100e-003	0.0291	7.3700e-003	3.3600e-003	0.0107		109.6599	109.6599	7.9100e-003		109.8578
Worker	0.0917	0.0693	0.7459	1.7800e-003	0.1677	1.4900e-003	0.1692	0.0445	1.3800e-003	0.0458		177.0864	177.0864	6.6600e-003		177.2530
Total	**0.6152**	**16.7893**	**4.4370**	**0.0423**	**1.0597**	**0.0671**	**1.1267**	**0.2893**	**0.0641**	**0.3535**		**4,553.2493**	**4,553.2493**	**0.3249**		**4,561.3729**

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					4.5847	0.0000	4.5847	0.6942	0.0000	0.6942			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048	0.0000	3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**4.5847**	**1.9386**	**6.5232**	**0.6942**	**1.8048**	**2.4990**	**0.0000**	**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

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	0.5043	16.2287	3.5438	0.0395	0.8074	0.0621	0.8695	0.2230	0.0594	0.2824		4,266.5029	4,266.5029	0.3104		4,274.2621

Vendor	0.0192	0.4913	0.1473	1.0300e-003	0.0240	3.5100e-003	0.0275	6.9700e-003	3.3600e-003	0.0103		109.6599	109.6599	7.9100e-003		109.8578
Worker	0.0917	0.0693	0.7459	1.7800e-003	0.1546	1.4900e-003	0.1560	0.0413	1.3800e-003	0.0426		177.0864	177.0864	6.6600e-003		177.2530
Total	**0.6152**	**16.7893**	**4.4370**	**0.0423**	**0.9859**	**0.0671**	**1.0530**	**0.2712**	**0.0641**	**0.3354**		**4,553.2493**	**4,553.2493**	**0.3249**		**4,561.3729**

3.3 Site Preparation - 2018

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					18.1605	0.0000	18.1605	9.9450	0.0000	9.9450			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708		3,831.6239	3,831.6239	1.1928		3,861.4448
Total	**4.5627**	**48.1988**	**22.4763**	**0.0380**	**18.1605**	**2.5769**	**20.7374**	**9.9450**	**2.3708**	**12.3157**		**3,831.6239**	**3,831.6239**	**1.1928**		**3,861.4448**

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	1.0601	34.1134	7.4492	0.0830	1.8212	0.1305	1.9517	0.4992	0.1249	0.6241		8,968.3663	8,968.3663	0.6524		8,984.6764
Vendor	0.0192	0.4913	0.1473	1.0300e-003	0.0256	3.5100e-003	0.0291	7.3700e-003	3.3600e-003	0.0107		109.6599	109.6599	7.9100e-003		109.8578

Worker	0.1101	0.0831	0.8951	2.1400e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		212.5037	212.5037	8.0000e-003		212.7036
Total	**1.1893**	**34.6879**	**8.4916**	**0.0862**	**2.0480**	**0.1358**	**2.1838**	**0.5599**	**0.1299**	**0.6898**		**9,290.5299**	**9,290.5299**	**0.6683**		**9,307.2377**

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					7.7636	0.0000	7.7636	4.2515	0.0000	4.2515			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708	0.0000	3,831.6239	3,831.6239	1.1928		3,861.4448
Total	**4.5627**	**48.1988**	**22.4763**	**0.0380**	**7.7636**	**2.5769**	**10.3405**	**4.2515**	**2.3708**	**6.6222**	**0.0000**	**3,831.6239**	**3,831.6239**	**1.1928**		**3,861.4448**

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	1.0601	34.1134	7.4492	0.0830	1.6972	0.1305	1.8277	0.4688	0.1249	0.5936		8,968.3663	8,968.3663	0.6524		8,984.6764
Vendor	0.0192	0.4913	0.1473	1.0300e-003	0.0240	3.5100e-003	0.0275	6.9700e-003	3.3600e-003	0.0103		109.6599	109.6599	7.9100e-003		109.8578
Worker	0.1101	0.0831	0.8951	2.1400e-003	0.1855	1.7900e-003	0.1873	0.0495	1.6500e-003	0.0512		212.5037	212.5037	8.0000e-003		212.7036

Total	**1.1893**	**34.6879**	**8.4916**	**0.0862**	**1.9066**	**0.1358**	**2.0424**	**0.5252**	**0.1299**	**0.6551**		**9,290.5299**	**9,290.5299**	**0.6683**		**9,307.2377**

3.4 Grading - 2018

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.0901	59.5218	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230		6,244.4284	6,244.4284	1.9440		6,293.0278
Total	**5.0901**	**59.5218**	**35.0894**	**0.0620**	**8.6733**	**2.6337**	**11.3071**	**3.5965**	**2.4230**	**6.0195**		**6,244.4284**	**6,244.4284**	**1.9440**		**6,293.0278**

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	0.0192	0.4913	0.1473	1.0300e-003	0.0256	3.5100e-003	0.0291	7.3700e-003	3.3600e-003	0.0107		109.6599	109.6599	7.9100e-003		109.8578
Worker	0.1223	0.0923	0.9945	2.3700e-003	0.2236	1.9900e-003	0.2256	0.0593	1.8400e-003	0.0611		236.1152	236.1152	8.8900e-003		236.3373
Total	**0.1415**	**0.5837**	**1.1419**	**3.4000e-003**	**0.2492**	**5.5000e-003**	**0.2547**	**0.0667**	**5.2000e-003**	**0.0719**		**345.7751**	**345.7751**	**0.0168**		**346.1951**

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					3.7079	0.0000	3.7079	1.5375	0.0000	1.5375			0.0000			0.0000
Off-Road	5.0901	59.5218	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230	0.0000	6,244.4284	6,244.4284	1.9440		6,293.0278
Total	**5.0901**	**59.5218**	**35.0894**	**0.0620**	**3.7079**	**2.6337**	**6.3416**	**1.5375**	**2.4230**	**3.9605**	**0.0000**	**6,244.4284**	**6,244.4284**	**1.9440**		**6,293.0278**

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	0.0192	0.4913	0.1473	1.0300e-003	0.0240	3.5100e-003	0.0275	6.9700e-003	3.3600e-003	0.0103		109.6599	109.6599	7.9100e-003		109.8578
Worker	0.1223	0.0923	0.9945	2.3700e-003	0.2061	1.9900e-003	0.2081	0.0550	1.8400e-003	0.0568		236.1152	236.1152	8.8900e-003		236.3373
Total	**0.1415**	**0.5837**	**1.1419**	**3.4000e-003**	**0.2300**	**5.5000e-003**	**0.2355**	**0.0620**	**5.2000e-003**	**0.0672**		**345.7751**	**345.7751**	**0.0168**		**346.1951**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**8.6733**	**2.3827**	**11.0560**	**3.5965**	**2.1920**	**5.7885**		**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

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	0.0173	0.4635	0.1354	1.0200e-003	0.0256	3.0000e-003	0.0286	7.3700e-003	2.8700e-003	0.0102		108.5108	108.5108	7.6200e-003		108.7014
Worker	0.1108	0.0813	0.8850	2.2900e-003	0.2236	1.9300e-003	0.2255	0.0593	1.7800e-003	0.0611		228.4262	228.4262	7.8600e-003		228.6226
Total	**0.1281**	**0.5449**	**1.0203**	**3.3100e-003**	**0.2492**	**4.9300e-003**	**0.2541**	**0.0667**	**4.6500e-003**	**0.0713**		**336.9370**	**336.9370**	**0.0155**		**337.3240**

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					3.7079	0.0000	3.7079	1.5375	0.0000	1.5375			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**3.7079**	**2.3827**	**6.0905**	**1.5375**	**2.1920**	**3.7295**	**0.0000**	**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

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	0.0173	0.4635	0.1354	1.0200e-003	0.0240	3.0000e-003	0.0270	6.9700e-003	2.8700e-003	9.8400e-003		108.5108	108.5108	7.6200e-003		108.7014
Worker	0.1108	0.0813	0.8850	2.2900e-003	0.2061	1.9300e-003	0.2080	0.0550	1.7800e-003	0.0568		228.4262	228.4262	7.8600e-003		228.6226
Total	**0.1281**	**0.5449**	**1.0203**	**3.3100e-003**	**0.2300**	**4.9300e-003**	**0.2350**	**0.0620**	**4.6500e-003**	**0.0666**		**336.9370**	**336.9370**	**0.0155**		**337.3240**

3.5 Building Construction - 2018

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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

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	0.9588	24.5671	7.3668	0.0515	1.2804	0.1755	1.4558	0.3686	0.1679	0.5365		5,482.9972	5,482.9972	0.3956		5,492.8874
Worker	1.2230	0.9234	9.9454	0.0237	2.2355	0.0199	2.2555	0.5929	0.0184	0.6113		2,361.1519	2,361.1519	0.0889		2,363.3734
Total	**2.1818**	**25.4905**	**17.3122**	**0.0752**	**3.5159**	**0.1954**	**3.7113**	**0.9615**	**0.1863**	**1.1478**		**7,844.1491**	**7,844.1491**	**0.4845**		**7,856.2608**

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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

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	0.9588	24.5671	7.3668	0.0515	1.1983	0.1755	1.3737	0.3485	0.1679	0.5164		5,482.9972	5,482.9972	0.3956		5,492.8874
Worker	1.2230	0.9234	9.9454	0.0237	2.0606	0.0199	2.0805	0.5499	0.0184	0.5683		2,361.1519	2,361.1519	0.0889		2,363.3734
Total	**2.1818**	**25.4905**	**17.3122**	**0.0752**	**3.2589**	**0.1954**	**3.4543**	**0.8984**	**0.1863**	**1.0847**		**7,844.1491**	**7,844.1491**	**0.4845**		**7,856.2608**

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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635

Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

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	0.8668	23.1770	6.7696	0.0509	1.2804	0.1500	1.4304	0.3686	0.1435	0.5121		5,425.5422	5,425.5422	0.3811		5,435.0707
Worker	1.1075	0.8132	8.8495	0.0230	2.2355	0.0193	2.2548	0.5929	0.0178	0.6106		2,284.2616	2,284.2616	0.0786		2,286.2262
Total	**1.9743**	**23.9901**	**15.6191**	**0.0738**	**3.5159**	**0.1693**	**3.6852**	**0.9615**	**0.1612**	**1.1228**		**7,709.8038**	**7,709.8038**	**0.4597**		**7,721.2969**

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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

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	0.8668	23.1770	6.7696	0.0509	1.1983	0.1500	1.3483	0.3485	0.1435	0.4920		5,425.5422	5,425.5422	0.3811		5,435.0707
Worker	1.1075	0.8132	8.8495	0.0230	2.0606	0.0193	2.0799	0.5499	0.0178	0.5677		2,284.2616	2,284.2616	0.0786		2,286.2262
Total	**1.9743**	**23.9901**	**15.6191**	**0.0738**	**3.2589**	**0.1693**	**3.4282**	**0.8984**	**0.1612**	**1.0597**		**7,709.8038**	**7,709.8038**	**0.4597**		**7,721.2969**

3.5 Building Construction - 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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

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	0.7436	21.2701	6.1477	0.0505	1.2804	0.1017	1.3821	0.3687	0.0973	0.4660		5,388.9813	5,388.9813	0.3604		5,397.9902
Worker	1.0221	0.7249	8.0202	0.0222	2.2355	0.0187	2.2542	0.5929	0.0172	0.6101		2,214.8408	2,214.8408	0.0698		2,216.5860
Total	**1.7657**	**21.9950**	**14.1679**	**0.0727**	**3.5159**	**0.1204**	**3.6363**	**0.9615**	**0.1145**	**1.0760**		**7,603.8221**	**7,603.8221**	**0.4302**		**7,614.5762**

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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

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	0.7436	21.2701	6.1477	0.0505	1.1983	0.1017	1.3000	0.3485	0.0973	0.4458		5,388.9813	5,388.9813	0.3604		5,397.9902
Worker	1.0221	0.7249	8.0202	0.0222	2.0606	0.0187	2.0793	0.5499	0.0172	0.5672		2,214.8408	2,214.8408	0.0698		2,216.5860
Total	**1.7657**	**21.9950**	**14.1679**	**0.0727**	**3.2589**	**0.1204**	**3.3793**	**0.8984**	**0.1145**	**1.0130**		**7,603.8221**	**7,603.8221**	**0.4302**		**7,614.5762**

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.6382	19.3778	5.6154	0.0500	1.2804	0.0410	1.3214	0.3687	0.0392	0.4079		5,346.9105	5,346.9105	0.3452		5,355.5400
Worker	0.9536	0.6523	7.3651	0.0215	2.2355	0.0181	2.2536	0.5929	0.0166	0.6095		2,144.5022	2,144.5022	0.0631		2,146.0798
Total	**1.5918**	**20.0301**	**12.9805**	**0.0716**	**3.5160**	**0.0590**	**3.5750**	**0.9615**	**0.0558**	**1.0174**		**7,491.4127**	**7,491.4127**	**0.4083**		**7,501.6198**

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.6382	19.3778	5.6154	0.0500	1.1983	0.0410	1.2393	0.3485	0.0392	0.3877		5,346.9105	5,346.9105	0.3452		5,355.5400
Worker	0.9536	0.6523	7.3651	0.0215	2.0606	0.0181	2.0787	0.5499	0.0166	0.5666		2,144.5022	2,144.5022	0.0631		2,146.0798
Total	**1.5918**	**20.0301**	**12.9805**	**0.0716**	**3.2589**	**0.0590**	**3.3180**	**0.8985**	**0.0558**	**0.9543**		**7,491.4127**	**7,491.4127**	**0.4083**		**7,501.6198**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.5991	18.4159	5.3154	0.0496	1.2805	0.0359	1.3163	0.3687	0.0343	0.4030		5,299.4056	5,299.4056	0.3331		5,307.7319
Worker	0.8957	0.5891	6.7835	0.0208	2.2355	0.0175	2.2530	0.5929	0.0161	0.6090		2,069.1389	2,069.1389	0.0570		2,070.5633
Total	**1.4948**	**19.0049**	**12.0989**	**0.0703**	**3.5160**	**0.0534**	**3.5693**	**0.9615**	**0.0504**	**1.0119**		**7,368.5445**	**7,368.5445**	**0.3900**		**7,378.2952**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.5991	18.4159	5.3154	0.0496	1.1984	0.0359	1.2342	0.3485	0.0343	0.3828		5,299.4056	5,299.4056	0.3331		5,307.7319
Worker	0.8957	0.5891	6.7835	0.0208	2.0606	0.0175	2.0781	0.5499	0.0161	0.5661		2,069.1389	2,069.1389	0.0570		2,070.5633
Total	**1.4948**	**19.0049**	**12.0989**	**0.0703**	**3.2590**	**0.0534**	**3.3123**	**0.8985**	**0.0504**	**0.9489**		**7,368.5445**	**7,368.5445**	**0.3900**		**7,378.2952**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.4451	13.9477	4.7232	0.0480	1.2805	0.0170	1.2975	0.3687	0.0163	0.3850		5,134.8262	5,134.8262	0.2932		5,142.1562

Worker	0.8438	0.5328	6.2353	0.0200	2.2355	0.0170	2.2525	0.5929	0.0157	0.6085		1,993.4412	1,993.4412	0.0513		1,994.7237
Total	**1.2889**	**14.4805**	**10.9586**	**0.0680**	**3.5160**	**0.0340**	**3.5500**	**0.9616**	**0.0319**	**0.9935**		**7,128.2673**	**7,128.2673**	**0.3445**		**7,136.8798**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.4451	13.9477	4.7232	0.0480	1.1984	0.0170	1.2154	0.3485	0.0163	0.3648		5,134.8262	5,134.8262	0.2932		5,142.1562
Worker	0.8438	0.5328	6.2353	0.0200	2.0606	0.0170	2.0776	0.5499	0.0157	0.5656		1,993.4412	1,993.4412	0.0513		1,994.7237

Total	**1.2889**	**14.4805**	**10.9586**	**0.0680**	**3.2590**	**0.0340**	**3.2930**	**0.8985**	**0.0319**	**0.9304**		**7,128.2673**	**7,128.2673**	**0.3445**		**7,136.8798**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.4341	13.8977	4.5800	0.0477	1.2805	0.0167	1.2973	0.3687	0.0160	0.3847		5,114.9114	5,114.9114	0.2888		5,122.1303
Worker	0.8007	0.4858	5.8049	0.0194	2.2355	0.0168	2.2523	0.5929	0.0154	0.6083		1,931.6076	1,931.6076	0.0470		1,932.7827
Total	**1.2349**	**14.3834**	**10.3849**	**0.0671**	**3.5161**	**0.0335**	**3.5495**	**0.9616**	**0.0314**	**0.9930**		**7,046.5190**	**7,046.5190**	**0.3358**		**7,054.9130**

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.4341	13.8977	4.5800	0.0477	1.1984	0.0167	1.2151	0.3485	0.0160	0.3645		5,114.9114	5,114.9114	0.2888		5,122.1303
Worker	0.8007	0.4858	5.8049	0.0194	2.0606	0.0168	2.0774	0.5499	0.0154	0.5654		1,931.6076	1,931.6076	0.0470		1,932.7827
Total	**1.2349**	**14.3834**	**10.3849**	**0.0671**	**3.2590**	**0.0335**	**3.2925**	**0.8985**	**0.0314**	**0.9299**		**7,046.5190**	**7,046.5190**	**0.3358**		**7,054.9130**

3.5 Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.4231	13.7800	4.4631	0.0474	1.2806	0.0164	1.2970	0.3687	0.0157	0.3844		5,087.4850	5,087.4850	0.2844		5,094.5953
Worker	0.7627	0.4444	5.3862	0.0186	2.2355	0.0164	2.2519	0.5929	0.0151	0.6080		1,856.8337	1,856.8337	0.0428		1,857.9048
Total	**1.1858**	**14.2244**	**9.8492**	**0.0661**	**3.5161**	**0.0328**	**3.5489**	**0.9616**	**0.0308**	**0.9924**		**6,944.3187**	**6,944.3187**	**0.3273**		**6,952.5001**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.4231	13.7800	4.4631	0.0474	1.1984	0.0164	1.2149	0.3486	0.0157	0.3642		5,087.4850	5,087.4850	0.2844		5,094.5953
Worker	0.7627	0.4444	5.3862	0.0186	2.0606	0.0164	2.0770	0.5499	0.0151	0.5650		1,856.8337	1,856.8337	0.0428		1,857.9048
Total	**1.1858**	**14.2244**	**9.8492**	**0.0661**	**3.2591**	**0.0328**	**3.2919**	**0.8985**	**0.0308**	**0.9293**		**6,944.3187**	**6,944.3187**	**0.3273**		**6,952.5001**

3.5 Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.4134	13.6520	4.3729	0.0472	1.2806	0.0160	1.2966	0.3687	0.0153	0.3840		5,061.1728	5,061.1728	0.2801		5,068.1756
Worker	0.7303	0.4093	5.0319	0.0180	2.2355	0.0159	2.2514	0.5929	0.0146	0.6075		1,792.3460	1,792.3460	0.0393		1,793.3277
Total	**1.1436**	**14.0613**	**9.4047**	**0.0651**	**3.5161**	**0.0319**	**3.5480**	**0.9616**	**0.0299**	**0.9915**		**6,853.5188**	**6,853.5188**	**0.3194**		**6,861.5033**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.4134	13.6520	4.3729	0.0472	1.1985	0.0160	1.2145	0.3486	0.0153	0.3639		5,061.1728	5,061.1728	0.2801		5,068.1756
Worker	0.7303	0.4093	5.0319	0.0180	2.0606	0.0159	2.0765	0.5499	0.0146	0.5645		1,792.3460	1,792.3460	0.0393		1,793.3277
Total	**1.1436**	**14.0613**	**9.4047**	**0.0651**	**3.2591**	**0.0319**	**3.2910**	**0.8985**	**0.0299**	**0.9284**		**6,853.5188**	**6,853.5188**	**0.3194**		**6,861.5033**

3.5 Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.4052	13.5284	4.3003	0.0469	1.2806	0.0157	1.2963	0.3687	0.0150	0.3837		5,037.5069	5,037.5069	0.2758		5,044.4027
Worker	0.6982	0.3776	4.7144	0.0174	2.2355	0.0150	2.2505	0.5929	0.0138	0.6067		1,735.2095	1,735.2095	0.0360		1,736.1100
Total	**1.1034**	**13.9060**	**9.0147**	**0.0643**	**3.5161**	**0.0307**	**3.5468**	**0.9616**	**0.0288**	**0.9904**		**6,772.7164**	**6,772.7164**	**0.3119**		**6,780.5127**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.4052	13.5284	4.3003	0.0469	1.1985	0.0157	1.2142	0.3486	0.0150	0.3636		5,037.5069	5,037.5069	0.2758		5,044.4027
Worker	0.6982	0.3776	4.7144	0.0174	2.0606	0.0150	2.0756	0.5499	0.0138	0.5637		1,735.2095	1,735.2095	0.0360		1,736.1100
Total	**1.1034**	**13.9060**	**9.0147**	**0.0643**	**3.2591**	**0.0307**	**3.2898**	**0.8985**	**0.0288**	**0.9273**		**6,772.7164**	**6,772.7164**	**0.3119**		**6,780.5127**

3.5 Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3982	13.4254	4.2419	0.0467	1.2806	0.0154	1.2960	0.3687	0.0147	0.3834		5,017.3151	5,017.3151	0.2719		5,024.1117
Worker	0.6644	0.3489	4.4369	0.0169	2.2355	0.0139	2.2494	0.5929	0.0128	0.6057		1,684.5903	1,684.5903	0.0332		1,685.4213
Total	**1.0626**	**13.7743**	**8.6788**	**0.0636**	**3.5162**	**0.0293**	**3.5454**	**0.9616**	**0.0275**	**0.9891**		**6,701.9054**	**6,701.9054**	**0.3051**		**6,709.5330**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3982	13.4254	4.2419	0.0467	1.1985	0.0154	1.2139	0.3486	0.0147	0.3633		5,017.3151	5,017.3151	0.2719		5,024.1117
Worker	0.6644	0.3489	4.4369	0.0169	2.0606	0.0139	2.0745	0.5499	0.0128	0.5627		1,684.5903	1,684.5903	0.0332		1,685.4213
Total	**1.0626**	**13.7743**	**8.6788**	**0.0636**	**3.2591**	**0.0293**	**3.2884**	**0.8985**	**0.0275**	**0.9260**		**6,701.9054**	**6,701.9054**	**0.3051**		**6,709.5330**

3.5 Building Construction - 2029

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3916	13.3218	4.1872	0.0465	1.2807	0.0151	1.2957	0.3687	0.0144	0.3831		4,999.2845	4,999.2845	0.2684		5,005.9935
Worker	0.6254	0.3207	4.1575	0.0164	2.2355	0.0129	2.2485	0.5929	0.0119	0.6048		1,639.3517	1,639.3517	0.0305		1,640.1132
Total	**1.0170**	**13.6425**	**8.3448**	**0.0630**	**3.5162**	**0.0280**	**3.5442**	**0.9616**	**0.0263**	**0.9879**		**6,638.6362**	**6,638.6362**	**0.2988**		**6,646.1067**

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.3916	13.3218	4.1872	0.0465	1.1986	0.0151	1.2136	0.3486	0.0144	0.3630		4,999.2845	4,999.2845	0.2684		5,005.9935
Worker	0.6254	0.3207	4.1575	0.0164	2.0606	0.0129	2.0736	0.5499	0.0119	0.5618		1,639.3517	1,639.3517	0.0305		1,640.1132
Total	**1.0170**	**13.6425**	**8.3448**	**0.0630**	**3.2592**	**0.0280**	**3.2872**	**0.8985**	**0.0263**	**0.9248**		**6,638.6362**	**6,638.6362**	**0.2988**		**6,646.1067**

3.5 Building Construction - 2030

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3861	13.2213	4.1464	0.0464	1.2807	0.0147	1.2954	0.3688	0.0141	0.3828		4,982.9401	4,982.9401	0.2651		4,989.5683
Worker	0.5853	0.2936	3.8985	0.0160	2.2355	0.0121	2.2476	0.5929	0.0111	0.6040		1,598.9319	1,598.9319	0.0279		1,599.6291
Total	**0.9714**	**13.5149**	**8.0450**	**0.0624**	**3.5162**	**0.0268**	**3.5430**	**0.9616**	**0.0252**	**0.9868**		**6,581.8719**	**6,581.8719**	**0.2930**		**6,589.1973**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3861	13.2213	4.1464	0.0464	1.1986	0.0147	1.2133	0.3486	0.0141	0.3627		4,982.9401	4,982.9401	0.2651		4,989.5683
Worker	0.5853	0.2936	3.8985	0.0160	2.0606	0.0121	2.0727	0.5499	0.0111	0.5610		1,598.9319	1,598.9319	0.0279		1,599.6291
Total	**0.9714**	**13.5149**	**8.0450**	**0.0624**	**3.2592**	**0.0268**	**3.2860**	**0.8985**	**0.0252**	**0.9237**		**6,581.8719**	**6,581.8719**	**0.2930**		**6,589.1973**

3.5 Building Construction - 2031

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3828	13.1487	4.1265	0.0463	1.2807	0.0145	1.2952	0.3688	0.0138	0.3826		4,973.7757	4,973.7757	0.2627		4,980.3424

Worker	0.5412	0.2666	3.6466	0.0157	2.2355	0.0113	2.2468	0.5929	0.0104	0.6033		1,566.2710	1,566.2710	0.0255		1,566.9080
Total	**0.9241**	**13.4154**	**7.7731**	**0.0620**	**3.5162**	**0.0258**	**3.5420**	**0.9616**	**0.0242**	**0.9859**		**6,540.0466**	**6,540.0466**	**0.2882**		**6,547.2503**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3828	13.1487	4.1265	0.0463	1.1986	0.0145	1.2131	0.3486	0.0138	0.3624		4,973.7757	4,973.7757	0.2627		4,980.3424
Worker	0.5412	0.2666	3.6466	0.0157	2.0606	0.0113	2.0719	0.5499	0.0104	0.5603		1,566.2710	1,566.2710	0.0255		1,566.9080

Total	**0.9241**	**13.4154**	**7.7731**	**0.0620**	**3.2592**	**0.0258**	**3.2850**	**0.8985**	**0.0242**	**0.9228**		**6,540.0466**	**6,540.0466**	**0.2882**		**6,547.2503**

3.5 Building Construction - 2032

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3794	13.0617	4.1073	0.0462	1.2807	0.0142	1.2950	0.3688	0.0136	0.3824		4,963.7356	4,963.7356	0.2605		4,970.2473
Worker	0.5018	0.2430	3.4183	0.0154	2.2355	0.0105	2.2461	0.5929	9.7000e-003	0.6026		1,534.2729	1,534.2729	0.0233		1,534.8545
Total	**0.8811**	**13.3047**	**7.5256**	**0.0615**	**3.5162**	**0.0248**	**3.5410**	**0.9616**	**0.0233**	**0.9849**		**6,498.0085**	**6,498.0085**	**0.2837**		**6,505.1018**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3794	13.0617	4.1073	0.0462	1.1986	0.0142	1.2129	0.3486	0.0136	0.3622		4,963.7356	4,963.7356	0.2605		4,970.2473
Worker	0.5018	0.2430	3.4183	0.0154	2.0606	0.0105	2.0712	0.5499	9.7000e-003	0.5596		1,534.2729	1,534.2729	0.0233		1,534.8545
Total	**0.8811**	**13.3047**	**7.5256**	**0.0615**	**3.2592**	**0.0248**	**3.2840**	**0.8986**	**0.0233**	**0.9219**		**6,498.0085**	**6,498.0085**	**0.2837**		**6,505.1018**

3.5 Building Construction - 2033

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3769	12.9847	4.0938	0.0461	1.2807	0.0140	1.2948	0.3688	0.0134	0.3822		4,955.6602	4,955.6602	0.2586		4,962.1248
Worker	0.4682	0.2230	3.2240	0.0151	2.2355	9.8600e-003	2.2454	0.5929	9.0600e-003	0.6019		1,506.1954	1,506.1954	0.0214		1,506.7297
Total	**0.8451**	**13.2077**	**7.3177**	**0.0612**	**3.5163**	**0.0239**	**3.5402**	**0.9616**	**0.0225**	**0.9841**		**6,461.8556**	**6,461.8556**	**0.2800**		**6,468.8545**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3769	12.9847	4.0938	0.0461	1.1986	0.0140	1.2127	0.3486	0.0134	0.3620		4,955.6602	4,955.6602	0.2586		4,962.1248
Worker	0.4682	0.2230	3.2240	0.0151	2.0606	9.8600e-003	2.0705	0.5499	9.0600e-003	0.5590		1,506.1954	1,506.1954	0.0214		1,506.7297
Total	**0.8451**	**13.2077**	**7.3177**	**0.0612**	**3.2592**	**0.0239**	**3.2831**	**0.8986**	**0.0225**	**0.9210**		**6,461.8556**	**6,461.8556**	**0.2800**		**6,468.8545**

3.5 Building Construction - 2034

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3747	12.9162	4.0790	0.0460	1.2807	0.0139	1.2946	0.3688	0.0132	0.3820		4,949.5131	4,949.5131	0.2570		4,955.9385
Worker	0.4399	0.2062	3.0341	0.0148	2.2355	9.2000e-003	2.2447	0.5929	8.4600e-003	0.6013		1,481.4530	1,481.4530	0.0196		1,481.9417
Total	**0.8146**	**13.1224**	**7.1131**	**0.0608**	**3.5163**	**0.0231**	**3.5393**	**0.9616**	**0.0217**	**0.9833**		**6,430.9661**	**6,430.9661**	**0.2766**		**6,437.8801**

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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

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	0.3747	12.9162	4.0790	0.0460	1.1986	0.0139	1.2125	0.3486	0.0132	0.3619		4,949.5131	4,949.5131	0.2570		4,955.9385
Worker	0.4399	0.2062	3.0341	0.0148	2.0606	9.2000e-003	2.0698	0.5499	8.4600e-003	0.5584		1,481.4530	1,481.4530	0.0196		1,481.9417
Total	**0.8146**	**13.1224**	**7.1131**	**0.0608**	**3.2593**	**0.0231**	**3.2823**	**0.8986**	**0.0217**	**0.9203**		**6,430.9661**	**6,430.9661**	**0.2766**		**6,437.8801**

3.5 Building Construction - 2035

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448

Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3729	12.8629	4.0647	0.0460	1.2808	0.0137	1.2945	0.3688	0.0131	0.3819		4,944.8871	4,944.8871	0.2556		4,951.2780
Worker	0.4165	0.1942	2.8785	0.0146	2.2355	8.6100e-003	2.2441	0.5929	7.9200e-003	0.6008		1,460.1941	1,460.1941	0.0181		1,460.6456
Total	**0.7894**	**13.0570**	**6.9432**	**0.0606**	**3.5163**	**0.0223**	**3.5386**	**0.9617**	**0.0210**	**0.9827**		**6,405.0812**	**6,405.0812**	**0.2737**		**6,411.9236**

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3729	12.8629	4.0647	0.0460	1.1987	0.0137	1.2124	0.3486	0.0131	0.3617		4,944.8871	4,944.8871	0.2556		4,951.2780
Worker	0.4165	0.1942	2.8785	0.0146	2.0606	8.6100e-003	2.0692	0.5499	7.9200e-003	0.5579		1,460.1941	1,460.1941	0.0181		1,460.6456
Total	**0.7894**	**13.0570**	**6.9432**	**0.0606**	**3.2593**	**0.0223**	**3.2816**	**0.8986**	**0.0210**	**0.9196**		**6,405.0812**	**6,405.0812**	**0.2737**		**6,411.9236**

3.5 Building Construction - 2036

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3729	12.8629	4.0647	0.0460	1.2808	0.0137	1.2945	0.3688	0.0131	0.3819		4,944.8871	4,944.8871	0.2556		4,951.2780
Worker	0.4165	0.1942	2.8785	0.0146	2.2355	8.6100e-003	2.2441	0.5929	7.9200e-003	0.6008		1,460.1941	1,460.1941	0.0181		1,460.6456
Total	**0.7894**	**13.0570**	**6.9432**	**0.0606**	**3.5163**	**0.0223**	**3.5386**	**0.9617**	**0.0210**	**0.9827**		**6,405.0812**	**6,405.0812**	**0.2737**		**6,411.9236**

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3729	12.8629	4.0647	0.0460	1.1987	0.0137	1.2124	0.3486	0.0131	0.3617		4,944.8871	4,944.8871	0.2556		4,951.2780
Worker	0.4165	0.1942	2.8785	0.0146	2.0606	8.6100e-003	2.0692	0.5499	7.9200e-003	0.5579		1,460.1941	1,460.1941	0.0181		1,460.6456
Total	**0.7894**	**13.0570**	**6.9432**	**0.0606**	**3.2593**	**0.0223**	**3.2816**	**0.8986**	**0.0210**	**0.9196**		**6,405.0812**	**6,405.0812**	**0.2737**		**6,411.9236**

3.5 Building Construction - 2037

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3729	12.8629	4.0647	0.0460	1.2808	0.0137	1.2945	0.3688	0.0131	0.3819		4,944.8871	4,944.8871	0.2556		4,951.2780
Worker	0.4165	0.1942	2.8785	0.0146	2.2355	8.6100e-003	2.2441	0.5929	7.9200e-003	0.6008		1,460.1941	1,460.1941	0.0181		1,460.6456
Total	**0.7894**	**13.0570**	**6.9432**	**0.0606**	**3.5163**	**0.0223**	**3.5386**	**0.9617**	**0.0210**	**0.9827**		**6,405.0812**	**6,405.0812**	**0.2737**		**6,411.9236**

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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

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	0.3729	12.8629	4.0647	0.0460	1.1987	0.0137	1.2124	0.3486	0.0131	0.3617		4,944.8871	4,944.8871	0.2556		4,951.2780
Worker	0.4165	0.1942	2.8785	0.0146	2.0606	8.6100e-003	2.0692	0.5499	7.9200e-003	0.5579		1,460.1941	1,460.1941	0.0181		1,460.6456
Total	**0.7894**	**13.0570**	**6.9432**	**0.0606**	**3.2593**	**0.0223**	**3.2816**	**0.8986**	**0.0210**	**0.9196**		**6,405.0812**	**6,405.0812**	**0.2737**		**6,411.9236**

3.6 Paving - 2018

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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6437**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

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	0.0917	0.0693	0.7459	1.7800e-003	0.1677	1.4900e-003	0.1692	0.0445	1.3800e-003	0.0458		177.0864	177.0864	6.6600e-003		177.2530
Total	**0.0917**	**0.0693**	**0.7459**	**1.7800e-003**	**0.1677**	**1.4900e-003**	**0.1692**	**0.0445**	**1.3800e-003**	**0.0458**		**177.0864**	**177.0864**	**6.6600e-003**		**177.2530**

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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6437**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

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	0.0917	0.0693	0.7459	1.7800e-003	0.1546	1.4900e-003	0.1560	0.0413	1.3800e-003	0.0426		177.0864	177.0864	6.6600e-003		177.2530
Total	**0.0917**	**0.0693**	**0.7459**	**1.7800e-003**	**0.1546**	**1.4900e-003**	**0.1560**	**0.0413**	**1.3800e-003**	**0.0426**		**177.0864**	**177.0864**	**6.6600e-003**		**177.2530**

3.7 Architectural Coating - 2018

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**49.1417**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.2446	0.1847	1.9891	4.7500e-003	0.4471	3.9900e-003	0.4511	0.1186	3.6800e-003	0.1223		472.2304	472.2304	0.0178		472.6747
Total	**0.2446**	**0.1847**	**1.9891**	**4.7500e-003**	**0.4471**	**3.9900e-003**	**0.4511**	**0.1186**	**3.6800e-003**	**0.1223**		**472.2304**	**472.2304**	**0.0178**		**472.6747**

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**49.1417**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.2446	0.1847	1.9891	4.7500e-003	0.4121	3.9900e-003	0.4161	0.1100	3.6800e-003	0.1137		472.2304	472.2304	0.0178		472.6747

Total	**0.2446**	**0.1847**	**1.9891**	**4.7500e-003**	**0.4121**	**3.9900e-003**	**0.4161**	**0.1100**	**3.6800e-003**	**0.1137**		**472.2304**	**472.2304**	**0.0178**		**472.6747**

3.7 Architectural Coating - 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					
Archit. Coating	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**49.1095**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

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	0.2215	0.1626	1.7699	4.5900e-003	0.4471	3.8600e-003	0.4510	0.1186	3.5500e-003	0.1221		456.8523	456.8523	0.0157		457.2452
Total	**0.2215**	**0.1626**	**1.7699**	**4.5900e-003**	**0.4471**	**3.8600e-003**	**0.4510**	**0.1186**	**3.5500e-003**	**0.1221**		**456.8523**	**456.8523**	**0.0157**		**457.2452**

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**49.1095**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

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	0.2215	0.1626	1.7699	4.5900e-003	0.4121	3.8600e-003	0.4160	0.1100	3.5500e-003	0.1135		456.8523	456.8523	0.0157		457.2452
Total	**0.2215**	**0.1626**	**1.7699**	**4.5900e-003**	**0.4121**	**3.8600e-003**	**0.4160**	**0.1100**	**3.5500e-003**	**0.1135**		**456.8523**	**456.8523**	**0.0157**		**457.2452**

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**49.0852**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.2044	0.1450	1.6040	4.4500e-003	0.4471	3.7400e-003	0.4508	0.1186	3.4400e-003	0.1220		442.9682	442.9682	0.0140		443.3172
Total	**0.2044**	**0.1450**	**1.6040**	**4.4500e-003**	**0.4471**	**3.7400e-003**	**0.4508**	**0.1186**	**3.4400e-003**	**0.1220**		**442.9682**	**442.9682**	**0.0140**		**443.3172**

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	48.8431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**49.0852**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.2044	0.1450	1.6040	4.4500e-003	0.4121	3.7400e-003	0.4159	0.1100	3.4400e-003	0.1134		442.9682	442.9682	0.0140		443.3172
Total	**0.2044**	**0.1450**	**1.6040**	**4.4500e-003**	**0.4121**	**3.7400e-003**	**0.4159**	**0.1100**	**3.4400e-003**	**0.1134**		**442.9682**	**442.9682**	**0.0140**		**443.3172**

Construction

Los Angeles-South Coast, Summary Report

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,443.00	Dwelling Unit	64.29	2,443,000.00	6987
General Office Building	1,897.58	1000sqft	43.56	1,897,579.00	0
Strip Mall	506.82	1000sqft	11.64	506,823.00	0
Enclosed Parking Structure	1,000.00	1000sqft	22.96	1,000,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2040
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

Only CalEEMod defaults were used.

Project Characteristics -

Land Use -

Construction Phase - See assumptions file.

Grading -

Demolition -

Trips and VMT - Assumes 4 water truck trips per day for the Demolition, Site Preparation, and Grading phases.

Architectural Coating -

Construction Off-road Equipment Mitigation - Per SCAMQD Rules 403 and 1189.

2.0 Peak Daily Emissions

Peak Daily Construction Emissions

Peak Daily Construction Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
Year	Phase	lb/day											
2018	Demolition	4.3342 W	55.1118 W	26.7411 W	0.0819 S	13.7897 W	3.7820 W	4.3342 W	55.1118 W	26.7411 W	0.0819 S	7.5762 W	2.8343 W
2018	Site Preparation	5.7520 W	82.8866 W	30.9679 W	0.1258 S	22.9212 W	13.0055 W	5.7520 W	82.8866 W	30.9679 W	0.1258 S	12.3830 W	7.2773 W
2018	Grading	5.2316 W	60.1055 W	36.3036 S	0.0656 S	11.5618 W	6.0914 W	5.2316 W	60.1055 W	36.3036 S	0.0656 S	6.5771 W	4.0277 W
2019	Grading	4.8670 W	55.0650 W	34.4639 S	0.0655 S	11.3101 W	5.8598 W	4.8670 W	55.0650 W	34.4639 S	0.0655 S	6.3255 W	3.7962 W
2018	Building Construction	4.8613 W	48.8805 W	35.0838 S	0.1050 S	5.2112 W	2.5577 W	4.8613 W	48.8805 W	35.0838 S	0.1050 S	4.9542 W	2.4946 W
2019	Building Construction	4.3355 W	45.0689 W	32.9486 S	0.1036 S	4.9750 W	2.3355 W	4.3355 W	45.0689 W	32.9486 S	0.1036 S	4.7180 W	2.2724 W
2020	Building Construction	3.8855 W	41.1811 W	31.1795 S	0.1024 S	4.7534 W	2.1264 W	3.8855 W	41.1811 W	31.1795 S	0.1024 S	4.4964 W	2.0633 W
2021	Building Construction	3.4928 W	37.4622 W	29.7070 S	0.1012 S	4.5336 W	1.9186 W	3.4928 W	37.4622 W	29.7070 S	0.1012 S	4.2766 W	1.8556 W
2022	Building Construction	3.2010 W	34.6206 W	28.5984 S	0.0999 S	4.3784 W	1.7731 W	3.2010 W	34.6206 W	28.5984 S	0.0999 S	4.1213 W	1.7100 W
2023	Building Construction	2.8617 W	28.8778 S	27.4259 S	0.0975 S	4.2498 W	1.6519 W	2.8617 W	28.8778 S	27.4259 S	0.0975 S	3.9928 W	1.5888 W
2024	Building Construction	2.7064 W	27.8409 S	26.7528 S	0.0966 S	4.1628 W	1.5699 W	2.7064 W	27.8409 S	26.7528 S	0.0966 S	3.9058 W	1.5068 W
2025	Building Construction	2.5532 W	26.7109 S	26.1082 S	0.0955 S	4.0765 W	1.4886 W	2.5532 W	26.7109 S	26.1082 S	0.0955 S	3.8194 W	1.4255 W
2026	Building Construction	2.5110 W	26.5509 S	25.6410 S	0.0945 S	4.0756 W	1.4878 W	2.5110 W	26.5509 S	25.6410 S	0.0945 S	3.8185 W	1.4247 W
2027	Building Construction	2.4708 W	26.3989 S	25.2299 S	0.0936 S	4.0744 W	1.4866 W	2.4708 W	26.3989 S	25.2299 S	0.0936 S	3.8173 W	1.4235 W
2028	Building Construction	2.4300 W	26.2694 S	24.8750 S	0.0929 S	4.0730 W	1.4854 W	2.4300 W	26.2694 S	24.8750 S	0.0929 S	3.8160 W	1.4223 W
2029	Building Construction	2.3844 W	26.1402 S	24.5221 S	0.0922 S	4.0717 W	1.4842 W	2.3844 W	26.1402 S	24.5221 S	0.0922 S	3.8147 W	1.4211 W

2030	Building Construction	2.2805 W	21.4805 S	24.2764 S	0.0956 S	3.6911 W	1.1349 W	2.2805 W	21.4805 S	24.2764 S	0.0956 S	3.4341 W	1.0719 W
2031	Building Construction	2.2332 W	21.3833 S	23.9872 S	0.0951 S	3.6901 W	1.1340 W	2.2332 W	21.3833 S	23.9872 S	0.0951 S	3.4331 W	1.0709 W
2032	Building Construction	2.1903 W	21.2755 S	23.7220 S	0.0947 S	3.6892 W	1.1331 W	2.1903 W	21.2755 S	23.7220 S	0.0947 S	3.4322 W	1.0700 W
2033	Building Construction	2.1543 W	21.1812 S	23.4982 S	0.0943 S	3.6883 W	1.1323 W	2.1543 W	21.1812 S	23.4982 S	0.0943 S	3.4313 W	1.0692 W
2034	Building Construction	2.1237 W	21.0985 S	23.2774 S	0.0940 S	3.6875 W	1.1315 W	2.1237 W	21.0985 S	23.2774 S	0.0940 S	3.4304 W	1.0684 W
2035	Building Construction	2.0062 W	20.2617 S	23.0609 W	0.0937 S	3.6290 W	1.0731 W	2.0062 W	20.2617 S	23.0609 W	0.0937 S	3.3720 W	1.0100 W
2036	Building Construction	2.0062 W	20.2617 S	23.0609 W	0.0937 S	3.6290 W	1.0731 W	2.0062 W	20.2617 S	23.0609 W	0.0937 S	3.3720 W	1.0100 W
2037	Building Construction	2.0062 W	20.2617 S	23.0609 W	0.0937 S	3.6290 W	1.0731 W	2.0062 W	20.2617 S	23.0609 W	0.0937 S	3.3720 W	1.0100 W
2018	Paving	1.7354 W	17.5902 W	15.6065 S	0.0247 S	1.1253 S	0.9255 S	1.7354 W	17.5902 W	15.6065 S	0.0247 S	1.1122 S	0.9223 S
2018	Architectural Coating	49.3863 W	2.1904 W	4.0145 S	8.0100e-003 S	0.6016 S	0.2728 S	49.3863 W	2.1904 W	4.0145 S	8.0100e-003 S	0.5667 S	0.2642 S
2019	Architectural Coating	49.3310 W	1.9980 W	3.7700 S	7.8400e-003 S	0.5797 S	0.2509 S	49.3310 W	1.9980 W	3.7700 S	7.8400e-003 S	0.5447 S	0.2423 S
2020	Architectural Coating	49.2897 W	1.8288 W	3.5828 S	7.6900e-003 S	0.5618 S	0.2330 S	49.2897 W	1.8288 W	3.5828 S	7.6900e-003 S	0.5268 S	0.2244 S
	Peak Daily Total	49.3863 W	82.8866 W	36.3036 S	0.1258 S	22.9212 W	13.0055 W	49.3863 W	82.8866 W	36.3036 S	0.1258 S	12.3830 W	7.2773 W
	Air District Threshold												
	Exceed Significance?												

3.0 Annual GHG Emissions

Annual GHG

Annual GHG

		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							
Construction	2018	3,859.7475	0.6675	0.0000	3,876.4350	3,859.7453	0.6675	0.0000	3,876.4327
Construction	2019	1,466.7912	0.1760	0.0000	1,471.1908	1,466.7906	0.1760	0.0000	1,471.1902
Construction	2020	1,305.8586	0.1279	0.0000	1,309.0571	1,305.8582	0.1279	0.0000	1,309.0567
Construction	2021	1,203.7501	0.1200	0.0000	1,206.7497	1,203.7497	0.1200	0.0000	1,206.7493
Construction	2022	1,184.5850	0.1169	0.0000	1,187.5087	1,184.5847	0.1169	0.0000	1,187.5083
Construction	2023	1,155.7228	0.1114	0.0000	1,158.5069	1,155.7224	0.1114	0.0000	1,158.5066

Construction	2024	1,154.7331	0.1108	0.0000	1,157.5030	1,154.7327	0.1108	0.0000	1,157.5026
Construction	2025	1,138.0630	0.1090	0.0000	1,140.7877	1,138.0626	0.1090	0.0000	1,140.7873
Construction	2026	1,127.0825	0.1081	0.0000	1,129.7846	1,127.0822	0.1081	0.0000	1,129.7842
Construction	2027	1,117.3212	0.1072	0.0000	1,120.0015	1,117.3208	0.1072	0.0000	1,120.0011
Construction	2028	1,104.5112	0.1060	0.0000	1,107.1620	1,104.5108	0.1060	0.0000	1,107.1616
Construction	2029	1,101.1185	0.1057	0.0000	1,103.7613	1,101.1181	0.1057	0.0000	1,103.7610
Construction	2030	1,134.6504	0.0477	0.0000	1,135.8420	1,134.6500	0.0477	0.0000	1,135.8416
Construction	2031	1,129.6110	0.0471	0.0000	1,130.7885	1,129.6106	0.0471	0.0000	1,130.7881
Construction	2032	1,128.8720	0.0468	0.0000	1,130.0412	1,128.8716	0.0468	0.0000	1,130.0408
Construction	2033	1,115.9406	0.0460	0.0000	1,117.0901	1,115.9403	0.0460	0.0000	1,117.0897
Construction	2034	1,112.2639	0.0456	0.0000	1,113.4036	1,112.2635	0.0456	0.0000	1,113.4032
Construction	2035	1,113.4520	0.0444	0.0000	1,114.5631	1,113.4516	0.0444	0.0000	1,114.5627
Construction	2036	1,117.7181	0.0446	0.0000	1,118.8332	1,117.7177	0.0446	0.0000	1,118.8328
Construction	2037	1,096.3876	0.0438	0.0000	1,097.4817	1,096.3872	0.0438	0.0000	1,097.4813
	Total								
	Significance Threshold								
	Exceed Significance?								

Construction

Los Angeles-South Coast County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	5	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	6	No Change	0.00

Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Scrapers	Diesel	No Change	0	2	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	1.04380E-001	7.14270E-001	7.13940E-001	1.15000E-003	5.04800E-002	5.04800E-002	0.00000E+000	9.89386E+001	9.89386E+001	8.48000E-003	0.00000E+000	9.91507E+001
Concrete/Industrial Saws	5.19400E-002	3.91500E-001	3.72410E-001	6.30000E-004	2.67000E-002	2.67000E-002	0.00000E+000	5.37656E+001	5.37656E+001	4.16000E-003	0.00000E+000	5.38697E+001
Cranes	7.53560E-001	6.44634E+000	3.87066E+000	1.43700E-002	2.64800E-001	2.45420E-001	0.00000E+000	1.25333E+003	1.25333E+003	2.43400E-001	0.00000E+000	1.25942E+003
Excavators	1.74990E-001	1.86820E+000	1.99754E+000	3.15000E-003	9.05700E-002	8.33200E-002	0.00000E+000	2.87153E+002	2.87153E+002	8.95100E-002	0.00000E+000	2.89391E+002
Forklifts	8.05650E-001	6.38511E+000	9.14840E+000	1.30600E-002	3.38180E-001	3.12630E-001	0.00000E+000	1.13986E+003	1.13986E+003	2.25900E-001	0.00000E+000	1.14551E+003
Generator Sets	7.10450E-001	6.32679E+000	9.54751E+000	1.71500E-002	2.54870E-001	2.54870E-001	0.00000E+000	1.47378E+003	1.47378E+003	5.70700E-002	0.00000E+000	1.47521E+003
Graders	7.97400E-002	1.09134E+000	2.94900E-001	1.03000E-003	3.54100E-002	3.25800E-002	0.00000E+000	9.39285E+001	9.39285E+001	2.93200E-002	0.00000E+000	9.46614E+001
Pavers	7.17600E-002	7.93860E-001	6.43860E-001	1.03000E-003	3.87900E-002	3.56900E-002	0.00000E+000	9.44282E+001	9.44282E+001	2.94000E-002	0.00000E+000	9.51631E+001
Paving Equipment	5.23100E-002	5.84880E-001	5.57950E-001	9.00000E-004	2.86400E-002	2.63500E-002	0.00000E+000	8.18291E+001	8.18291E+001	2.54700E-002	0.00000E+000	8.24660E+001
Rollers	5.67400E-002	5.48550E-001	4.25800E-001	5.80000E-004	3.77500E-002	3.47300E-002	0.00000E+000	5.26706E+001	5.26706E+001	1.64000E-002	0.00000E+000	5.30805E+001
Rubber Tired Dozers	6.23090E-001	6.70768E+000	2.33915E+000	4.57000E-003	3.26120E-001	3.00030E-001	0.00000E+000	4.17152E+002	4.17152E+002	1.29960E-001	0.00000E+000	4.20401E+002
Scrapers	3.51540E-001	4.33677E+000	2.68835E+000	4.70000E-003	1.70770E-001	1.57110E-001	0.00000E+000	4.27704E+002	4.27704E+002	1.33490E-001	0.00000E+000	4.31042E+002
Tractors/Loaders/Backhoes	1.29718E+000	1.11308E+001	1.69545E+001	2.48900E-002	5.19850E-001	4.81900E-001	0.00000E+000	2.17830E+003	2.17830E+003	4.49260E-001	0.00000E+000	2.18953E+003
Welders	6.00160E-001	3.49213E+000	4.33112E+000	6.66000E-003	1.11070E-001	1.11070E-001	0.00000E+000	4.90785E+002	4.90785E+002	4.87200E-002	0.00000E+000	4.92003E+002

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	1.04380E-001	7.14270E-001	7.13940E-001	1.15000E-003	5.04800E-002	5.04800E-002	0.00000E+000	9.89385E+001	9.89385E+001	8.48000E-003	0.00000E+000	9.91506E+001
Concrete/Industrial Saws	5.19400E-002	3.91490E-001	3.72410E-001	6.30000E-004	2.67000E-002	2.67000E-002	0.00000E+000	5.37656E+001	5.37656E+001	4.16000E-003	0.00000E+000	5.38696E+001
Cranes	7.53560E-001	6.44633E+000	3.87065E+000	1.43700E-002	2.64800E-001	2.45420E-001	0.00000E+000	1.25333E+003	1.25333E+003	2.43400E-001	0.00000E+000	1.25942E+003

Excavators	1.74990E-001	1.86820E+000	1.99754E+000	3.15000E-003	9.05700E-002	8.33200E-002	0.00000E+000	2.87153E+002	2.87153E+002	8.95100E-002	0.00000E+000	2.89391E+002
Forklifts	8.05650E-001	6.38510E+000	9.14838E+000	1.30600E-002	3.38180E-001	3.12630E-001	0.00000E+000	1.13986E+003	1.13986E+003	2.25900E-001	0.00000E+000	1.14551E+003
Generator Sets	7.10450E-001	6.32678E+000	9.54749E+000	1.71500E-002	2.54870E-001	2.54870E-001	0.00000E+000	1.47378E+003	1.47378E+003	5.70700E-002	0.00000E+000	1.47520E+003
Graders	7.97400E-002	1.09134E+000	2.94900E-001	1.03000E-003	3.54100E-002	3.25800E-002	0.00000E+000	9.39284E+001	9.39284E+001	2.93200E-002	0.00000E+000	9.46613E+001
Pavers	7.17600E-002	7.93860E-001	6.43850E-001	1.03000E-003	3.87900E-002	3.56900E-002	0.00000E+000	9.44281E+001	9.44281E+001	2.94000E-002	0.00000E+000	9.51630E+001
Paving Equipment	5.23100E-002	5.84880E-001	5.57950E-001	9.00000E-004	2.86400E-002	2.63500E-002	0.00000E+000	8.18290E+001	8.18290E+001	2.54700E-002	0.00000E+000	8.24659E+001
Rollers	5.67400E-002	5.48550E-001	4.25800E-001	5.80000E-004	3.77500E-002	3.47300E-002	0.00000E+000	5.26705E+001	5.26705E+001	1.64000E-002	0.00000E+000	5.30805E+001
Rubber Tired Dozers	6.23090E-001	6.70767E+000	2.33915E+000	4.57000E-003	3.26120E-001	3.00030E-001	0.00000E+000	4.17152E+002	4.17152E+002	1.29960E-001	0.00000E+000	4.20401E+002
Scrapers	3.51540E-001	4.33677E+000	2.68834E+000	4.70000E-003	1.70770E-001	1.57110E-001	0.00000E+000	4.27704E+002	4.27704E+002	1.33490E-001	0.00000E+000	4.31041E+002
Tractors/Loaders/Backhoes	1.29718E+000	1.11308E+001	1.69545E+001	2.48900E-002	5.19850E-001	4.81900E-001	0.00000E+000	2.17830E+003	2.17830E+003	4.49260E-001	0.00000E+000	2.18953E+003
Welders	6.00160E-001	3.49213E+000	4.33111E+000	6.66000E-003	1.11070E-001	1.11070E-001	0.00000E+000	4.90785E+002	4.90785E+002	4.87200E-002	0.00000E+000	4.92003E+002

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.21287E-006	1.21287E-006	0.00000E+000	0.00000E+000	1.21028E-006
Concrete/Industrial Saws	0.00000E+000	2.55428E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.11595E-006	1.11595E-006	0.00000E+000	0.00000E+000	1.11380E-006
Cranes	0.00000E+000	1.55127E-006	2.58354E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19681E-006	1.19681E-006	0.00000E+000	0.00000E+000	1.19103E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.21886E-006	1.21886E-006	0.00000E+000	0.00000E+000	1.20944E-006
Forklifts	0.00000E+000	1.56614E-006	2.18617E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18436E-006	1.18436E-006	0.00000E+000	0.00000E+000	1.18725E-006
Generator Sets	0.00000E+000	1.58058E-006	2.09479E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18742E-006	1.18742E-006	0.00000E+000	0.00000E+000	1.18628E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17110E-006	1.17110E-006	0.00000E+000	0.00000E+000	1.16204E-006
Pavers	0.00000E+000	0.00000E+000	1.55313E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.16491E-006	1.16491E-006	0.00000E+000	0.00000E+000	1.15591E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.22206E-006	1.22206E-006	0.00000E+000	0.00000E+000	1.21262E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.13916E-006	1.13916E-006	0.00000E+000	0.00000E+000	1.13036E-006
Rubber Tired Dozers	0.00000E+000	1.49083E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17463E-006	1.17463E-006	0.00000E+000	0.00000E+000	1.18934E-006
Scrapers	0.00000E+000	0.00000E+000	3.71975E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19241E-006	1.19241E-006	0.00000E+000	0.00000E+000	1.18318E-006
Tractors/Loaders/Backhoes	0.00000E+000	8.98406E-007	1.17963E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18900E-006	1.18900E-006	0.00000E+000	0.00000E+000	1.19203E-006
Welders	0.00000E+000	0.00000E+000	2.30887E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18178E-006	1.18178E-006	0.00000E+000	0.00000E+000	1.17885E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Replace Ground Cover of Area Disturbed	PM10 Reduction	5.00	PM2.5 Reduction	5.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	15.00		
Yes	Clean Paved Road	% PM Reduction	9.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.17	0.05	0.16	0.04	0.08	0.07
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	9.00	2.47	8.34	2.31	0.07	0.07
Demolition	Fugitive Dust	1.07	0.16	0.46	0.07	0.57	0.57
Demolition	Roads	0.10	0.03	0.10	0.03	0.07	0.06
Grading	Fugitive Dust	2.69	1.11	1.15	0.48	0.57	0.57
Grading	Roads	0.04	0.01	0.03	0.01	0.08	0.07
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.02	0.00	0.02	0.00	0.08	0.07
Site Preparation	Fugitive Dust	1.09	0.60	0.47	0.26	0.57	0.57
Site Preparation	Roads	0.12	0.03	0.11	0.03	0.07	0.06

CalEEMod Output – Operation: Existing

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Existing Operation

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	1,448.00	Dwelling Unit	192.94	2,606,400.00	0
Apartments Mid Rise	2,009.00	Dwelling Unit	107.64	2,009,000.00	0
General Office Building	1,244.70	1000sqft	122.17	1,244,697.00	0
Strip Mall	539.71	1000sqft	23.71	539,712.00	0
Other Asphalt Surfaces	25.04	Acre	25.04	0.00	0
Other Non-Asphalt Surfaces	1.59	Acre	1.59	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2017
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 - Based on the existing land use statistics.

Vehicle Trips - Based on information provided bu IBI Group.

Construction Phase -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Based on information provided in the Infrastructure Assessment prepared by IBI GroupAssumes. Assumes wastewater at 100% of water demand based on data provided

Solid Waste - Based on generation rates provided in Chapter 05-15, Utilities and Service Systems.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	231.59	231.59
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	5,546.02	5,546.02
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	BuildingSpaceSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	BuildingSpaceSquareFeet	539,710.00	539,712.00
tblLandUse	BuildingSpaceSquareFeet	1,090,742.40	0.00
tblLandUse	BuildingSpaceSquareFeet	69,260.40	0.00
tblLandUse	LandUseSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	LandUseSquareFeet	539,710.00	539,712.00
tblLandUse	LandUseSquareFeet	1,090,742.40	0.00
tblLandUse	LandUseSquareFeet	69,260.40	0.00
tblLandUse	LotAcreage	470.13	192.94
tblLandUse	LotAcreage	52.87	107.64
tblLandUse	LotAcreage	28.57	122.17
tblLandUse	LotAcreage	12.39	23.71
tblLandUse	Population	4,141.00	0.00
tblLandUse	Population	5,746.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2017

tblSolidWaste	SolidWasteGenerationRate	924.14	1,467.00
tblSolidWaste	SolidWasteGenerationRate	1,157.57	1,363.00
tblSolidWaste	SolidWasteGenerationRate	0.00	2,643.00
tblSolidWaste	SolidWasteGenerationRate	566.70	591.00
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00

tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	4.77
tblVehicleTrips	ST_TR	2.46	7.92
tblVehicleTrips	ST_TR	9.91	6.83
tblVehicleTrips	ST_TR	42.04	31.81
tblVehicleTrips	SU_TR	5.86	4.77
tblVehicleTrips	SU_TR	1.05	7.92
tblVehicleTrips	SU_TR	8.62	6.83
tblVehicleTrips	SU_TR	20.43	31.81
tblVehicleTrips	WD_TR	6.65	4.77
tblVehicleTrips	WD_TR	11.03	7.92
tblVehicleTrips	WD_TR	9.52	6.83
tblVehicleTrips	WD_TR	44.32	31.81
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	130,894,437.47	219,985,500.00
tblWater	IndoorWaterUseRate	221,225,196.13	90,862,881.00
tblWater	IndoorWaterUseRate	94,343,029.10	158,556,000.00
tblWater	IndoorWaterUseRate	39,977,680.57	39,398,976.00
tblWater	OutdoorWaterUseRate	82,520,406.23	0.00
tblWater	OutdoorWaterUseRate	135,589,636.34	0.00
tblWater	OutdoorWaterUseRate	59,477,127.04	0.00
tblWater	OutdoorWaterUseRate	24,502,449.38	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	100.45	0.00
tblWoodstoves	NumberCatalytic	72.40	0.00
tblWoodstoves	NumberNoncatalytic	100.45	0.00
tblWoodstoves	NumberNoncatalytic	72.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	36.6772	1.1438	47.4179	0.0234		1.7687	1.7687		1.7687	1.7687	135.8449	763.9110	899.7559	0.0721	0.0249	908.9854
Energy	0.4358	3.7728	1.9400	0.0238		0.3011	0.3011		0.3011	0.3011	0.0000	18,665.6258	18,665.6258	0.6752	0.2017	18,742.6034
Mobile	22.7106	107.3552	314.4498	0.8097	59.0363	1.1053	60.1416	15.8323	1.0423	16.8746	0.0000	74,418.0474	74,418.0474	4.9077	0.0000	74,540.7394
Waste						0.0000	0.0000		0.0000	0.0000	1,230.9372	0.0000	1,230.9372	72.7463	0.0000	3,049.5948
Water						0.0000	0.0000		0.0000	0.0000	180.0154	2,110.9079	2,290.9233	0.7067	0.4095	2,430.6245
Total	**59.8237**	**112.2719**	**363.8076**	**0.8569**	**59.0363**	**3.1752**	**62.2115**	**15.8323**	**3.1121**	**18.9445**	**1,546.7976**	**95,958.4920**	**97,505.2896**	**79.1080**	**0.6361**	**99,672.5474**

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	36.6772	1.1438	47.4179	0.0234		1.7687	1.7687		1.7687	1.7687	135.8449	763.9110	899.7559	0.0721	0.0249	908.9854
Energy	0.4358	3.7728	1.9400	0.0238		0.3011	0.3011		0.3011	0.3011	0.0000	18,665.6258	18,665.6258	0.6752	0.2017	18,742.6034
Mobile	22.7106	107.3552	314.4498	0.8097	59.0363	1.1053	60.1416	15.8323	1.0423	16.8746	0.0000	74,418.0474	74,418.0474	4.9077	0.0000	74,540.7394
Waste						0.0000	0.0000		0.0000	0.0000	1,230.9372	0.0000	1,230.9372	72.7463	0.0000	3,049.5948
Water						0.0000	0.0000		0.0000	0.0000	180.0154	2,110.9079	2,290.9233	0.7067	0.4095	2,430.6245
Total	**59.8237**	**112.2719**	**363.8076**	**0.8569**	**59.0363**	**3.1752**	**62.2115**	**15.8323**	**3.1121**	**18.9445**	**1,546.7976**	**95,958.4920**	**97,505.2896**	**79.1080**	**0.6361**	**99,672.5474**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	22.7106	107.3552	314.4498	0.8097	59.0363	1.1053	60.1416	15.8323	1.0423	16.8746	0.0000	74,418.0474	74,418.0474	4.9077	0.0000	74,540.7394
Unmitigated	22.7106	107.3552	314.4498	0.8097	59.0363	1.1053	60.1416	15.8323	1.0423	16.8746	0.0000	74,418.0474	74,418.0474	4.9077	0.0000	74,540.7394

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	9,590.97	9,590.97	9590.97	32,058,878	32,058,878
General Office Building	9,858.02	9,858.02	9858.02	32,951,549	32,951,549
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	9,895.63	9,895.63	9895.63	33,077,258	33,077,258
Strip Mall	17,170.33	17,170.33	17170.33	57,393,764	57,393,764
Total	46,514.96	46,514.96	46,514.96	155,481,450	155,481,450

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 Mid Rise	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Apartments Mid Rise	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
General Office Building	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Strip Mall	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Other Asphalt Surfaces	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Other Non-Asphalt Surfaces	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	14,352.3541	14,352.3541	0.5925	0.1226	14,403.7001
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	14,352.3541	14,352.3541	0.5925	0.1226	14,403.7001
NaturalGas Mitigated	0.4358	3.7728	1.9400	0.0238		0.3011	0.3011		0.3011	0.3011	0.0000	4,313.2717	4,313.2717	0.0827	0.0791	4,338.9033
NaturalGas Unmitigated	0.4358	3.7728	1.9400	0.0238		0.3011	0.3011		0.3011	0.3011	0.0000	4,313.2717	4,313.2717	0.0827	0.0791	4,338.9033

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 Mid Rise	1.44809e+007	0.0781	0.6673	0.2839	4.2600e-003		0.0540	0.0540		0.0540	0.0540	0.0000	772.7567	772.7567	0.0148	0.0142	777.3489
General Office Building	1.5484e+007	0.0835	0.7590	0.6376	4.5500e-003		0.0577	0.0577		0.0577	0.0577	0.0000	826.2868	826.2868	0.0158	0.0152	831.1971
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	4.98804e+007	0.2690	2.2984	0.9781	0.0147		0.1858	0.1858		0.1858	0.1858	0.0000	2,661.8101	2,661.8101	0.0510	0.0488	2,677.6279
Strip Mall	982276	5.3000e-003	0.0482	0.0405	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4180	52.4180	1.0000e-003	9.6000e-004	52.7295
Total		**0.4358**	**3.7728**	**1.9400**	**0.0238**		**0.3011**	**0.3011**		**0.3011**	**0.3011**	**0.0000**	**4,313.2717**	**4,313.271**	**0.0827**	**0.0791**	**4,338.903**

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 Mid Rise	1.44809e+007	0.0781	0.6673	0.2839	4.2600e-003		0.0540	0.0540		0.0540	0.0540	0.0000	772.7567	772.7567	0.0148	0.0142	777.3489
General Office Building	1.5484e+007	0.0835	0.7590	0.6376	4.5500e-003		0.0577	0.0577		0.0577	0.0577	0.0000	826.2868	826.2868	0.0158	0.0152	831.1971
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	4.98804e+007	0.2690	2.2984	0.9781	0.0147		0.1858	0.1858		0.1858	0.1858	0.0000	2,661.8101	2,661.8101	0.0510	0.0488	2,677.6279
Strip Mall	982276	5.3000e-003	0.0482	0.0405	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4180	52.4180	1.0000e-003	9.6000e-004	52.7295
Total		**0.4358**	**3.7728**	**1.9400**	**0.0238**		**0.3011**	**0.3011**		**0.3011**	**0.3011**	**0.0000**	**4,313.2717**	**4,313.271**	**0.0827**	**0.0791**	**4,338.903**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	7.08552e+006	2,257.5985	0.0932	0.0193	2,265.6751
General Office Building	1.89692e+007	6,043.9879	0.2495	0.0516	6,065.6104
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.03767e+007	3,306.2254	0.1365	0.0282	3,318.0535
Strip Mall	8.6138e+006	2,744.5424	0.1133	0.0234	2,754.3610
Total		**14,352.3541**	**0.5925**	**0.1226**	**14,403.7001**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	7.08552e+006	2,257.5985	0.0932	0.0193	2,265.6751
General Office Building	1.89692e+007	6,043.9879	0.2495	0.0516	6,065.6104
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.03767e+007	3,306.2254	0.1365	0.0282	3,318.0535
Strip Mall	8.6138e+006	2,744.5424	0.1133	0.0234	2,754.3610
Total		**14,352.3541**	**0.5925**	**0.1226**	**14,403.7001**

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	36.6772	1.1438	47.4179	0.0234		1.7687	1.7687		1.7687	1.7687	135.8449	763.9110	899.7559	0.0721	0.0249	908.9854
Unmitigated	36.6772	1.1438	47.4179	0.0234		1.7687	1.7687		1.7687	1.7687	135.8449	763.9110	899.7559	0.0721	0.0249	908.9854

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	2.2711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	23.1257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	10.1570	0.7238	11.3843	0.0215		1.5731	1.5731		1.5731	1.5731	135.8449	705.6310	841.4759	0.0135	0.0249	849.2410
Landscaping	1.1235	0.4200	36.0335	1.8800e-003		0.1956	0.1956		0.1956	0.1956	0.0000	58.2800	58.2800	0.0586	0.0000	59.7444
Total	**36.6772**	**1.1438**	**47.4179**	**0.0234**		**1.7687**	**1.7687**		**1.7687**	**1.7687**	**135.8449**	**763.9110**	**899.7559**	**0.0721**	**0.0249**	**908.9854**

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	2.2711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	23.1257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	10.1570	0.7238	11.3843	0.0215		1.5731	1.5731		1.5731	1.5731	135.8449	705.6310	841.4759	0.0135	0.0249	849.2410
Landscaping	1.1235	0.4200	36.0335	1.8800e-003		0.1956	0.1956		0.1956	0.1956	0.0000	58.2800	58.2800	0.0586	0.0000	59.7444
Total	**36.6772**	**1.1438**	**47.4179**	**0.0234**		**1.7687**	**1.7687**		**1.7687**	**1.7687**	**135.8449**	**763.9110**	**899.7559**	**0.0721**	**0.0249**	**908.9854**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,290.9233	0.7067	0.4095	2,430.6245
Unmitigated	2,290.9233	0.7067	0.4095	2,430.6245

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	219.986 / 0	990.5004	0.3056	0.1771	1,050.9014
General Office Building	90.8629 / 0	409.1166	0.1262	0.0731	434.0646
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	158.556 / 0	713.9097	0.2202	0.1276	757.4441
Strip Mall	39.399 / 0	177.3967	0.0547	0.0317	188.2144
Total		**2,290.9233**	**0.7068**	**0.4095**	**2,430.6245**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	219.986 / 0	990.5004	0.3056	0.1771	1,050.9014
General Office Building	90.8629 / 0	409.1166	0.1262	0.0731	434.0646
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	158.556 / 0	713.9097	0.2202	0.1276	757.4441
Strip Mall	39.399 / 0	177.3967	0.0547	0.0317	188.2144
Total		**2,290.9233**	**0.7068**	**0.4095**	**2,430.6245**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1,230.9372	72.7463	0.0000	3,049.5948
Unmitigated	1,230.9372	72.7463	0.0000	3,049.5948

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1467	297.7877	17.5988	0.0000	737.7565
General Office Building	1363	276.6767	16.3511	0.0000	685.4548
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	2643	536.5051	31.7065	0.0000	1,329.1687
Strip Mall	591	119.9677	7.0899	0.0000	297.2148
Total		**1,230.9372**	**72.7463**	**0.0000**	**3,049.594**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1467	297.7877	17.5988	0.0000	737.7565
General Office Building	1363	276.6767	16.3511	0.0000	685.4548
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	2643	536.5051	31.7065	0.0000	1,329.1687
Strip Mall	591	119.9677	7.0899	0.0000	297.2148
Total		**1,230.9372**	**72.7463**	**0.0000**	**3,049.594**

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

Existing Operation

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1,448.00	Dwelling Unit	192.94	2,606,400.00	0
Apartments Mid Rise	2,009.00	Dwelling Unit	107.64	2,009,000.00	0
General Office Building	1,244.70	1000sqft	122.17	1,244,697.00	0
Strip Mall	539.71	1000sqft	23.71	539,712.00	0
Other Asphalt Surfaces	25.04	Acre	25.04	0.00	0
Other Non-Asphalt Surfaces	1.59	Acre	1.59	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2017
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 - Based on the existing land use statistics.

Vehicle Trips - Based on information provided bu IBI Group.

Construction Phase -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Based on information provided in the Infrastructure Assessment prepared by IBI GroupAssumes. Assumes wastewater at 100% of water demand based on data provided

Solid Waste - Based on generation rates provided in Chapter 05-15, Utilities and Service Systems.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	231.59	231.59
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	5,546.02	5,546.02
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	BuildingSpaceSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	BuildingSpaceSquareFeet	539,710.00	539,712.00
tblLandUse	BuildingSpaceSquareFeet	1,090,742.40	0.00
tblLandUse	BuildingSpaceSquareFeet	69,260.40	0.00
tblLandUse	LandUseSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	LandUseSquareFeet	539,710.00	539,712.00
tblLandUse	LandUseSquareFeet	1,090,742.40	0.00
tblLandUse	LandUseSquareFeet	69,260.40	0.00
tblLandUse	LotAcreage	470.13	192.94
tblLandUse	LotAcreage	52.87	107.64
tblLandUse	LotAcreage	28.57	122.17
tblLandUse	LotAcreage	12.39	23.71
tblLandUse	Population	4,141.00	0.00
tblLandUse	Population	5,746.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2017
tblSolidWaste	SolidWasteGenerationRate	924.14	1,467.00

tblSolidWaste	SolidWasteGenerationRate	1,157.57	1,363.00
tblSolidWaste	SolidWasteGenerationRate	0.00	2,643.00
tblSolidWaste	SolidWasteGenerationRate	566.70	591.00
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00

tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	4.77
tblVehicleTrips	ST_TR	2.46	7.92
tblVehicleTrips	ST_TR	9.91	6.83
tblVehicleTrips	ST_TR	42.04	31.81
tblVehicleTrips	SU_TR	5.86	4.77
tblVehicleTrips	SU_TR	1.05	7.92
tblVehicleTrips	SU_TR	8.62	6.83
tblVehicleTrips	SU_TR	20.43	31.81
tblVehicleTrips	WD_TR	6.65	4.77
tblVehicleTrips	WD_TR	11.03	7.92
tblVehicleTrips	WD_TR	9.52	6.83
tblVehicleTrips	WD_TR	44.32	31.81
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	130,894,437.47	219,985,500.00
tblWater	IndoorWaterUseRate	221,225,196.13	90,862,881.00
tblWater	IndoorWaterUseRate	94,343,029.10	158,556,000.00
tblWater	IndoorWaterUseRate	39,977,680.57	39,398,976.00
tblWater	OutdoorWaterUseRate	82,520,406.23	0.00
tblWater	OutdoorWaterUseRate	135,589,636.34	0.00
tblWater	OutdoorWaterUseRate	59,477,127.04	0.00
tblWater	OutdoorWaterUseRate	24,502,449.38	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	100.45	0.00
tblWoodstoves	NumberCatalytic	72.40	0.00
tblWoodstoves	NumberNoncatalytic	100.45	0.00
tblWoodstoves	NumberNoncatalytic	72.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	960.7050	61.2642	1,199.0146	1.7356		127.4147	127.4147		127.4147	127.4147	11,979.4730	62,739.9417	74,719.4147	1.7092	2.1978	75,417.0958
Energy	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
Mobile	130.4542	559.4935	1,785.2770	4.6168	330.7577	6.0630	336.8207	88.5574	5.7170	94.2744		467,485.9564	467,485.9564	30.0092		468,236.1853
Total	**1,093.5473**	**641.4308**	**2,994.9218**	**6.4826**	**330.7577**	**135.1277**	**465.8853**	**88.5574**	**134.7817**	**223.3391**	**11,979.4730**	**556,278.3262**	**568,257.7992**	**32.2177**	**2.6755**	**569,860.5258**

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	960.7050	61.2642	1,199.0146	1.7356		127.4147	127.4147		127.4147	127.4147	11,979.4730	62,739.9417	74,719.4147	1.7092	2.1978	75,417.0958
Energy	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
Mobile	130.4542	559.4935	1,785.2770	4.6168	330.7577	6.0630	336.8207	88.5574	5.7170	94.2744		467,485.9564	467,485.9564	30.0092		468,236.1853
Total	**1,093.5473**	**641.4308**	**2,994.9218**	**6.4826**	**330.7577**	**135.1277**	**465.8853**	**88.5574**	**134.7817**	**223.3391**	**11,979.4730**	**556,278.3262**	**568,257.7992**	**32.2177**	**2.6755**	**569,860.5258**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	130.4542	559.4935	1,785.2770	4.6168	330.7577	6.0630	336.8207	88.5574	5.7170	94.2744		467,485.9564	467,485.9564	30.0092		468,236.1853
Unmitigated	130.4542	559.4935	1,785.2770	4.6168	330.7577	6.0630	336.8207	88.5574	5.7170	94.2744		467,485.9564	467,485.9564	30.0092		468,236.1853

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	9,590.97	9,590.97	9590.97	32,058,878	32,058,878
General Office Building	9,858.02	9,858.02	9858.02	32,951,549	32,951,549
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	9,895.63	9,895.63	9895.63	33,077,258	33,077,258
Strip Mall	17,170.33	17,170.33	17170.33	57,393,764	57,393,764
Total	46,514.96	46,514.96	46,514.96	155,481,450	155,481,450

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 Mid Rise	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Apartments Mid Rise	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
General Office Building	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Strip Mall	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Other Asphalt Surfaces	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Other Non-Asphalt Surfaces	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
NaturalGas Unmitigated	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447

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 Mid Rise	39673.7	0.4279	3.6562	1.5558	0.0233		0.2956	0.2956		0.2956	0.2956		4,667.4986	4,667.4986	0.0895	0.0856	4,695.2352
General Office Building	42422	0.4575	4.1590	3.4936	0.0250		0.3161	0.3161		0.3161	0.3161		4,990.8238	4,990.8238	0.0957	0.0915	5,020.4817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	136659	1.4738	12.5940	5.3592	0.0804		1.0182	1.0182		1.0182	1.0182		16,077.4979	16,077.4979	0.3082	0.2948	16,173.0384
Strip Mall	2691.17	0.0290	0.2638	0.2216	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.6079	316.6079	6.0700e-003	5.8000e-003	318.4893
Total		**2.3881**	**20.6731**	**10.6302**	**0.1303**		**1.6500**	**1.6500**		**1.6500**	**1.6500**		**26,052.4281**	**26,052.4281**	**0.4993**	**0.4776**	**26,207.2447**

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 Mid Rise	39.6737	0.4279	3.6562	1.5558	0.0233		0.2956	0.2956		0.2956	0.2956		4,667.4986	4,667.4986	0.0895	0.0856	4,695.2352
General Office Building	42.422	0.4575	4.1590	3.4936	0.0250		0.3161	0.3161		0.3161	0.3161		4,990.8238	4,990.8238	0.0957	0.0915	5,020.4817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	136.659	1.4738	12.5940	5.3592	0.0804		1.0182	1.0182		1.0182	1.0182		16,077.4979	16,077.4979	0.3082	0.2948	16,173.0384
Strip Mall	2.69117	0.0290	0.2638	0.2216	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.6079	316.6079	6.0700e-003	5.8000e-003	318.4893
Total		**2.3881**	**20.6731**	**10.6302**	**0.1303**		**1.6500**	**1.6500**		**1.6500**	**1.6500**		**26,052.4281**	**26,052.4281**	**0.4993**	**0.4776**	**26,207.2447**

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	960.7050	61.2642	1,199.0146	1.7356		127.4147	127.4147		127.4147	127.4147	11,979.4730	62,739.9417	74,719.4147	1.7092	2.1978	75,417.0958
Unmitigated	960.7050	61.2642	1,199.0146	1.7356		127.4147	127.4147		127.4147	127.4147	11,979.4730	62,739.9417	74,719.4147	1.7092	2.1978	75,417.0958

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	12.4442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	126.7162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	812.5568	57.9045	910.7464	1.7205		125.8497	125.8497		125.8497	125.8497	11,979.4730	62,226.0000	74,205.4730	1.1927	2.1978	74,890.2406
Landscaping	8.9878	3.3597	288.2682	0.0151		1.5649	1.5649		1.5649	1.5649		513.9417	513.9417	0.5165		526.8552
Total	**960.7050**	**61.2642**	**1,199.0146**	**1.7356**		**127.4147**	**127.4147**		**127.4147**	**127.4147**	**11,979.4730**	**62,739.9417**	**74,719.4147**	**1.7092**	**2.1978**	**75,417.0959**

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	12.4442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	126.7162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	812.5568	57.9045	910.7464	1.7205		125.8497	125.8497		125.8497	125.8497	11,979.4730	62,226.0000	74,205.4730	1.1927	2.1978	74,890.2406
Landscaping	8.9878	3.3597	288.2682	0.0151		1.5649	1.5649		1.5649	1.5649		513.9417	513.9417	0.5165		526.8552
Total	**960.7050**	**61.2642**	**1,199.0146**	**1.7356**		**127.4147**	**127.4147**		**127.4147**	**127.4147**	**11,979.4730**	**62,739.9417**	**74,719.4147**	**1.7092**	**2.1978**	**75,417.0959**

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

Existing Operation

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	1,448.00	Dwelling Unit	192.94	2,606,400.00	0
Apartments Mid Rise	2,009.00	Dwelling Unit	107.64	2,009,000.00	0
General Office Building	1,244.70	1000sqft	122.17	1,244,697.00	0
Strip Mall	539.71	1000sqft	23.71	539,712.00	0
Other Asphalt Surfaces	25.04	Acre	25.04	0.00	0
Other Non-Asphalt Surfaces	1.59	Acre	1.59	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2017
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 - Based on the existing land use statistics.

Vehicle Trips - Based on information provided bu IBI Group.

Construction Phase -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Based on information provided in the Infrastructure Assessment prepared by IBI GroupAssumes. Assumes wastewater at 100% of water demand based on data provided

Solid Waste - Based on generation rates provided in Chapter 05-15, Utilities and Service Systems.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	231.59	231.59
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	5,546.02	5,546.02
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	BuildingSpaceSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	BuildingSpaceSquareFeet	539,710.00	539,712.00
tblLandUse	BuildingSpaceSquareFeet	1,090,742.40	0.00
tblLandUse	BuildingSpaceSquareFeet	69,260.40	0.00
tblLandUse	LandUseSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	LandUseSquareFeet	539,710.00	539,712.00
tblLandUse	LandUseSquareFeet	1,090,742.40	0.00
tblLandUse	LandUseSquareFeet	69,260.40	0.00
tblLandUse	LotAcreage	470.13	192.94
tblLandUse	LotAcreage	52.87	107.64
tblLandUse	LotAcreage	28.57	122.17
tblLandUse	LotAcreage	12.39	23.71
tblLandUse	Population	4,141.00	0.00
tblLandUse	Population	5,746.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2017
tblSolidWaste	SolidWasteGenerationRate	924.14	1,467.00

tblSolidWaste	SolidWasteGenerationRate	1,157.57	1,363.00
tblSolidWaste	SolidWasteGenerationRate	0.00	2,643.00
tblSolidWaste	SolidWasteGenerationRate	566.70	591.00
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00

tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	4.77
tblVehicleTrips	ST_TR	2.46	7.92
tblVehicleTrips	ST_TR	9.91	6.83
tblVehicleTrips	ST_TR	42.04	31.81
tblVehicleTrips	SU_TR	5.86	4.77
tblVehicleTrips	SU_TR	1.05	7.92
tblVehicleTrips	SU_TR	8.62	6.83
tblVehicleTrips	SU_TR	20.43	31.81
tblVehicleTrips	WD_TR	6.65	4.77
tblVehicleTrips	WD_TR	11.03	7.92
tblVehicleTrips	WD_TR	9.52	6.83
tblVehicleTrips	WD_TR	44.32	31.81
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	130,894,437.47	219,985,500.00
tblWater	IndoorWaterUseRate	221,225,196.13	90,862,881.00
tblWater	IndoorWaterUseRate	94,343,029.10	158,556,000.00
tblWater	IndoorWaterUseRate	39,977,680.57	39,398,976.00
tblWater	OutdoorWaterUseRate	82,520,406.23	0.00
tblWater	OutdoorWaterUseRate	135,589,636.34	0.00
tblWater	OutdoorWaterUseRate	59,477,127.04	0.00
tblWater	OutdoorWaterUseRate	24,502,449.38	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	100.45	0.00
tblWoodstoves	NumberCatalytic	72.40	0.00
tblWoodstoves	NumberNoncatalytic	100.45	0.00
tblWoodstoves	NumberNoncatalytic	72.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	960.7050	61.2642	1,199.0146	1.7356		127.4147	127.4147		127.4147	127.4147	11,979.4730	62,739.9417	74,719.4147	1.7092	2.1978	75,417.0958
Energy	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
Mobile	128.0302	578.6611	1,704.4372	4.3871	330.7577	6.1041	336.8618	88.5574	5.7563	94.3137		444,531.5238	444,531.5238	29.7691		445,275.7501
Total	**1,091.1232**	**660.5984**	**2,914.0820**	**6.2529**	**330.7577**	**135.1687**	**465.9264**	**88.5574**	**134.8210**	**223.3783**	**11,979.4730**	**533,323.8936**	**545,303.3666**	**31.9776**	**2.6755**	**546,900.0906**

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	960.7050	61.2642	1,199.0146	1.7356		127.4147	127.4147		127.4147	127.4147	11,979.4730	62,739.9417	74,719.4147	1.7092	2.1978	75,417.0958
Energy	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
Mobile	128.0302	578.6611	1,704.4372	4.3871	330.7577	6.1041	336.8618	88.5574	5.7563	94.3137		444,531.5238	444,531.5238	29.7691		445,275.7501
Total	**1,091.1232**	**660.5984**	**2,914.0820**	**6.2529**	**330.7577**	**135.1687**	**465.9264**	**88.5574**	**134.8210**	**223.3783**	**11,979.4730**	**533,323.8936**	**545,303.3666**	**31.9776**	**2.6755**	**546,900.0906**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	128.0302	578.6611	1,704.4372	4.3871	330.7577	6.1041	336.8618	88.5574	5.7563	94.3137		444,531.5238	444,531.5238	29.7691		445,275.7501
Unmitigated	128.0302	578.6611	1,704.4372	4.3871	330.7577	6.1041	336.8618	88.5574	5.7563	94.3137		444,531.5238	444,531.5238	29.7691		445,275.7501

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	9,590.97	9,590.97	9590.97	32,058,878	32,058,878
General Office Building	9,858.02	9,858.02	9858.02	32,951,549	32,951,549
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	9,895.63	9,895.63	9895.63	33,077,258	33,077,258
Strip Mall	17,170.33	17,170.33	17170.33	57,393,764	57,393,764
Total	46,514.96	46,514.96	46,514.96	155,481,450	155,481,450

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 Mid Rise	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Apartments Mid Rise	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
General Office Building	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Strip Mall	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Other Asphalt Surfaces	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Other Non-Asphalt Surfaces	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
NaturalGas Unmitigated	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447

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 Mid Rise	39673.7	0.4279	3.6562	1.5558	0.0233		0.2956	0.2956		0.2956	0.2956		4,667.4986	4,667.4986	0.0895	0.0856	4,695.2352
General Office Building	42422	0.4575	4.1590	3.4936	0.0250		0.3161	0.3161		0.3161	0.3161		4,990.8238	4,990.8238	0.0957	0.0915	5,020.4817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	136659	1.4738	12.5940	5.3592	0.0804		1.0182	1.0182		1.0182	1.0182		16,077.4979	16,077.4979	0.3082	0.2948	16,173.0384
Strip Mall	2691.17	0.0290	0.2638	0.2216	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.6079	316.6079	6.0700e-003	5.8000e-003	318.4893
Total		**2.3881**	**20.6731**	**10.6302**	**0.1303**		**1.6500**	**1.6500**		**1.6500**	**1.6500**		**26,052.4281**	**26,052.4281**	**0.4993**	**0.4776**	**26,207.2447**

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 Mid Rise	39.6737	0.4279	3.6562	1.5558	0.0233		0.2956	0.2956		0.2956	0.2956		4,667.4986	4,667.4986	0.0895	0.0856	4,695.2352
General Office Building	42.422	0.4575	4.1590	3.4936	0.0250		0.3161	0.3161		0.3161	0.3161		4,990.8238	4,990.8238	0.0957	0.0915	5,020.4817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	136.659	1.4738	12.5940	5.3592	0.0804		1.0182	1.0182		1.0182	1.0182		16,077.4979	16,077.4979	0.3082	0.2948	16,173.0384
Strip Mall	2.69117	0.0290	0.2638	0.2216	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.6079	316.6079	6.0700e-003	5.8000e-003	318.4893
Total		**2.3881**	**20.6731**	**10.6302**	**0.1303**		**1.6500**	**1.6500**		**1.6500**	**1.6500**		**26,052.4281**	**26,052.4281**	**0.4993**	**0.4776**	**26,207.2447**

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	960.7050	61.2642	1,199.0146	1.7356		127.4147	127.4147		127.4147	127.4147	11,979.4730	62,739.9417	74,719.4147	1.7092	2.1978	75,417.0958
Unmitigated	960.7050	61.2642	1,199.0146	1.7356		127.4147	127.4147		127.4147	127.4147	11,979.4730	62,739.9417	74,719.4147	1.7092	2.1978	75,417.0958

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	12.4442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	126.7162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	812.5568	57.9045	910.7464	1.7205		125.8497	125.8497		125.8497	125.8497	11,979.4730	62,226.0000	74,205.4730	1.1927	2.1978	74,890.2406
Landscaping	8.9878	3.3597	288.2682	0.0151		1.5649	1.5649		1.5649	1.5649		513.9417	513.9417	0.5165		526.8552
Total	**960.7050**	**61.2642**	**1,199.0146**	**1.7356**		**127.4147**	**127.4147**		**127.4147**	**127.4147**	**11,979.4730**	**62,739.9417**	**74,719.4147**	**1.7092**	**2.1978**	**75,417.0959**

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	12.4442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	126.7162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	812.5568	57.9045	910.7464	1.7205		125.8497	125.8497		125.8497	125.8497	11,979.4730	62,226.0000	74,205.4730	1.1927	2.1978	74,890.2406
Landscaping	8.9878	3.3597	288.2682	0.0151		1.5649	1.5649		1.5649	1.5649		513.9417	513.9417	0.5165		526.8552
Total	**960.7050**	**61.2642**	**1,199.0146**	**1.7356**		**127.4147**	**127.4147**		**127.4147**	**127.4147**	**11,979.4730**	**62,739.9417**	**74,719.4147**	**1.7092**	**2.1978**	**75,417.0959**

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

Existing Operation

Los Angeles-South Coast, Summary Report

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1,448.00	Dwelling Unit	192.94	2,606,400.00	0
Apartments Mid Rise	2,009.00	Dwelling Unit	107.64	2,009,000.00	0
General Office Building	1,244.70	1000sqft	122.17	1,244,697.00	0
Strip Mall	539.71	1000sqft	23.71	539,712.00	0
Other Asphalt Surfaces	25.04	Acre	25.04	0.00	0
Other Non-Asphalt Surfaces	1.59	Acre	1.59	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2017
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

Only CalEEMod defaults were used.

Project Characteristics -

Land Use - Based on the existing land use statistics.

Vehicle Trips - Based on information provided bu IBI Group.

Construction Phase -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Based on information provided in the Infrastructure Assessment prepared by IBI GroupAssumes. Assumes wastewater at 100% of water demand based on data provided

Solid Waste - Based on generation rates provided in Chapter 05-15, Utilities and Service Systems.

2.0 Peak Daily Emissions

Peak Daily Operational Emissions

Peak Daily Operational Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
	Operational Activity	lb/day											
On-Site	Area	960.7050 S	61.2642 S	1,199.0146 S	1.7356 S	127.4147 S	127.4147 S	960.7050 S	61.2642 S	1,199.0146 S	1.7356 S	127.4147 S	127.4147 S
On-Site	Energy	2.3881 S	20.6731 S	10.6302 S	0.1303 S	1.6500 S	1.6500 S	2.3881 S	20.6731 S	10.6302 S	0.1303 S	1.6500 S	1.6500 S
Off-Site	Mobile	130.4542 S	578.6611 W	1,785.2770 S	4.6168 S	336.8618 W	94.3137 W	130.4542 S	578.6611 W	1,785.2770 S	4.6168 S	336.8618 W	94.3137 W
	Peak Daily Total	1,093.5473 S	660.5984 W	2,994.9218 S	6.4826 S	465.9264 W	223.3783 W	1,093.5473 S	660.5984 W	2,994.9218 S	6.4826 S	465.9264 W	223.3783 W
	Air District Threshold												
	Exceed Significance?												

3.0 Annual GHG Emissions

Annual GHG

Annual GHG

		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							
Operational	2017	97,505.2896	79.1080	0.6361	99,672.5452	97,505.2896	79.1080	0.6361	99,672.5452
	Total								
	Significance Threshold								
	Exceed Significance?								

Existing Operation

Los Angeles-South Coast County, Mitigation Report

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.30	0.68		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			

No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	50.00
No	Use Low VOC Paint (Residential Exterior)	50.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

CalEEMod Output – Operation: Existing (2035)

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Existing Operation

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	1,448.00	Dwelling Unit	192.94	2,606,400.00	0
Apartments Mid Rise	2,009.00	Dwelling Unit	107.64	2,009,000.00	0
General Office Building	1,244.70	1000sqft	122.17	1,244,697.00	0
Strip Mall	539.71	1000sqft	23.71	539,712.00	0
Other Asphalt Surfaces	25.04	Acre	25.04	0.00	0
Other Non-Asphalt Surfaces	1.59	Acre	1.59	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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 - Based on the existing land use statistics.

Vehicle Trips - Based on information provided bu IBI Group.

Construction Phase -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Based on information provided in the Infrastructure Assessment prepared by IBI GroupAssumes. Assumes wastewater at 100% of water demand based on data provided

Solid Waste - Based on generation rates provided in Chapter 05-15, Utilities and Service Systems.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	231.59	231.59
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	5,546.02	5,546.02
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	BuildingSpaceSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	BuildingSpaceSquareFeet	539,710.00	539,712.00
tblLandUse	BuildingSpaceSquareFeet	1,090,742.40	0.00
tblLandUse	BuildingSpaceSquareFeet	69,260.40	0.00
tblLandUse	LandUseSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	LandUseSquareFeet	539,710.00	539,712.00
tblLandUse	LandUseSquareFeet	1,090,742.40	0.00
tblLandUse	LandUseSquareFeet	69,260.40	0.00
tblLandUse	LotAcreage	470.13	192.94
tblLandUse	LotAcreage	52.87	107.64
tblLandUse	LotAcreage	28.57	122.17
tblLandUse	LotAcreage	12.39	23.71
tblLandUse	Population	4,141.00	0.00
tblLandUse	Population	5,746.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2035

tblSolidWaste	SolidWasteGenerationRate	924.14	1,467.00
tblSolidWaste	SolidWasteGenerationRate	1,157.57	1,363.00
tblSolidWaste	SolidWasteGenerationRate	0.00	2,643.00
tblSolidWaste	SolidWasteGenerationRate	566.70	591.00
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00

tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	4.77
tblVehicleTrips	ST_TR	2.46	7.92
tblVehicleTrips	ST_TR	9.91	6.83
tblVehicleTrips	ST_TR	42.04	31.81
tblVehicleTrips	SU_TR	5.86	4.77
tblVehicleTrips	SU_TR	1.05	7.92
tblVehicleTrips	SU_TR	8.62	6.83
tblVehicleTrips	SU_TR	20.43	31.81
tblVehicleTrips	WD_TR	6.65	4.77
tblVehicleTrips	WD_TR	11.03	7.92
tblVehicleTrips	WD_TR	9.52	6.83
tblVehicleTrips	WD_TR	44.32	31.81
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	130,894,437.47	219,985,500.00
tblWater	IndoorWaterUseRate	221,225,196.13	90,862,881.00
tblWater	IndoorWaterUseRate	94,343,029.10	158,556,000.00
tblWater	IndoorWaterUseRate	39,977,680.57	39,398,976.00
tblWater	OutdoorWaterUseRate	82,520,406.23	0.00
tblWater	OutdoorWaterUseRate	135,589,636.34	0.00
tblWater	OutdoorWaterUseRate	59,477,127.04	0.00
tblWater	OutdoorWaterUseRate	24,502,449.38	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	100.45	0.00
tblWoodstoves	NumberCatalytic	72.40	0.00
tblWoodstoves	NumberNoncatalytic	100.45	0.00
tblWoodstoves	NumberNoncatalytic	72.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	36.6180	1.1339	46.9329	0.0234		1.7709	1.7709		1.7709	1.7709	135.8449	763.9110	899.7559	0.0691	0.0249	908.9099
Energy	0.4358	3.7728	1.9400	0.0238		0.3011	0.3011		0.3011	0.3011	0.0000	18,665.6258	18,665.6258	0.6752	0.2017	18,742.6034
Mobile	7.9947	47.8855	106.9389	0.5573	59.0109	0.2851	59.2959	15.8116	0.2649	16.0764	0.0000	51,934.2614	51,934.2614	2.0429	0.0000	51,985.3350
Waste						0.0000	0.0000		0.0000	0.0000	1,230.9372	0.0000	1,230.9372	72.7463	0.0000	3,049.5948
Water						0.0000	0.0000		0.0000	0.0000	180.0154	2,110.9079	2,290.9233	0.7067	0.4095	2,430.6245
Total	**45.0486**	**52.7922**	**155.8117**	**0.6045**	**59.0109**	**2.3571**	**61.3679**	**15.8116**	**2.3369**	**18.1485**	**1,546.7976**	**73,474.7060**	**75,021.5036**	**76.2403**	**0.6361**	**77,117.0675**

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	36.6180	1.1339	46.9329	0.0234		1.7709	1.7709		1.7709	1.7709	135.8449	763.9110	899.7559	0.0691	0.0249	908.9099
Energy	0.4358	3.7728	1.9400	0.0238		0.3011	0.3011		0.3011	0.3011	0.0000	18,665.6258	18,665.6258	0.6752	0.2017	18,742.6034
Mobile	7.9947	47.8855	106.9389	0.5573	59.0109	0.2851	59.2959	15.8116	0.2649	16.0764	0.0000	51,934.2614	51,934.2614	2.0429	0.0000	51,985.3350
Waste						0.0000	0.0000		0.0000	0.0000	1,230.9372	0.0000	1,230.9372	72.7463	0.0000	3,049.5948
Water						0.0000	0.0000		0.0000	0.0000	180.0154	2,110.9079	2,290.9233	0.7067	0.4095	2,430.6245
Total	**45.0486**	**52.7922**	**155.8117**	**0.6045**	**59.0109**	**2.3571**	**61.3679**	**15.8116**	**2.3369**	**18.1485**	**1,546.7976**	**73,474.7060**	**75,021.5036**	**76.2403**	**0.6361**	**77,117.0675**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.9947	47.8855	106.9389	0.5573	59.0109	0.2851	59.2959	15.8116	0.2649	16.0764	0.0000	51,934.2614	51,934.2614	2.0429	0.0000	51,985.3350
Unmitigated	7.9947	47.8855	106.9389	0.5573	59.0109	0.2851	59.2959	15.8116	0.2649	16.0764	0.0000	51,934.2614	51,934.2614	2.0429	0.0000	51,985.3350

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	9,590.97	9,590.97	9590.97	32,062,369	32,062,369
General Office Building	9,858.02	9,858.02	9858.02	32,955,138	32,955,138
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	9,895.63	9,895.63	9895.63	33,080,860	33,080,860
Strip Mall	17,170.33	17,170.33	17170.33	57,400,014	57,400,014
Total	46,514.96	46,514.96	46,514.96	155,498,381	155,498,381

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 Mid Rise	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Apartments Mid Rise	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
General Office Building	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Strip Mall	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Other Asphalt Surfaces	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Other Non-Asphalt Surfaces	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	14,352.3541	14,352.3541	0.5925	0.1226	14,403.7001
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	14,352.3541	14,352.3541	0.5925	0.1226	14,403.7001
NaturalGas Mitigated	0.4358	3.7728	1.9400	0.0238		0.3011	0.3011		0.3011	0.3011	0.0000	4,313.2717	4,313.2717	0.0827	0.0791	4,338.9033
NaturalGas Unmitigated	0.4358	3.7728	1.9400	0.0238		0.3011	0.3011		0.3011	0.3011	0.0000	4,313.2717	4,313.2717	0.0827	0.0791	4,338.9033

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 Mid Rise	1.44809e+007	0.0781	0.6673	0.2839	4.2600e-003		0.0540	0.0540		0.0540	0.0540	0.0000	772.7567	772.7567	0.0148	0.0142	777.3489
General Office Building	1.5484e+007	0.0835	0.7590	0.6376	4.5500e-003		0.0577	0.0577		0.0577	0.0577	0.0000	826.2868	826.2868	0.0158	0.0152	831.1971
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	4.98804e+007	0.2690	2.2984	0.9781	0.0147		0.1858	0.1858		0.1858	0.1858	0.0000	2,661.8101	2,661.8101	0.0510	0.0488	2,677.6279
Strip Mall	982276	5.3000e-003	0.0482	0.0405	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4180	52.4180	1.0000e-003	9.6000e-004	52.7295
Total		**0.4358**	**3.7728**	**1.9400**	**0.0238**		**0.3011**	**0.3011**		**0.3011**	**0.3011**	**0.0000**	**4,313.2717**	**4,313.2717**	**0.0827**	**0.0791**	**4,338.9033**

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 Mid Rise	1.44809e+007	0.0781	0.6673	0.2839	4.2600e-003		0.0540	0.0540		0.0540	0.0540	0.0000	772.7567	772.7567	0.0148	0.0142	777.3489
General Office Building	1.5484e+007	0.0835	0.7590	0.6376	4.5500e-003		0.0577	0.0577		0.0577	0.0577	0.0000	826.2868	826.2868	0.0158	0.0152	831.1971
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	4.98804e+007	0.2690	2.2984	0.9781	0.0147		0.1858	0.1858		0.1858	0.1858	0.0000	2,661.8101	2,661.8101	0.0510	0.0488	2,677.6279
Strip Mall	982276	5.3000e-003	0.0482	0.0405	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4180	52.4180	1.0000e-003	9.6000e-004	52.7295
Total		**0.4358**	**3.7728**	**1.9400**	**0.0238**		**0.3011**	**0.3011**		**0.3011**	**0.3011**	**0.0000**	**4,313.2717**	**4,313.2717**	**0.0827**	**0.0791**	**4,338.9033**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	7.08552e+006	2,257.5985	0.0932	0.0193	2,265.6751
General Office Building	1.89692e+007	6,043.9879	0.2495	0.0516	6,065.6104
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.03767e+007	3,306.2254	0.1365	0.0282	3,318.0535
Strip Mall	8.6138e+006	2,744.5424	0.1133	0.0234	2,754.3610
Total		**14,352.3541**	**0.5925**	**0.1226**	**14,403.7001**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	7.08552e+006	2,257.5985	0.0932	0.0193	2,265.6751
General Office Building	1.89692e+007	6,043.9879	0.2495	0.0516	6,065.6104
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.03767e+007	3,306.2254	0.1365	0.0282	3,318.0535
Strip Mall	8.6138e+006	2,744.5424	0.1133	0.0234	2,754.3610
Total		**14,352.3541**	**0.5925**	**0.1226**	**14,403.7001**

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	36.6180	1.1339	46.9329	0.0234		1.7709	1.7709		1.7709	1.7709	135.8449	763.9110	899.7559	0.0691	0.0249	908.9099
Unmitigated	36.6180	1.1339	46.9329	0.0234		1.7709	1.7709		1.7709	1.7709	135.8449	763.9110	899.7559	0.0691	0.0249	908.9099

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	2.2711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	23.1257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	10.1570	0.7238	11.3843	0.0215		1.5731	1.5731		1.5731	1.5731	135.8449	705.6310	841.4759	0.0135	0.0249	849.2410
Landscaping	1.0643	0.4101	35.5485	1.8800e-003		0.1978	0.1978		0.1978	0.1978	0.0000	58.2800	58.2800	0.0556	0.0000	59.6688
Total	**36.6180**	**1.1339**	**46.9329**	**0.0234**		**1.7709**	**1.7709**		**1.7709**	**1.7709**	**135.8449**	**763.9110**	**899.7559**	**0.0691**	**0.0249**	**908.9099**

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	2.2711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	23.1257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	10.1570	0.7238	11.3843	0.0215		1.5731	1.5731		1.5731	1.5731	135.8449	705.6310	841.4759	0.0135	0.0249	849.2410
Landscaping	1.0643	0.4101	35.5485	1.8800e-003		0.1978	0.1978		0.1978	0.1978	0.0000	58.2800	58.2800	0.0556	0.0000	59.6688
Total	**36.6180**	**1.1339**	**46.9329**	**0.0234**		**1.7709**	**1.7709**		**1.7709**	**1.7709**	**135.8449**	**763.9110**	**899.7559**	**0.0691**	**0.0249**	**908.9099**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,290.9233	0.7067	0.4095	2,430.6245
Unmitigated	2,290.9233	0.7067	0.4095	2,430.6245

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	219.986 / 0	990.5004	0.3056	0.1771	1,050.9014
General Office Building	90.8629 / 0	409.1166	0.1262	0.0731	434.0646
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	158.556 / 0	713.9097	0.2202	0.1276	757.4441
Strip Mall	39.399 / 0	177.3967	0.0547	0.0317	188.2144
Total		**2,290.9233**	**0.7068**	**0.4095**	**2,430.6245**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	219.986 / 0	990.5004	0.3056	0.1771	1,050.9014
General Office Building	90.8629 / 0	409.1166	0.1262	0.0731	434.0646
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	158.556 / 0	713.9097	0.2202	0.1276	757.4441
Strip Mall	39.399 / 0	177.3967	0.0547	0.0317	188.2144
Total		**2,290.9233**	**0.7068**	**0.4095**	**2,430.6245**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1,230.9372	72.7463	0.0000	3,049.5948
Unmitigated	1,230.9372	72.7463	0.0000	3,049.5948

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1467	297.7877	17.5988	0.0000	737.7565
General Office Building	1363	276.6767	16.3511	0.0000	685.4548
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	2643	536.5051	31.7065	0.0000	1,329.1687
Strip Mall	591	119.9677	7.0899	0.0000	297.2148
Total		**1,230.9372**	**72.7463**	**0.0000**	**3,049.5948**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1467	297.7877	17.5988	0.0000	737.7565
General Office Building	1363	276.6767	16.3511	0.0000	685.4548
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	2643	536.5051	31.7065	0.0000	1,329.1687
Strip Mall	591	119.9677	7.0899	0.0000	297.2148
Total		**1,230.9372**	**72.7463**	**0.0000**	**3,049.5948**

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

Existing Operation

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1,448.00	Dwelling Unit	192.94	2,606,400.00	0
Apartments Mid Rise	2,009.00	Dwelling Unit	107.64	2,009,000.00	0
General Office Building	1,244.70	1000sqft	122.17	1,244,697.00	0
Strip Mall	539.71	1000sqft	23.71	539,712.00	0
Other Asphalt Surfaces	25.04	Acre	25.04	0.00	0
Other Non-Asphalt Surfaces	1.59	Acre	1.59	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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 - Based on the existing land use statistics.

Vehicle Trips - Based on information provided bu IBI Group.

Construction Phase -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Based on information provided in the Infrastructure Assessment prepared by IBI GroupAssumes. Assumes wastewater at 100% of water demand based on data provided

Solid Waste - Based on generation rates provided in Chapter 05-15, Utilities and Service Systems.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	231.59	231.59
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	5,546.02	5,546.02
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	BuildingSpaceSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	BuildingSpaceSquareFeet	539,710.00	539,712.00
tblLandUse	BuildingSpaceSquareFeet	1,090,742.40	0.00
tblLandUse	BuildingSpaceSquareFeet	69,260.40	0.00
tblLandUse	LandUseSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	LandUseSquareFeet	539,710.00	539,712.00
tblLandUse	LandUseSquareFeet	1,090,742.40	0.00
tblLandUse	LandUseSquareFeet	69,260.40	0.00
tblLandUse	LotAcreage	470.13	192.94
tblLandUse	LotAcreage	52.87	107.64
tblLandUse	LotAcreage	28.57	122.17
tblLandUse	LotAcreage	12.39	23.71
tblLandUse	Population	4,141.00	0.00
tblLandUse	Population	5,746.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblSolidWaste	SolidWasteGenerationRate	924.14	1,467.00

tblSolidWaste	SolidWasteGenerationRate	1,157.57	1,363.00
tblSolidWaste	SolidWasteGenerationRate	0.00	2,643.00
tblSolidWaste	SolidWasteGenerationRate	566.70	591.00
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00

tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	4.77
tblVehicleTrips	ST_TR	2.46	7.92
tblVehicleTrips	ST_TR	9.91	6.83
tblVehicleTrips	ST_TR	42.04	31.81
tblVehicleTrips	SU_TR	5.86	4.77
tblVehicleTrips	SU_TR	1.05	7.92
tblVehicleTrips	SU_TR	8.62	6.83
tblVehicleTrips	SU_TR	20.43	31.81
tblVehicleTrips	WD_TR	6.65	4.77
tblVehicleTrips	WD_TR	11.03	7.92
tblVehicleTrips	WD_TR	9.52	6.83
tblVehicleTrips	WD_TR	44.32	31.81
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	130,894,437.47	219,985,500.00
tblWater	IndoorWaterUseRate	221,225,196.13	90,862,881.00
tblWater	IndoorWaterUseRate	94,343,029.10	158,556,000.00
tblWater	IndoorWaterUseRate	39,977,680.57	39,398,976.00
tblWater	OutdoorWaterUseRate	82,520,406.23	0.00
tblWater	OutdoorWaterUseRate	135,589,636.34	0.00
tblWater	OutdoorWaterUseRate	59,477,127.04	0.00
tblWater	OutdoorWaterUseRate	24,502,449.38	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	100.45	0.00
tblWoodstoves	NumberCatalytic	72.40	0.00
tblWoodstoves	NumberNoncatalytic	100.45	0.00
tblWoodstoves	NumberNoncatalytic	72.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	960.2316	61.1850	1,195.1346	1.7356		127.4320	127.4320		127.4320	127.4320	11,979.4730	62,739.9417	74,719.4146	1.6826	2.1978	75,416.4295
Energy	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
Mobile	46.1728	256.1982	610.3735	3.1663	330.6184	1.5666	332.1850	88.4436	1.4555	89.8991		325,001.5207	325,001.5207	12.3722		325,310.8265
Total	**1,008.7926**	**338.0563**	**1,816.1383**	**5.0321**	**330.6184**	**130.6486**	**461.2670**	**88.4436**	**130.5375**	**218.9811**	**11,979.4730**	**413,793.8905**	**425,773.3634**	**14.5541**	**2.6755**	**426,934.5006**

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	960.2316	61.1850	1,195.1346	1.7356		127.4320	127.4320		127.4320	127.4320	11,979.4730	62,739.9417	74,719.4146	1.6826	2.1978	75,416.4295
Energy	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
Mobile	46.1728	256.1982	610.3735	3.1663	330.6184	1.5666	332.1850	88.4436	1.4555	89.8991		325,001.5207	325,001.5207	12.3722		325,310.8265
Total	**1,008.7926**	**338.0563**	**1,816.1383**	**5.0321**	**330.6184**	**130.6486**	**461.2670**	**88.4436**	**130.5375**	**218.9811**	**11,979.4730**	**413,793.8905**	**425,773.3634**	**14.5541**	**2.6755**	**426,934.5006**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	46.1728	256.1982	610.3735	3.1663	330.6184	1.5666	332.1850	88.4436	1.4555	89.8991		325,001.5207	325,001.5207	12.3722		325,310.8265
Unmitigated	46.1728	256.1982	610.3735	3.1663	330.6184	1.5666	332.1850	88.4436	1.4555	89.8991		325,001.5207	325,001.5207	12.3722		325,310.8265

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	9,590.97	9,590.97	9590.97	32,062,369	32,062,369
General Office Building	9,858.02	9,858.02	9858.02	32,955,138	32,955,138
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	9,895.63	9,895.63	9895.63	33,080,860	33,080,860
Strip Mall	17,170.33	17,170.33	17170.33	57,400,014	57,400,014
Total	46,514.96	46,514.96	46,514.96	155,498,381	155,498,381

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 Mid Rise	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Apartments Mid Rise	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
General Office Building	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Strip Mall	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Other Asphalt Surfaces	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Other Non-Asphalt Surfaces	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
NaturalGas Unmitigated	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447

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 Mid Rise	39673.7	0.4279	3.6562	1.5558	0.0233		0.2956	0.2956		0.2956	0.2956		4,667.4986	4,667.4986	0.0895	0.0856	4,695.2352
General Office Building	42422	0.4575	4.1590	3.4936	0.0250		0.3161	0.3161		0.3161	0.3161		4,990.8238	4,990.8238	0.0957	0.0915	5,020.4817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	136659	1.4738	12.5940	5.3592	0.0804		1.0182	1.0182		1.0182	1.0182		16,077.4979	16,077.4979	0.3082	0.2948	16,173.0384
Strip Mall	2691.17	0.0290	0.2638	0.2216	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.6079	316.6079	6.0700e-003	5.8000e-003	318.4893
Total		**2.3881**	**20.6731**	**10.6302**	**0.1303**		**1.6500**	**1.6500**		**1.6500**	**1.6500**		**26,052.4281**	**26,052.4281**	**0.4993**	**0.4776**	**26,207.2447**

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 Mid Rise	39.6737	0.4279	3.6562	1.5558	0.0233		0.2956	0.2956		0.2956	0.2956		4,667.4986	4,667.4986	0.0895	0.0856	4,695.2352
General Office Building	42.422	0.4575	4.1590	3.4936	0.0250		0.3161	0.3161		0.3161	0.3161		4,990.8238	4,990.8238	0.0957	0.0915	5,020.4817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	136.659	1.4738	12.5940	5.3592	0.0804		1.0182	1.0182		1.0182	1.0182		16,077.4979	16,077.4979	0.3082	0.2948	16,173.0384
Strip Mall	2.69117	0.0290	0.2638	0.2216	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.6079	316.6079	6.0700e-003	5.8000e-003	318.4893
Total		**2.3881**	**20.6731**	**10.6302**	**0.1303**		**1.6500**	**1.6500**		**1.6500**	**1.6500**		**26,052.4281**	**26,052.4281**	**0.4993**	**0.4776**	**26,207.2447**

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	960.2316	61.1850	1,195.1346	1.7356		127.4320	127.4320		127.4320	127.4320	11,979.4730	62,739.9417	74,719.4146	1.6826	2.1978	75,416.4295
Unmitigated	960.2316	61.1850	1,195.1346	1.7356		127.4320	127.4320		127.4320	127.4320	11,979.4730	62,739.9417	74,719.4146	1.6826	2.1978	75,416.4295

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	12.4442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	126.7162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	812.5568	57.9045	910.7464	1.7205		125.8497	125.8497		125.8497	125.8497	11,979.4730	62,226.0000	74,205.4730	1.1927	2.1978	74,890.2406
Landscaping	8.5144	3.2806	284.3883	0.0151		1.5823	1.5823		1.5823	1.5823		513.9417	513.9417	0.4899		526.1888
Total	**960.2316**	**61.1850**	**1,195.1346**	**1.7356**		**127.4320**	**127.4320**		**127.4320**	**127.4320**	**11,979.4730**	**62,739.9417**	**74,719.4146**	**1.6826**	**2.1978**	**75,416.4295**

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	12.4442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	126.7162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	812.5568	57.9045	910.7464	1.7205		125.8497	125.8497		125.8497	125.8497	11,979.4730	62,226.0000	74,205.4730	1.1927	2.1978	74,890.2406
Landscaping	8.5144	3.2806	284.3883	0.0151		1.5823	1.5823		1.5823	1.5823		513.9417	513.9417	0.4899		526.1888
Total	**960.2316**	**61.1850**	**1,195.1346**	**1.7356**		**127.4320**	**127.4320**		**127.4320**	**127.4320**	**11,979.4730**	**62,739.9417**	**74,719.4146**	**1.6826**	**2.1978**	**75,416.4295**

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

Existing Operation

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	1,448.00	Dwelling Unit	192.94	2,606,400.00	0
Apartments Mid Rise	2,009.00	Dwelling Unit	107.64	2,009,000.00	0
General Office Building	1,244.70	1000sqft	122.17	1,244,697.00	0
Strip Mall	539.71	1000sqft	23.71	539,712.00	0
Other Asphalt Surfaces	25.04	Acre	25.04	0.00	0
Other Non-Asphalt Surfaces	1.59	Acre	1.59	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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 - Based on the existing land use statistics.

Vehicle Trips - Based on information provided bu IBI Group.

Construction Phase -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Based on information provided in the Infrastructure Assessment prepared by IBI GroupAssumes. Assumes wastewater at 100% of water demand based on data provided.

Solid Waste - Based on generation rates provided in Chapter 05-15, Utilities and Service Systems.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	231.59	231.59
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	5,546.02	5,546.02
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	BuildingSpaceSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	BuildingSpaceSquareFeet	539,710.00	539,712.00
tblLandUse	BuildingSpaceSquareFeet	1,090,742.40	0.00
tblLandUse	BuildingSpaceSquareFeet	69,260.40	0.00
tblLandUse	LandUseSquareFeet	1,244,700.00	1,244,697.00
tblLandUse	LandUseSquareFeet	539,710.00	539,712.00
tblLandUse	LandUseSquareFeet	1,090,742.40	0.00
tblLandUse	LandUseSquareFeet	69,260.40	0.00
tblLandUse	LotAcreage	470.13	192.94
tblLandUse	LotAcreage	52.87	107.64
tblLandUse	LotAcreage	28.57	122.17
tblLandUse	LotAcreage	12.39	23.71
tblLandUse	Population	4,141.00	0.00
tblLandUse	Population	5,746.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2035

tblSolidWaste	SolidWasteGenerationRate	924.14	1,467.00
tblSolidWaste	SolidWasteGenerationRate	1,157.57	1,363.00
tblSolidWaste	SolidWasteGenerationRate	0.00	2,643.00
tblSolidWaste	SolidWasteGenerationRate	566.70	591.00
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TL	8.40	9.18
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00

tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TL	14.70	9.18
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	4.77
tblVehicleTrips	ST_TR	2.46	7.92
tblVehicleTrips	ST_TR	9.91	6.83
tblVehicleTrips	ST_TR	42.04	31.81
tblVehicleTrips	SU_TR	5.86	4.77
tblVehicleTrips	SU_TR	1.05	7.92
tblVehicleTrips	SU_TR	8.62	6.83
tblVehicleTrips	SU_TR	20.43	31.81
tblVehicleTrips	WD_TR	6.65	4.77
tblVehicleTrips	WD_TR	11.03	7.92
tblVehicleTrips	WD_TR	9.52	6.83
tblVehicleTrips	WD_TR	44.32	31.81
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	130,894,437.47	219,985,500.00
tblWater	IndoorWaterUseRate	221,225,196.13	90,862,881.00
tblWater	IndoorWaterUseRate	94,343,029.10	158,556,000.00
tblWater	IndoorWaterUseRate	39,977,680.57	39,398,976.00
tblWater	OutdoorWaterUseRate	82,520,406.23	0.00
tblWater	OutdoorWaterUseRate	135,589,636.34	0.00
tblWater	OutdoorWaterUseRate	59,477,127.04	0.00
tblWater	OutdoorWaterUseRate	24,502,449.38	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	100.45	0.00
tblWoodstoves	NumberCatalytic	72.40	0.00
tblWoodstoves	NumberNoncatalytic	100.45	0.00
tblWoodstoves	NumberNoncatalytic	72.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	960.2316	61.1850	1,195.1346	1.7356		127.4320	127.4320		127.4320	127.4320	11,979.4730	62,739.9417	74,719.4146	1.6826	2.1978	75,416.4295
Energy	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
Mobile	44.8870	259.0146	580.1397	3.0205	330.6184	1.5702	332.1886	88.4436	1.4589	89.9025		310,260.9898	310,260.9898	12.4653		310,572.6210
Total	**1,007.5068**	**340.8728**	**1,785.9045**	**4.8863**	**330.6184**	**130.6522**	**461.2706**	**88.4436**	**130.5409**	**218.9845**	**11,979.4730**	**399,053.3595**	**411,032.8325**	**14.6471**	**2.6755**	**412,196.2951**

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	960.2316	61.1850	1,195.1346	1.7356		127.4320	127.4320		127.4320	127.4320	11,979.4730	62,739.9417	74,719.4146	1.6826	2.1978	75,416.4295
Energy	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
Mobile	44.8870	259.0146	580.1397	3.0205	330.6184	1.5702	332.1886	88.4436	1.4589	89.9025		310,260.9898	310,260.9898	12.4653		310,572.6210
Total	**1,007.5068**	**340.8728**	**1,785.9045**	**4.8863**	**330.6184**	**130.6522**	**461.2706**	**88.4436**	**130.5409**	**218.9845**	**11,979.4730**	**399,053.3595**	**411,032.8325**	**14.6471**	**2.6755**	**412,196.2951**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	44.8870	259.0146	580.1397	3.0205	330.6184	1.5702	332.1886	88.4436	1.4589	89.9025		310,260.9898	310,260.9898	12.4653		310,572.6210
Unmitigated	44.8870	259.0146	580.1397	3.0205	330.6184	1.5702	332.1886	88.4436	1.4589	89.9025		310,260.9898	310,260.9898	12.4653		310,572.6210

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	9,590.97	9,590.97	9590.97	32,062,369	32,062,369
General Office Building	9,858.02	9,858.02	9858.02	32,955,138	32,955,138
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	9,895.63	9,895.63	9895.63	33,080,860	33,080,860
Strip Mall	17,170.33	17,170.33	17170.33	57,400,014	57,400,014
Total	46,514.96	46,514.96	46,514.96	155,498,381	155,498,381

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 Mid Rise	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	9.18	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	0.00	9.18	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Apartments Mid Rise	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
General Office Building	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Strip Mall	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Other Asphalt Surfaces	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Other Non-Asphalt Surfaces	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447
NaturalGas Unmitigated	2.3881	20.6731	10.6302	0.1303		1.6500	1.6500		1.6500	1.6500		26,052.4281	26,052.4281	0.4993	0.4776	26,207.2447

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 Mid Rise	39673.7	0.4279	3.6562	1.5558	0.0233		0.2956	0.2956		0.2956	0.2956		4,667.4986	4,667.4986	0.0895	0.0856	4,695.2352
General Office Building	42422	0.4575	4.1590	3.4936	0.0250		0.3161	0.3161		0.3161	0.3161		4,990.8238	4,990.8238	0.0957	0.0915	5,020.4817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	136659	1.4738	12.5940	5.3592	0.0804		1.0182	1.0182		1.0182	1.0182		16,077.4979	16,077.4979	0.3082	0.2948	16,173.0384
Strip Mall	2691.17	0.0290	0.2638	0.2216	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.6079	316.6079	6.0700e-003	5.8000e-003	318.4893
Total		**2.3881**	**20.6731**	**10.6302**	**0.1303**		**1.6500**	**1.6500**		**1.6500**	**1.6500**		**26,052.4281**	**26,052.4281**	**0.4993**	**0.4776**	**26,207.2447**

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 Mid Rise	39.6737	0.4279	3.6562	1.5558	0.0233		0.2956	0.2956		0.2956	0.2956		4,667.4986	4,667.4986	0.0895	0.0856	4,695.2352
General Office Building	42.422	0.4575	4.1590	3.4936	0.0250		0.3161	0.3161		0.3161	0.3161		4,990.8238	4,990.8238	0.0957	0.0915	5,020.4817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	136.659	1.4738	12.5940	5.3592	0.0804		1.0182	1.0182		1.0182	1.0182		16,077.4979	16,077.4979	0.3082	0.2948	16,173.0384
Strip Mall	2.69117	0.0290	0.2638	0.2216	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.6079	316.6079	6.0700e-003	5.8000e-003	318.4893
Total		**2.3881**	**20.6731**	**10.6302**	**0.1303**		**1.6500**	**1.6500**		**1.6500**	**1.6500**		**26,052.4281**	**26,052.4281**	**0.4993**	**0.4776**	**26,207.2447**

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	960.2316	61.1850	1,195.1346	1.7356		127.4320	127.4320		127.4320	127.4320	11,979.4730	62,739.9417	74,719.4146	1.6826	2.1978	75,416.4295
Unmitigated	960.2316	61.1850	1,195.1346	1.7356		127.4320	127.4320		127.4320	127.4320	11,979.4730	62,739.9417	74,719.4146	1.6826	2.1978	75,416.4295

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	12.4442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	126.7162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	812.5568	57.9045	910.7464	1.7205		125.8497	125.8497		125.8497	125.8497	11,979.4730	62,226.0000	74,205.4730	1.1927	2.1978	74,890.2406
Landscaping	8.5144	3.2806	284.3883	0.0151		1.5823	1.5823		1.5823	1.5823		513.9417	513.9417	0.4899		526.1888
Total	**960.2316**	**61.1850**	**1,195.1346**	**1.7356**		**127.4320**	**127.4320**		**127.4320**	**127.4320**	**11,979.4730**	**62,739.9417**	**74,719.4146**	**1.6826**	**2.1978**	**75,416.4295**

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	12.4442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	126.7162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	812.5568	57.9045	910.7464	1.7205		125.8497	125.8497		125.8497	125.8497	11,979.4730	62,226.0000	74,205.4730	1.1927	2.1978	74,890.2406
Landscaping	8.5144	3.2806	284.3883	0.0151		1.5823	1.5823		1.5823	1.5823		513.9417	513.9417	0.4899		526.1888
Total	**960.2316**	**61.1850**	**1,195.1346**	**1.7356**		**127.4320**	**127.4320**		**127.4320**	**127.4320**	**11,979.4730**	**62,739.9417**	**74,719.4146**	**1.6826**	**2.1978**	**75,416.4295**

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

Existing Operation

Los Angeles-South Coast, Summary Report

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1,448.00	Dwelling Unit	192.94	2,606,400.00	0
Apartments Mid Rise	2,009.00	Dwelling Unit	107.64	2,009,000.00	0
General Office Building	1,244.70	1000sqft	122.17	1,244,697.00	0
Strip Mall	539.71	1000sqft	23.71	539,712.00	0
Other Asphalt Surfaces	25.04	Acre	25.04	0.00	0
Other Non-Asphalt Surfaces	1.59	Acre	1.59	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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

Only CalEEMod defaults were used.

Project Characteristics -

Land Use - Based on the existing land use statistics.

Vehicle Trips - Based on information provided bu IBI Group.

Construction Phase -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Based on information provided in the Infrastructure Assessment prepared by IBI GroupAssumes. Assumes wastewater at 100% of water demand based on data provided.

Solid Waste - Based on generation rates provided in Chapter 05-15, Utilities and Service Systems.

2.0 Peak Daily Emissions

Peak Daily Operational Emissions

Peak Daily Operational Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
	Operational Activity	lb/day											
On-Site	Area	960.2316 S	61.1850 S	1,195.1346 S	1.7356 S	127.4320 S	127.4320 S	960.2316 S	61.1850 S	1,195.1346 S	1.7356 S	127.4320 S	127.4320 S
On-Site	Energy	2.3881 S	20.6731 S	10.6302 S	0.1303 S	1.6500 S	1.6500 S	2.3881 S	20.6731 S	10.6302 S	0.1303 S	1.6500 S	1.6500 S
Off-Site	Mobile	46.1728 S	259.0146 W	610.3735 S	3.1663 S	332.1886 W	89.9025 W	46.1728 S	259.0146 W	610.3735 S	3.1663 S	332.1886 W	89.9025 W
	Peak Daily Total	1,008.7926 S	340.8728 W	1,816.1383 S	5.0321 S	461.2706 W	218.9845 W	1,008.7926 S	340.8728 W	1,816.1383 S	5.0321 S	461.2706 W	218.9845 W
	Air District Threshold												
	Exceed Significance?												

3.0 Annual GHG Emissions

Annual GHG

Annual GHG

		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							
Operational	2035	75,021.5036	76.2403	0.6361	77,117.0651	75,021.5036	76.2403	0.6361	77,117.0651
	Total								
	Significance Threshold								
	Exceed Significance?								

Existing Operation

Los Angeles-South Coast County, Mitigation Report

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.30	0.68		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			

No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	50.00
No	Use Low VOC Paint (Residential Exterior)	50.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

CalEEMod Output – Operation: Existing Remaining Uses

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Remaining Existing

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	746.82	1000sqft	17.14	746,818.00	0
Apartments Mid Rise	729.00	Dwelling Unit	19.18	729,000.00	2085
Single Family Housing	1,345.00	Dwelling Unit	436.69	2,421,000.00	3847
Strip Mall	323.83	1000sqft	7.43	323,827.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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 -

Construction Phase -

Vehicle Trips - Based on information provided by IBI Group. See assumption file for further details.

Fleet Mix -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Modeling conservatively assumes all water is also treated wastewater. Data is based on IBI Group Infrastructure Report.

Solid Waste - See assumptions file.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	231.59	231.59
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	5,546.02	5,546.02
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	BuildingSpaceSquareFeet	746,820.00	746,818.00
tblLandUse	BuildingSpaceSquareFeet	323,830.00	323,827.00
tblLandUse	LandUseSquareFeet	746,820.00	746,818.00
tblLandUse	LandUseSquareFeet	323,830.00	323,827.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblSolidWaste	SolidWasteGenerationRate	335.34	532.32
tblSolidWaste	SolidWasteGenerationRate	694.54	817.77
tblSolidWaste	SolidWasteGenerationRate	1,577.27	2,454.63
tblSolidWaste	SolidWasteGenerationRate	340.02	354.59
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	64.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00

tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TTP	33.00	100.00
tblVehicleTrips	CW_TTP	16.60	100.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	9.40
tblVehicleTrips	HW_TL	14.70	9.40
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00

tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	3.79
tblVehicleTrips	ST_TR	2.46	6.28
tblVehicleTrips	ST_TR	9.91	5.42
tblVehicleTrips	ST_TR	42.04	25.23
tblVehicleTrips	SU_TR	5.86	3.79
tblVehicleTrips	SU_TR	1.05	6.28
tblVehicleTrips	SU_TR	8.62	5.42
tblVehicleTrips	SU_TR	20.43	25.23
tblVehicleTrips	WD_TR	6.65	3.79
tblVehicleTrips	WD_TR	11.03	6.28
tblVehicleTrips	WD_TR	9.52	5.42
tblVehicleTrips	WD_TR	44.32	25.23
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	47,497,284.68	79,847,400.00
tblWater	IndoorWaterUseRate	132,735,117.68	54,517,729.00
tblWater	IndoorWaterUseRate	87,632,164.46	122,731,250.00
tblWater	IndoorWaterUseRate	23,986,904.63	11,819,693.00
tblWater	OutdoorWaterUseRate	29,943,940.34	0.00

tblWater	OutdoorWaterUseRate	81,353,781.80	0.00
tblWater	OutdoorWaterUseRate	55,246,364.55	0.00
tblWater	OutdoorWaterUseRate	14,701,651.23	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	36.45	0.00
tblWoodstoves	NumberCatalytic	67.25	0.00
tblWoodstoves	NumberNoncatalytic	36.45	0.00
tblWoodstoves	NumberNoncatalytic	67.25	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	23.4652	0.6803	28.1568	0.0140		1.0624	1.0624		1.0624	1.0624	81.4991	458.3020	539.8011	0.0414	0.0150	545.2929
Energy	0.3314	2.8614	1.4183	0.0181		0.2290	0.2290		0.2290	0.2290	0.0000	12,443.4687	12,443.4687	0.4412	0.1384	12,495.7429
Mobile	3.9861	23.8202	53.7084	0.2805	29.7421	0.1434	29.8854	7.9692	0.1332	8.1024	0.0000	26,135.7917	26,135.7917	1.0259	0.0000	26,161.4402
Waste						0.0000	0.0000		0.0000	0.0000	844.3023	0.0000	844.3023	49.8968	0.0000	2,091.7233
Water						0.0000	0.0000		0.0000	0.0000	95.1429	1,115.6708	1,210.8137	0.3735	0.2164	1,284.6495
Total	**27.7827**	**27.3618**	**83.2836**	**0.3126**	**29.7421**	**1.4348**	**31.1768**	**7.9692**	**1.4246**	**9.3938**	**1,020.9444**	**40,153.2333**	**41,174.1777**	**51.7789**	**0.3698**	**42,578.8488**

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	23.4652	0.6803	28.1568	0.0140		1.0624	1.0624		1.0624	1.0624	81.4991	458.3020	539.8011	0.0414	0.0150	545.2929
Energy	0.3314	2.8614	1.4183	0.0181		0.2290	0.2290		0.2290	0.2290	0.0000	12,443.4687	12,443.4687	0.4412	0.1384	12,495.7429
Mobile	3.9861	23.8202	53.7084	0.2805	29.7421	0.1434	29.8854	7.9692	0.1332	8.1024	0.0000	26,135.7917	26,135.7917	1.0259	0.0000	26,161.4402
Waste						0.0000	0.0000		0.0000	0.0000	844.3023	0.0000	844.3023	49.8968	0.0000	2,091.7233
Water						0.0000	0.0000		0.0000	0.0000	95.1429	1,115.6708	1,210.8137	0.3735	0.2164	1,284.6495
Total	**27.7827**	**27.3618**	**83.2836**	**0.3126**	**29.7421**	**1.4348**	**31.1768**	**7.9692**	**1.4246**	**9.3938**	**1,020.9444**	**40,153.2333**	**41,174.1777**	**51.7789**	**0.3698**	**42,578.8488**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.9861	23.8202	53.7084	0.2805	29.7421	0.1434	29.8854	7.9692	0.1332	8.1024	0.0000	26,135.7917	26,135.7917	1.0259	0.0000	26,161.4402
Unmitigated	3.9861	23.8202	53.7084	0.2805	29.7421	0.1434	29.8854	7.9692	0.1332	8.1024	0.0000	26,135.7917	26,135.7917	1.0259	0.0000	26,161.4402

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,759.27	2,759.27	2759.27	9,441,101	9,441,101
General Office Building	4,688.54	4,688.54	4688.54	16,042,295	16,042,295
Single Family Housing	7,288.56	7,288.56	7288.56	24,938,520	24,938,520
Strip Mall	8,168.94	8,168.94	8168.94	27,950,830	27,950,830
Total	22,905.29	22,905.29	22,905.29	78,372,746	78,372,746

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 Mid Rise	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
Single Family Housing	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Apartments Mid Rise	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Single Family Housing	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Strip Mall	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9,163.3694	9,163.3694	0.3783	0.0783	9,196.1516
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9,163.3694	9,163.3694	0.3783	0.0783	9,196.1516
NaturalGas Mitigated	0.3314	2.8614	1.4183	0.0181		0.2290	0.2290		0.2290	0.2290	0.0000	3,280.0994	3,280.0994	0.0629	0.0601	3,299.5914
NaturalGas Unmitigated	0.3314	2.8614	1.4183	0.0181		0.2290	0.2290		0.2290	0.2290	0.0000	3,280.0994	3,280.0994	0.0629	0.0601	3,299.5914

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 Mid Rise	5.25465e+006	0.0283	0.2421	0.1030	1.5500e-003		0.0196	0.0196		0.0196	0.0196	0.0000	280.4080	280.4080	5.3700e-003	5.1400e-003	282.0743
General Office Building	9.29042e+006	0.0501	0.4554	0.3826	2.7300e-003		0.0346	0.0346		0.0346	0.0346	0.0000	495.7720	495.7720	9.5000e-003	9.0900e-003	498.7181
Single Family Housing	4.63323e+007	0.2498	2.1349	0.9085	0.0136		0.1726	0.1726		0.1726	0.1726	0.0000	2,472.4686	2,472.4686	0.0474	0.0453	2,487.1613
Strip Mall	589365	3.1800e-003	0.0289	0.0243	1.7000e-004		2.2000e-003	2.2000e-003		2.2000e-003	2.2000e-003	0.0000	31.4508	31.4508	6.0000e-004	5.8000e-004	31.6377
Total		**0.3314**	**2.8614**	**1.4183**	**0.0181**		**0.2290**	**0.2290**		**0.2290**	**0.2290**	**0.0000**	**3,280.0994**	**3,280.0994**	**0.0629**	**0.0601**	**3,299.5914**

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 Mid Rise	5.25465e+006	0.0283	0.2421	0.1030	1.5500e-003		0.0196	0.0196		0.0196	0.0196	0.0000	280.4080	280.4080	5.3700e-003	5.1400e-003	282.0743
General Office Building	9.29042e+006	0.0501	0.4554	0.3826	2.7300e-003		0.0346	0.0346		0.0346	0.0346	0.0000	495.7720	495.7720	9.5000e-003	9.0900e-003	498.7181
Single Family Housing	4.63323e+007	0.2498	2.1349	0.9085	0.0136		0.1726	0.1726		0.1726	0.1726	0.0000	2,472.4686	2,472.4686	0.0474	0.0453	2,487.1613
Strip Mall	589365	3.1800e-003	0.0289	0.0243	1.7000e-004		2.2000e-003	2.2000e-003		2.2000e-003	2.2000e-003	0.0000	31.4508	31.4508	6.0000e-004	5.8000e-004	31.6377
Total		**0.3314**	**2.8614**	**1.4183**	**0.0181**		**0.2290**	**0.2290**		**0.2290**	**0.2290**	**0.0000**	**3,280.0994**	**3,280.0994**	**0.0629**	**0.0601**	**3,299.5914**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.5711e+006	819.2082	0.0338	7.0000e-003	822.1390
General Office Building	1.13815e+007	3,626.3918	0.1497	0.0310	3,639.3653
Single Family Housing	9.63854e+006	3,071.0450	0.1268	0.0262	3,082.0318
Strip Mall	5.16828e+006	1,646.7244	0.0680	0.0141	1,652.6156
Total		**9,163.3694**	**0.3783**	**0.0783**	**9,196.1516**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.5711e+006	819.2082	0.0338	7.0000e-003	822.1390
General Office Building	1.13815e+007	3,626.3918	0.1497	0.0310	3,639.3653
Single Family Housing	9.63854e+006	3,071.0450	0.1268	0.0262	3,082.0318
Strip Mall	5.16828e+006	1,646.7244	0.0680	0.0141	1,652.6156
Total		**9,163.3694**	**0.3783**	**0.0783**	**9,196.1516**

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	23.4652	0.6803	28.1568	0.0140		1.0624	1.0624		1.0624	1.0624	81.4991	458.3020	539.8011	0.0414	0.0150	545.2929
Unmitigated	23.4652	0.6803	28.1568	0.0140		1.0624	1.0624		1.0624	1.0624	81.4991	458.3020	539.8011	0.0414	0.0150	545.2929

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	1.4818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	15.2513					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.0936	0.4342	6.8299	0.0129		0.9438	0.9438		0.9438	0.9438	81.4991	423.3378	504.8369	8.1100e-003	0.0150	509.4955
Landscaping	0.6385	0.2460	21.3269	1.1300e-003		0.1187	0.1187		0.1187	0.1187	0.0000	34.9642	34.9642	0.0333	0.0000	35.7974
Total	**23.4652**	**0.6803**	**28.1568**	**0.0140**		**1.0624**	**1.0624**		**1.0624**	**1.0624**	**81.4991**	**458.3020**	**539.8011**	**0.0414**	**0.0150**	**545.2929**

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	1.4818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	15.2513					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.0936	0.4342	6.8299	0.0129		0.9438	0.9438		0.9438	0.9438	81.4991	423.3378	504.8369	8.1100e-003	0.0150	509.4955
Landscaping	0.6385	0.2460	21.3269	1.1300e-003		0.1187	0.1187		0.1187	0.1187	0.0000	34.9642	34.9642	0.0333	0.0000	35.7974
Total	**23.4652**	**0.6803**	**28.1568**	**0.0140**		**1.0624**	**1.0624**		**1.0624**	**1.0624**	**81.4991**	**458.3020**	**539.8011**	**0.0414**	**0.0150**	**545.2929**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,210.8137	0.3735	0.2164	1,284.6495
Unmitigated	1,210.8137	0.3735	0.2164	1,284.6495

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	79.8474 / 0	359.5186	0.1109	0.0643	381.4422
General Office Building	54.5177 / 0	245.4700	0.0757	0.0439	260.4388
Single Family Housing	122.731 / 0	552.6062	0.1705	0.0988	586.3043
Strip Mall	11.8197 / 0	53.2190	0.0164	9.5100e-003	56.4643
Total		**1,210.8137**	**0.3735**	**0.2164**	**1,284.6495**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	79.8474 / 0	359.5186	0.1109	0.0643	381.4422
General Office Building	54.5177 / 0	245.4700	0.0757	0.0439	260.4388
Single Family Housing	122.731 / 0	552.6062	0.1705	0.0988	586.3043
Strip Mall	11.8197 / 0	53.2190	0.0164	9.5100e-003	56.4643
Total		**1,210.8137**	**0.3735**	**0.2164**	**1,284.6495**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	844.3023	49.8968	0.0000	2,091.7233
Unmitigated	844.3023	49.8968	0.0000	2,091.7233

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	532.32	108.0562	6.3859	0.0000	267.7045
General Office Building	817.77	165.9999	9.8103	0.0000	411.2578
Single Family Housing	2454.63	498.2677	29.4468	0.0000	1,234.4372
Strip Mall	354.59	71.9786	4.2538	0.0000	178.3239
Total		**844.3024**	**49.8968**	**0.0000**	**2,091.7233**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	532.32	108.0562	6.3859	0.0000	267.7045
General Office Building	817.77	165.9999	9.8103	0.0000	411.2578
Single Family Housing	2454.63	498.2677	29.4468	0.0000	1,234.4372
Strip Mall	354.59	71.9786	4.2538	0.0000	178.3239
Total		**844.3024**	**49.8968**	**0.0000**	**2,091.723**

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

Remaining Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	746.82	1000sqft	17.14	746,818.00	0
Apartments Mid Rise	729.00	Dwelling Unit	19.18	729,000.00	2085
Single Family Housing	1,345.00	Dwelling Unit	436.69	2,421,000.00	3847
Strip Mall	323.83	1000sqft	7.43	323,827.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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 -

Construction Phase -

Vehicle Trips - Based on information provided by IBI Group. See assumption file for further details.

Fleet Mix -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Modeling conservatively assumes all water is also treated wastewater. Data is based on IBI Group Infrastructure Report.

Solid Waste - See assumptions file.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	231.59	231.59
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	5,546.02	5,546.02
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	BuildingSpaceSquareFeet	746,820.00	746,818.00
tblLandUse	BuildingSpaceSquareFeet	323,830.00	323,827.00
tblLandUse	LandUseSquareFeet	746,820.00	746,818.00
tblLandUse	LandUseSquareFeet	323,830.00	323,827.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblSolidWaste	SolidWasteGenerationRate	335.34	532.32
tblSolidWaste	SolidWasteGenerationRate	694.54	817.77
tblSolidWaste	SolidWasteGenerationRate	1,577.27	2,454.63
tblSolidWaste	SolidWasteGenerationRate	340.02	354.59
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	64.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00

tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TTP	33.00	100.00
tblVehicleTrips	CW_TTP	16.60	100.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	9.40
tblVehicleTrips	HW_TL	14.70	9.40
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00

tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	3.79
tblVehicleTrips	ST_TR	2.46	6.28
tblVehicleTrips	ST_TR	9.91	5.42
tblVehicleTrips	ST_TR	42.04	25.23
tblVehicleTrips	SU_TR	5.86	3.79
tblVehicleTrips	SU_TR	1.05	6.28
tblVehicleTrips	SU_TR	8.62	5.42
tblVehicleTrips	SU_TR	20.43	25.23
tblVehicleTrips	WD_TR	6.65	3.79
tblVehicleTrips	WD_TR	11.03	6.28
tblVehicleTrips	WD_TR	9.52	5.42
tblVehicleTrips	WD_TR	44.32	25.23
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	47,497,284.68	79,847,400.00
tblWater	IndoorWaterUseRate	132,735,117.68	54,517,729.00
tblWater	IndoorWaterUseRate	87,632,164.46	122,731,250.00
tblWater	IndoorWaterUseRate	23,986,904.63	11,819,693.00
tblWater	OutdoorWaterUseRate	29,943,940.34	0.00
tblWater	OutdoorWaterUseRate	81,353,781.80	0.00

tblWater	OutdoorWaterUseRate	55,246,364.55	0.00
tblWater	OutdoorWaterUseRate	14,701,651.23	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	36.45	0.00
tblWoodstoves	NumberCatalytic	67.25	0.00
tblWoodstoves	NumberNoncatalytic	36.45	0.00
tblWoodstoves	NumberNoncatalytic	67.25	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	584.2831	36.7075	717.0100	1.0412		76.4518	76.4518		76.4518	76.4518	7,186.9907	37,640.3318	44,827.3225	1.0094	1.3186	45,245.4909
Energy	1.8161	15.6786	7.7716	0.0991		1.2548	1.2548		1.2548	1.2548		19,812.0034	19,812.0034	0.3797	0.3632	19,929.7363
Mobile	23.0086	127.3821	306.7106	1.5935	166.6350	0.7879	167.4229	44.5764	0.7320	45.3085		163,552.8894	163,552.8894	6.2145		163,708.2507
Total	**609.1078**	**179.7682**	**1,031.4923**	**2.7338**	**166.6350**	**78.4945**	**245.1295**	**44.5764**	**78.4386**	**123.0151**	**7,186.9907**	**221,005.2246**	**228,192.2154**	**7.6036**	**1.6818**	**228,883.4778**

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	584.2831	36.7075	717.0100	1.0412		76.4518	76.4518		76.4518	76.4518	7,186.9907	37,640.3318	44,827.3225	1.0094	1.3186	45,245.4909
Energy	1.8161	15.6786	7.7716	0.0991		1.2548	1.2548		1.2548	1.2548		19,812.0034	19,812.0034	0.3797	0.3632	19,929.7363
Mobile	23.0086	127.3821	306.7106	1.5935	166.6350	0.7879	167.4229	44.5764	0.7320	45.3085		163,552.8894	163,552.8894	6.2145		163,708.2507
Total	**609.1078**	**179.7682**	**1,031.4923**	**2.7338**	**166.6350**	**78.4945**	**245.1295**	**44.5764**	**78.4386**	**123.0151**	**7,186.9907**	**221,005.2246**	**228,192.2154**	**7.6036**	**1.6818**	**228,883.4778**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	23.0086	127.3821	306.7106	1.5935	166.6350	0.7879	167.4229	44.5764	0.7320	45.3085		163,552.8894	163,552.8894	6.2145		163,708.2507
Unmitigated	23.0086	127.3821	306.7106	1.5935	166.6350	0.7879	167.4229	44.5764	0.7320	45.3085		163,552.8894	163,552.8894	6.2145		163,708.2507

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,759.27	2,759.27	2759.27	9,441,101	9,441,101
General Office Building	4,688.54	4,688.54	4688.54	16,042,295	16,042,295
Single Family Housing	7,288.56	7,288.56	7288.56	24,938,520	24,938,520
Strip Mall	8,168.94	8,168.94	8168.94	27,950,830	27,950,830
Total	22,905.29	22,905.29	22,905.29	78,372,746	78,372,746

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 Mid Rise	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
Single Family Housing	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Apartments Mid Rise	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Single Family Housing	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Strip Mall	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.8161	15.6786	7.7716	0.0991		1.2548	1.2548		1.2548	1.2548		19,812.0034	19,812.0034	0.3797	0.3632	19,929.7363
NaturalGas Unmitigated	1.8161	15.6786	7.7716	0.0991		1.2548	1.2548		1.2548	1.2548		19,812.0034	19,812.0034	0.3797	0.3632	19,929.7363

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 Mid Rise	14396.3	0.1553	1.3267	0.5646	8.4700e-003		0.1073	0.1073		0.1073	0.1073		1,693.6817	1,693.6817	0.0325	0.0311	1,703.7464
General Office Building	25453.2	0.2745	2.4954	2.0962	0.0150		0.1897	0.1897		0.1897	0.1897		2,994.4935	2,994.4935	0.0574	0.0549	3,012.2882
Single Family Housing	126938	1.3689	11.6982	4.9780	0.0747		0.9458	0.9458		0.9458	0.9458		14,933.8637	14,933.8637	0.2862	0.2738	15,022.6082
Strip Mall	1614.7	0.0174	0.1583	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120		189.9646	189.9646	3.6400e-003	3.4800e-003	191.0935
Total		**1.8161**	**15.6786**	**7.7716**	**0.0991**		**1.2548**	**1.2548**		**1.2548**	**1.2548**		**19,812.0035**	**19,812.0035**	**0.3797**	**0.3632**	**19,929.7363**

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 Mid Rise	14.3963	0.1553	1.3267	0.5646	8.4700e-003		0.1073	0.1073		0.1073	0.1073		1,693.6817	1,693.6817	0.0325	0.0311	1,703.7464
General Office Building	25.4532	0.2745	2.4954	2.0962	0.0150		0.1897	0.1897		0.1897	0.1897		2,994.4935	2,994.4935	0.0574	0.0549	3,012.2882
Single Family Housing	126.938	1.3689	11.6982	4.9780	0.0747		0.9458	0.9458		0.9458	0.9458		14,933.8637	14,933.8637	0.2862	0.2738	15,022.6082
Strip Mall	1.6147	0.0174	0.1583	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120		189.9646	189.9646	3.6400e-003	3.4800e-003	191.0935
Total		**1.8161**	**15.6786**	**7.7716**	**0.0991**		**1.2548**	**1.2548**		**1.2548**	**1.2548**		**19,812.0035**	**19,812.0035**	**0.3797**	**0.3632**	**19,929.7363**

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	584.2831	36.7075	717.0100	1.0412		76.4518	76.4518		76.4518	76.4518	7,186.9907	37,640.3318	44,827.3225	1.0094	1.3186	45,245.4909
Unmitigated	584.2831	36.7075	717.0100	1.0412		76.4518	76.4518		76.4518	76.4518	7,186.9907	37,640.3318	44,827.3225	1.0094	1.3186	45,245.4909

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	8.1192					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	83.5688					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	487.4871	34.7393	546.3951	1.0322		75.5026	75.5026		75.5026	75.5026	7,186.9907	37,332.0000	44,518.9907	0.7155	1.3186	44,929.8117
Landscaping	5.1080	1.9681	170.6149	9.0400e-003		0.9493	0.9493		0.9493	0.9493		308.3318	308.3318	0.2939		315.6792
Total	**584.2831**	**36.7075**	**717.0100**	**1.0412**		**76.4518**	**76.4518**		**76.4518**	**76.4518**	**7,186.9907**	**37,640.3318**	**44,827.3225**	**1.0094**	**1.3186**	**45,245.4909**

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	8.1192					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	83.5688					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	487.4871	34.7393	546.3951	1.0322		75.5026	75.5026		75.5026	75.5026	7,186.9907	37,332.0000	44,518.9907	0.7155	1.3186	44,929.8117
Landscaping	5.1080	1.9681	170.6149	9.0400e-003		0.9493	0.9493		0.9493	0.9493		308.3318	308.3318	0.2939		315.6792
Total	**584.2831**	**36.7075**	**717.0100**	**1.0412**		**76.4518**	**76.4518**		**76.4518**	**76.4518**	**7,186.9907**	**37,640.3318**	**44,827.3225**	**1.0094**	**1.3186**	**45,245.4909**

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

Remaining Existing

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	746.82	1000sqft	17.14	746,818.00	0
Apartments Mid Rise	729.00	Dwelling Unit	19.18	729,000.00	2085
Single Family Housing	1,345.00	Dwelling Unit	436.69	2,421,000.00	3847
Strip Mall	323.83	1000sqft	7.43	323,827.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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 -

Construction Phase -

Vehicle Trips - Based on information provided by IBI Group. See assumption file for further details.

Fleet Mix -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Modeling conservatively assumes all water is also treated wastewater. Data is based on IBI Group Infrastructure Report.

Solid Waste - See assumptions file.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	231.59	231.59
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	5,546.02	5,546.02
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	BuildingSpaceSquareFeet	746,820.00	746,818.00
tblLandUse	BuildingSpaceSquareFeet	323,830.00	323,827.00
tblLandUse	LandUseSquareFeet	746,820.00	746,818.00
tblLandUse	LandUseSquareFeet	323,830.00	323,827.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblSolidWaste	SolidWasteGenerationRate	335.34	532.32
tblSolidWaste	SolidWasteGenerationRate	694.54	817.77
tblSolidWaste	SolidWasteGenerationRate	1,577.27	2,454.63
tblSolidWaste	SolidWasteGenerationRate	340.02	354.59
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	64.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00

tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TTP	33.00	100.00
tblVehicleTrips	CW_TTP	16.60	100.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	9.40
tblVehicleTrips	HW_TL	14.70	9.40
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00

tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	3.79
tblVehicleTrips	ST_TR	2.46	6.28
tblVehicleTrips	ST_TR	9.91	5.42
tblVehicleTrips	ST_TR	42.04	25.23
tblVehicleTrips	SU_TR	5.86	3.79
tblVehicleTrips	SU_TR	1.05	6.28
tblVehicleTrips	SU_TR	8.62	5.42
tblVehicleTrips	SU_TR	20.43	25.23
tblVehicleTrips	WD_TR	6.65	3.79
tblVehicleTrips	WD_TR	11.03	6.28
tblVehicleTrips	WD_TR	9.52	5.42
tblVehicleTrips	WD_TR	44.32	25.23
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	47,497,284.68	79,847,400.00
tblWater	IndoorWaterUseRate	132,735,117.68	54,517,729.00
tblWater	IndoorWaterUseRate	87,632,164.46	122,731,250.00
tblWater	IndoorWaterUseRate	23,986,904.63	11,819,693.00
tblWater	OutdoorWaterUseRate	29,943,940.34	0.00
tblWater	OutdoorWaterUseRate	81,353,781.80	0.00

tblWater	OutdoorWaterUseRate	55,246,364.55	0.00
tblWater	OutdoorWaterUseRate	14,701,651.23	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	36.45	0.00
tblWoodstoves	NumberCatalytic	67.25	0.00
tblWoodstoves	NumberNoncatalytic	36.45	0.00
tblWoodstoves	NumberNoncatalytic	67.25	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	584.2831	36.7075	717.0100	1.0412		76.4518	76.4518		76.4518	76.4518	7,186.9907	37,640.3318	44,827.3225	1.0094	1.3186	45,245.4909
Energy	1.8161	15.6786	7.7716	0.0991		1.2548	1.2548		1.2548	1.2548		19,812.0034	19,812.0034	0.3797	0.3632	19,929.7363
Mobile	22.3730	128.8386	291.3035	1.5202	166.6350	0.7896	167.4246	44.5764	0.7337	45.3101		156,149.7676	156,149.7676	6.2587		156,306.2344
Total	**608.4722**	**181.2247**	**1,016.0852**	**2.6605**	**166.6350**	**78.4962**	**245.1312**	**44.5764**	**78.4403**	**123.0167**	**7,186.9907**	**213,602.1029**	**220,789.0936**	**7.6478**	**1.6818**	**221,481.4616**

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	584.2831	36.7075	717.0100	1.0412		76.4518	76.4518		76.4518	76.4518	7,186.9907	37,640.3318	44,827.3225	1.0094	1.3186	45,245.4909
Energy	1.8161	15.6786	7.7716	0.0991		1.2548	1.2548		1.2548	1.2548		19,812.0034	19,812.0034	0.3797	0.3632	19,929.7363
Mobile	22.3730	128.8386	291.3035	1.5202	166.6350	0.7896	167.4246	44.5764	0.7337	45.3101		156,149.7676	156,149.7676	6.2587		156,306.2344
Total	**608.4722**	**181.2247**	**1,016.0852**	**2.6605**	**166.6350**	**78.4962**	**245.1312**	**44.5764**	**78.4403**	**123.0167**	**7,186.9907**	**213,602.1029**	**220,789.0936**	**7.6478**	**1.6818**	**221,481.4616**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	22.3730	128.8386	291.3035	1.5202	166.6350	0.7896	167.4246	44.5764	0.7337	45.3101		156,149.7676	156,149.7676	6.2587		156,306.2344
Unmitigated	22.3730	128.8386	291.3035	1.5202	166.6350	0.7896	167.4246	44.5764	0.7337	45.3101		156,149.7676	156,149.7676	6.2587		156,306.2344

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,759.27	2,759.27	2759.27	9,441,101	9,441,101
General Office Building	4,688.54	4,688.54	4688.54	16,042,295	16,042,295
Single Family Housing	7,288.56	7,288.56	7288.56	24,938,520	24,938,520
Strip Mall	8,168.94	8,168.94	8168.94	27,950,830	27,950,830
Total	22,905.29	22,905.29	22,905.29	78,372,746	78,372,746

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 Mid Rise	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
Single Family Housing	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Apartments Mid Rise	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Single Family Housing	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Strip Mall	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.8161	15.6786	7.7716	0.0991		1.2548	1.2548		1.2548	1.2548		19,812.0034	19,812.0034	0.3797	0.3632	19,929.7363
NaturalGas Unmitigated	1.8161	15.6786	7.7716	0.0991		1.2548	1.2548		1.2548	1.2548		19,812.0034	19,812.0034	0.3797	0.3632	19,929.7363

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 Mid Rise	14396.3	0.1553	1.3267	0.5646	8.4700e-003		0.1073	0.1073		0.1073	0.1073		1,693.6817	1,693.6817	0.0325	0.0311	1,703.7464
General Office Building	25453.2	0.2745	2.4954	2.0962	0.0150		0.1897	0.1897		0.1897	0.1897		2,994.4935	2,994.4935	0.0574	0.0549	3,012.2882
Single Family Housing	126938	1.3689	11.6982	4.9780	0.0747		0.9458	0.9458		0.9458	0.9458		14,933.8637	14,933.8637	0.2862	0.2738	15,022.6082
Strip Mall	1614.7	0.0174	0.1583	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120		189.9646	189.9646	3.6400e-003	3.4800e-003	191.0935
Total		**1.8161**	**15.6786**	**7.7716**	**0.0991**		**1.2548**	**1.2548**		**1.2548**	**1.2548**		**19,812.0035**	**19,812.0035**	**0.3797**	**0.3632**	**19,929.7363**

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 Mid Rise	14.3963	0.1553	1.3267	0.5646	8.4700e-003		0.1073	0.1073		0.1073	0.1073		1,693.6817	1,693.6817	0.0325	0.0311	1,703.7464
General Office Building	25.4532	0.2745	2.4954	2.0962	0.0150		0.1897	0.1897		0.1897	0.1897		2,994.4935	2,994.4935	0.0574	0.0549	3,012.2882
Single Family Housing	126.938	1.3689	11.6982	4.9780	0.0747		0.9458	0.9458		0.9458	0.9458		14,933.8637	14,933.8637	0.2862	0.2738	15,022.6082
Strip Mall	1.6147	0.0174	0.1583	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120		189.9646	189.9646	3.6400e-003	3.4800e-003	191.0935
Total		**1.8161**	**15.6786**	**7.7716**	**0.0991**		**1.2548**	**1.2548**		**1.2548**	**1.2548**		**19,812.0035**	**19,812.0035**	**0.3797**	**0.3632**	**19,929.7363**

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	584.2831	36.7075	717.0100	1.0412		76.4518	76.4518		76.4518	76.4518	7,186.9907	37,640.3318	44,827.3225	1.0094	1.3186	45,245.4909
Unmitigated	584.2831	36.7075	717.0100	1.0412		76.4518	76.4518		76.4518	76.4518	7,186.9907	37,640.3318	44,827.3225	1.0094	1.3186	45,245.4909

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	8.1192					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	83.5688					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	487.4871	34.7393	546.3951	1.0322		75.5026	75.5026		75.5026	75.5026	7,186.9907	37,332.0000	44,518.9907	0.7155	1.3186	44,929.8117
Landscaping	5.1080	1.9681	170.6149	9.0400e-003		0.9493	0.9493		0.9493	0.9493		308.3318	308.3318	0.2939		315.6792
Total	**584.2831**	**36.7075**	**717.0100**	**1.0412**		**76.4518**	**76.4518**		**76.4518**	**76.4518**	**7,186.9907**	**37,640.3318**	**44,827.3225**	**1.0094**	**1.3186**	**45,245.4909**

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	8.1192					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	83.5688					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	487.4871	34.7393	546.3951	1.0322		75.5026	75.5026		75.5026	75.5026	7,186.9907	37,332.0000	44,518.9907	0.7155	1.3186	44,929.8117
Landscaping	5.1080	1.9681	170.6149	9.0400e-003		0.9493	0.9493		0.9493	0.9493		308.3318	308.3318	0.2939		315.6792
Total	**584.2831**	**36.7075**	**717.0100**	**1.0412**		**76.4518**	**76.4518**		**76.4518**	**76.4518**	**7,186.9907**	**37,640.3318**	**44,827.3225**	**1.0094**	**1.3186**	**45,245.4909**

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

Remaining Existing

Los Angeles-South Coast, Summary Report

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	746.82	1000sqft	17.14	746,818.00	0
Apartments Mid Rise	729.00	Dwelling Unit	19.18	729,000.00	2085
Single Family Housing	1,345.00	Dwelling Unit	436.69	2,421,000.00	3847
Strip Mall	323.83	1000sqft	7.43	323,827.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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

Only CalEEMod defaults were used.

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on information provided by IBI Group. See assumption file for further details.

Fleet Mix -

Woodstoves - Assumes no woodstoves

Energy Use -

Water And Wastewater - Modeling conservatively assumes all water is also treated wastewater. Data is based on IBI Group Infrastructure Report.

Solid Waste - See assumptions file.

2.0 Peak Daily Emissions

Peak Daily Operational Emissions

Peak Daily Operational Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
	Operational Activity	lb/day											
On-Site	Area	584.2831 S	36.7075 S	717.0100 S	1.0412 S	76.4518 S	76.4518 S	584.2831 S	36.7075 S	717.0100 S	1.0412 S	76.4518 S	76.4518 S
On-Site	Energy	1.8161 S	15.6786 S	7.7716 S	0.0991 S	1.2548 S	1.2548 S	1.8161 S	15.6786 S	7.7716 S	0.0991 S	1.2548 S	1.2548 S
Off-Site	Mobile	23.0086 S	128.8386 W	306.7106 S	1.5935 S	167.4246 W	45.3101 W	23.0086 S	128.8386 W	306.7106 S	1.5935 S	167.4246 W	45.3101 W
	Peak Daily Total	609.1078 S	181.2247 W	1,031.4923 S	2.7338 S	245.1312 W	123.0167 W	609.1078 S	181.2247 W	1,031.4923 S	2.7338 S	245.1312 W	123.0167 W
	Air District Threshold												
	Exceed Significance?												

3.0 Annual GHG Emissions

Annual GHG

Annual GHG

		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							

Operational	2035	41,174.1776	51.7789	0.3698	42,578.8498	41,174.1776	51.7789	0.3698	42,578.8498
	Total								
	Significance Threshold								
	Exceed Significance?								

Remaining Existing

Los Angeles-South Coast County, Mitigation Report

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.28	0.62		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			

No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	50.00
No	Use Low VOC Paint (Residential Exterior)	50.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

CalEEMod Output – Operation: New Proposed Uses

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Proposed New

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	1,897.58	1000sqft	43.56	1,897,579.00	0
Apartments Mid Rise	2,443.00	Dwelling Unit	64.29	2,443,000.00	6987
Strip Mall	506.82	1000sqft	11.64	506,823.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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 -

Vehicle Trips - Based on information provided by IBI Group. See assumptions file for further details.

Woodstoves - Assumes new units would have gas fireplaces and no woodstoves.

Water And Wastewater - For purposes of this analysis, all water is assumed to be wastewater.

Solid Waste - See assumptions file for details.

Energy Mitigation - Assumes new multifamily developments would be 4 stories and higher and comply with the non-residential 2016 Building Energy Efficiency Standards.

Water Mitigation -

Construction Phase -

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	2,076.55	2,443.00
tblFireplaces	NumberNoFireplace	244.30	0.00
tblFireplaces	NumberWood	122.15	0.00
tblFleetMix	FleetMixLandUseSubType	General Office Building	Apartments Mid Rise
tblFleetMix	FleetMixLandUseSubType	Apartments Mid Rise	General Office Building
tblLandUse	BuildingSpaceSquareFeet	1,897,580.00	1,897,579.00
tblLandUse	BuildingSpaceSquareFeet	506,820.00	506,823.00
tblLandUse	LandUseSquareFeet	1,897,580.00	1,897,579.00
tblLandUse	LandUseSquareFeet	506,820.00	506,823.00
tblLandUse	LotAcreage	11.63	11.64
tblProjectCharacteristics	OperationalYear	2018	2035
tblSolidWaste	SolidWasteGenerationRate	1,123.78	1,783.24
tblSolidWaste	SolidWasteGenerationRate	1,764.75	2,077.85
tblSolidWaste	SolidWasteGenerationRate	532.16	554.97
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	64.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00

tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TTP	33.00	100.00
tblVehicleTrips	CW_TTP	16.60	100.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	9.40
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	3.79
tblVehicleTrips	ST_TR	2.46	6.28
tblVehicleTrips	ST_TR	42.04	25.23
tblVehicleTrips	SU_TR	5.86	3.79
tblVehicleTrips	SU_TR	1.05	6.28
tblVehicleTrips	SU_TR	20.43	25.23
tblVehicleTrips	WD_TR	6.65	3.79

tblVehicleTrips	WD_TR	11.03	6.28
tblVehicleTrips	WD_TR	44.32	25.23
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	159,171,284.59	267,486,600.00
tblWater	IndoorWaterUseRate	337,264,005.52	138,523,252.00
tblWater	IndoorWaterUseRate	37,541,435.34	18,499,032.00
tblWater	OutdoorWaterUseRate	100,347,114.20	0.00
tblWater	OutdoorWaterUseRate	206,710,196.93	0.00
tblWater	OutdoorWaterUseRate	23,009,266.82	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	122.15	0.00
tblWoodstoves	NumberNoncatalytic	122.15	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	20.2076	0.7965	25.3513	4.5700e-003		0.1808	0.1808		0.1808	0.1808	0.0000	627.8684	627.8684	0.0506	0.0108	632.3378
Energy	0.2586	2.2702	1.3863	0.0141		0.1786	0.1786		0.1786	0.1786	0.0000	16,129.3013	16,129.3013	0.6093	0.1628	16,193.0556
Mobile	5.9072	35.3006	79.5940	0.4157	44.0766	0.2125	44.2891	11.8101	0.1974	12.0075	0.0000	38,732.2866	38,732.2866	1.5204	0.0000	38,770.2966
Waste						0.0000	0.0000		0.0000	0.0000	896.4203	0.0000	896.4203	52.9769	0.0000	2,220.8433
Water						0.0000	0.0000		0.0000	0.0000	150.1919	1,761.1895	1,911.3815	0.5897	0.3417	2,027.9380
Total	**26.3733**	**38.3673**	**106.3316**	**0.4343**	**44.0766**	**0.5719**	**44.6485**	**11.8101**	**0.5568**	**12.3669**	**1,046.6122**	**57,250.6458**	**58,297.2580**	**55.7468**	**0.5153**	**59,844.4714**

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	20.2076	0.7965	25.3513	4.5700e-003		0.1808	0.1808		0.1808	0.1808	0.0000	627.8684	627.8684	0.0506	0.0108	632.3378
Energy	0.2491	2.1863	1.3306	0.0136		0.1721	0.1721		0.1721	0.1721	0.0000	15,848.3183	15,848.3183	0.5998	0.1595	15,910.8456
Mobile	5.9072	35.3006	79.5940	0.4157	44.0766	0.2125	44.2891	11.8101	0.1974	12.0075	0.0000	38,732.2866	38,732.2866	1.5204	0.0000	38,770.2966
Waste						0.0000	0.0000		0.0000	0.0000	896.4203	0.0000	896.4203	52.9769	0.0000	2,220.843
Water						0.0000	0.0000		0.0000	0.0000	120.1535	1,408.951	1,529.1052	0.4717	0.2733	1,622.350
Total	**26.3638**	**38.2834**	**106.2759**	**0.4338**	**44.0766**	**0.5653**	**44.6420**	**11.8101**	**0.5503**	**12.3603**	**1,016.5738**	**56,617.4249**	**57,633.9987**	**55.6194**	**0.4436**	**59,156.6737**

	ROG	NOx	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	**0.04**	**0.22**	**0.05**	**0.12**	**0.00**	**1.15**	**0.01**	**0.00**	**1.18**	**0.05**	**2.87**	**1.11**	**1.14**	**0.23**	**13.91**	**1.15**

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	5.9072	35.3006	79.5940	0.4157	44.0766	0.2125	44.2891	11.8101	0.1974	12.0075	0.0000	38,732.2866	38,732.2866	1.5204	0.0000	38,770.2966
Unmitigated	5.9072	35.3006	79.5940	0.4157	44.0766	0.2125	44.2891	11.8101	0.1974	12.0075	0.0000	38,732.2866	38,732.2866	1.5204	0.0000	38,770.2966

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	9,246.76	9,246.76	9246.76	31,638,697	31,638,697
General Office Building	11,913.01	11,913.01	11913.01	40,761,546	40,761,546
Strip Mall	12,785.04	12,785.04	12785.04	43,745,297	43,745,297
Total	33,944.80	33,944.80	33,944.80	116,145,540	116,145,540

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 Mid Rise	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
General Office Building	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Strip Mall	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive 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	13,383.4071	13,383.4071	0.5525	0.1143	13,431.2866
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13,570.5817	13,570.5817	0.5603	0.1159	13,619.1309
NaturalGas Mitigated	0.2491	2.1863	1.3306	0.0136		0.1721	0.1721		0.1721	0.1721	0.0000	2,464.9112	2,464.9112	0.0472	0.0452	2,479.5589
NaturalGas Unmitigated	0.2586	2.2702	1.3863	0.0141		0.1786	0.1786		0.1786	0.1786	0.0000	2,558.7196	2,558.7196	0.0490	0.0469	2,573.9248

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 Mid Rise	2.72637e+007	0.1470	1.2563	0.5346	8.0200e-003		0.1016	0.1016		0.1016	0.1016	0.0000	1,454.8927	1,454.8927	0.0279	0.0267	1,463.5384
General Office Building	1.98487e+007	0.1070	0.9730	0.8173	5.8400e-003		0.0740	0.0740		0.0740	0.0740	0.0000	1,059.2010	1,059.2010	0.0203	0.0194	1,065.4953
Strip Mall	836258	4.5100e-003	0.0410	0.0344	2.5000e-004		3.1200e-003	3.1200e-003		3.1200e-003	3.1200e-003	0.0000	44.6259	44.6259	8.6000e-004	8.2000e-004	44.8911
Total		**0.2586**	**2.2702**	**1.3863**	**0.0141**		**0.1786**	**0.1786**		**0.1786**	**0.1786**	**0.0000**	**2,558.7196**	**2,558.7196**	**0.0491**	**0.0469**	**2,573.9248**

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 Mid Rise	2.64906e+007	0.1428	1.2206	0.5194	7.7900e-003		0.0987	0.0987		0.0987	0.0987	0.0000	1,413.6384	1,413.6384	0.0271	0.0259	1,422.0390
General Office Building	1.88932e+007	0.1019	0.9261	0.7780	5.5600e-003		0.0704	0.0704		0.0704	0.0704	0.0000	1,008.2155	1,008.2155	0.0193	0.0185	1,014.2068
Strip Mall	806862	4.3500e-003	0.0396	0.0332	2.4000e-004		3.0100e-003	3.0100e-003		3.0100e-003	3.0100e-003	0.0000	43.0572	43.0572	8.3000e-004	7.9000e-004	43.3131
Total		**0.2491**	**2.1863**	**1.3306**	**0.0136**		**0.1721**	**0.1721**		**0.1721**	**0.1721**	**0.0000**	**2,464.9112**	**2,464.9112**	**0.0472**	**0.0452**	**2,479.5589**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.02912e+007	3,279.0080	0.1354	0.0280	3,290.7388
General Office Building	2.52758e+007	8,053.3962	0.3325	0.0688	8,082.2075
Strip Mall	7.02457e+006	2,238.1775	0.0924	0.0191	2,246.1846
Total		**13,570.5817**	**0.5603**	**0.1159**	**13,619.1309**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.02675e+007	3,271.4561	0.1351	0.0279	3,283.1598
General Office Building	2.48184e+007	7,907.6854	0.3265	0.0675	7,935.9753
Strip Mall	6.91813e+006	2,204.2657	0.0910	0.0188	2,212.1515
Total		**13,383.4071**	**0.5525**	**0.1143**	**13,431.2867**

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	20.2076	0.7965	25.3513	4.5700e-003		0.1808	0.1808		0.1808	0.1808	0.0000	627.8684	627.8684	0.0506	0.0108	632.3378
Unmitigated	20.2076	0.7965	25.3513	4.5700e-003		0.1808	0.1808		0.1808	0.1808	0.0000	627.8684	627.8684	0.0506	0.0108	632.3378

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	1.8788					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	17.5161					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0593	0.5066	0.2156	3.2300e-003		0.0410	0.0410		0.0410	0.0410	0.0000	586.6550	586.6550	0.0112	0.0108	590.1412
Landscaping	0.7534	0.2899	25.1358	1.3300e-003		0.1398	0.1398		0.1398	0.1398	0.0000	41.2133	41.2133	0.0393	0.0000	42.1966
Total	**20.2076**	**0.7965**	**25.3513**	**4.5600e-003**		**0.1808**	**0.1808**		**0.1808**	**0.1808**	**0.0000**	**627.8684**	**627.8684**	**0.0506**	**0.0108**	**632.3378**

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	1.8788					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	17.5161					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0593	0.5066	0.2156	3.2300e-003		0.0410	0.0410		0.0410	0.0410	0.0000	586.6550	586.6550	0.0112	0.0108	590.1412
Landscaping	0.7534	0.2899	25.1358	1.3300e-003		0.1398	0.1398		0.1398	0.1398	0.0000	41.2133	41.2133	0.0393	0.0000	42.1966
Total	**20.2076**	**0.7965**	**25.3513**	**4.5600e-003**		**0.1808**	**0.1808**		**0.1808**	**0.1808**	**0.0000**	**627.8684**	**627.8684**	**0.0506**	**0.0108**	**632.3378**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,529.1052	0.4717	0.2733	1,622.3504
Unmitigated	1,911.3815	0.5897	0.3417	2,027.9380

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	267.487 / 0	1,204.3774	0.3716	0.2153	1,277.8207
General Office Building	138.523 / 0	623.7108	0.1924	0.1115	661.7449
Strip Mall	18.499 / 0	83.2932	0.0257	0.0149	88.3725
Total		**1,911.3815**	**0.5897**	**0.3417**	**2,027.9380**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	213.989 / 0	963.5020	0.2972	0.1722	1,022.2566
General Office Building	110.819 / 0	498.9686	0.1539	0.0892	529.3959
Strip Mall	14.7992 / 0	66.6346	0.0206	0.0119	70.6980
Total		**1,529.1052**	**0.4717**	**0.2733**	**1,622.3504**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	896.4203	52.9769	0.0000	2,220.8433
Unmitigated	896.4203	52.9769	0.0000	2,220.8433

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1783.24	361.9816	21.3925	0.0000	896.7941
General Office Building	2077.85	421.7848	24.9268	0.0000	1,044.9539
Strip Mall	554.97	112.6539	6.6577	0.0000	279.0953
Total		**896.4203**	**52.9769**	**0.0000**	**2,220.8433**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1783.24	361.9816	21.3925	0.0000	896.7941
General Office Building	2077.85	421.7848	24.9268	0.0000	1,044.9539
Strip Mall	554.97	112.6539	6.6577	0.0000	279.0953
Total		**896.4203**	**52.9769**	**0.0000**	**2,220.8433**

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

Proposed New

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1,897.58	1000sqft	43.56	1,897,579.00	0
Apartments Mid Rise	2,443.00	Dwelling Unit	64.29	2,443,000.00	6987
Strip Mall	506.82	1000sqft	11.64	506,823.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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 -

Vehicle Trips - Based on information provided by IBI Group. See assumptions file for further details.

Woodstoves - Assumes new units would have gas fireplaces and no woodstoves.

Water And Wastewater - For purposes of this analysis, all water is assumed to be wastewater.

Solid Waste - See assumptions file for details.

Energy Mitigation - Assumes new multifamily developments would be 4 stories and higher and comply with the non-residential 2016 Building Energy Efficiency Standards

Water Mitigation -

Construction Phase -

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	2,076.55	2,443.00
tblFireplaces	NumberNoFireplace	244.30	0.00
tblFireplaces	NumberWood	122.15	0.00
tblFleetMix	FleetMixLandUseSubType	General Office Building	Apartments Mid Rise
tblFleetMix	FleetMixLandUseSubType	Apartments Mid Rise	General Office Building
tblLandUse	BuildingSpaceSquareFeet	1,897,580.00	1,897,579.00
tblLandUse	BuildingSpaceSquareFeet	506,820.00	506,823.00
tblLandUse	LandUseSquareFeet	1,897,580.00	1,897,579.00
tblLandUse	LandUseSquareFeet	506,820.00	506,823.00
tblLandUse	LotAcreage	11.63	11.64
tblProjectCharacteristics	OperationalYear	2018	2035
tblSolidWaste	SolidWasteGenerationRate	1,123.78	1,783.24
tblSolidWaste	SolidWasteGenerationRate	1,764.75	2,077.85
tblSolidWaste	SolidWasteGenerationRate	532.16	554.97
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	64.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00

tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TTP	33.00	100.00
tblVehicleTrips	CW_TTP	16.60	100.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	9.40
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	3.79
tblVehicleTrips	ST_TR	2.46	6.28
tblVehicleTrips	ST_TR	42.04	25.23
tblVehicleTrips	SU_TR	5.86	3.79
tblVehicleTrips	SU_TR	1.05	6.28
tblVehicleTrips	SU_TR	20.43	25.23
tblVehicleTrips	WD_TR	6.65	3.79
tblVehicleTrips	WD_TR	11.03	6.28

tblVehicleTrips	WD_TR	44.32	25.23
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	159,171,284.59	267,486,600.00
tblWater	IndoorWaterUseRate	337,264,005.52	138,523,252.00
tblWater	IndoorWaterUseRate	37,541,435.34	18,499,032.00
tblWater	OutdoorWaterUseRate	100,347,114.20	0.00
tblWater	OutdoorWaterUseRate	206,710,196.93	0.00
tblWater	OutdoorWaterUseRate	23,009,266.82	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	122.15	0.00
tblWoodstoves	NumberNoncatalytic	122.15	0.00

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	117.0429	42.8444	218.3310	0.2693		4.3951	4.3951		4.3951	4.3951	0.0000	52,097.55	52,097.557	1.3384	0.9485	52,413.65
Energy	1.4167	12.4396	7.5962	0.0773		0.9788	0.9788		0.9788	0.9788		15,454.82	15,454.825	0.2962	0.2833	15,546.66
Mobile	34.0979	188.7756	454.5339	2.3615	246.9470	1.1676	248.1146	66.0607	1.0848	67.1455		242,379.3	242,379.39	9.2096		242,609.6
Total	**152.5574**	**244.0597**	**680.4611**	**2.7081**	**246.9470**	**6.5415**	**253.4884**	**66.0607**	**6.4587**	**72.5194**	**0.0000**	**309,931.7**	**309,931.77**	**10.8442**	**1.2318**	**310,569.9**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	117.0429	42.8444	218.3310	0.2693		4.3951	4.3951		4.3951	4.3951	0.0000	52,097.55	52,097.557	1.3384	0.9485	52,413.65
Energy	1.3648	11.9799	7.2910	0.0744		0.9429	0.9429		0.9429	0.9429		14,888.21	14,888.216	0.2854	0.2730	14,976.68
Mobile	34.0979	188.7756	454.5339	2.3615	246.9470	1.1676	248.1146	66.0607	1.0848	67.1455		242,379.3	242,379.39	9.2096		242,609.6
Total	**152.5055**	**243.6000**	**680.1559**	**2.7053**	**246.9470**	**6.5056**	**253.4525**	**66.0607**	**6.4228**	**72.4835**	**0.0000**	**309,365.1**	**309,365.16**	**10.8334**	**1.2214**	**309,999.9**

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent	**0.03**	**0.19**	**0.04**	**0.10**	**0.00**	**0.55**	**0.01**	**0.00**	**0.56**	**0.05**	**0.00**	**0.18**	**0.18**	**0.10**	**0.84**	**0.18**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	34.0979	188.7756	454.5339	2.3615	246.9470	1.1676	248.1146	66.0607	1.0848	67.1455		242,379.3	242,379.39	9.2096		242,609.6
Unmitigated	34.0979	188.7756	454.5339	2.3615	246.9470	1.1676	248.1146	66.0607	1.0848	67.1455		242,379.3	242,379.39	9.2096		242,609.6

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	9,246.76	9,246.76	9246.76	31,638,697	31,638,697
General Office Building	11,913.01	11,913.01	11913.01	40,761,546	40,761,546
Strip Mall	12,785.04	12,785.04	12785.04	43,745,297	43,745,297
Total	33,944.80	33,944.80	33,944.80	116,145,540	116,145,540

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
General Office Building	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Strip Mall	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas	1.3648	11.9799	7.2910	0.0744		0.9429	0.9429		0.9429	0.9429		14,888.21	14,888.216	0.2854	0.2730	14,976.68
NaturalGas	1.4167	12.4396	7.5962	0.0773		0.9788	0.9788		0.9788	0.9788		15,454.82	15,454.825	0.2962	0.2833	15,546.66

5.2 Energy by Land Use - NaturalGas
Unmitigated

	NaturalGa	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid	74695	0.8055	6.8837	2.9292	0.0439		0.5566	0.5566		0.5566	0.5566		8,787.6423	8,787.642	0.1684	0.1611	8,839.862
General Office	54379.9	0.5865	5.3314	4.4784	0.0320		0.4052	0.4052		0.4052	0.4052		6,397.6394	6,397.639	0.1226	0.1173	6,435.657
Strip Mall	2291.12	0.0247	0.2246	0.1887	1.3500e-		0.0171	0.0171		0.0171	0.0171		269.5433	269.5433	5.1700e-	4.9400e-	271.1450
Total		**1.4167**	**12.4396**	**7.5962**	**0.0773**		**0.9788**	**0.9788**		**0.9788**	**0.9788**		**15,454.825**	**15,454.82**	**0.2962**	**0.2833**	**15,546.66**

Mitigated

	NaturalGa	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid	72.5769	0.7827	6.6885	2.8462	0.0427		0.5408	0.5408		0.5408	0.5408		8,538.4638	8,538.463	0.1637	0.1565	8,589.203
General Office	51.7623	0.5582	5.0747	4.2628	0.0305		0.3857	0.3857		0.3857	0.3857		6,089.6842	6,089.684	0.1167	0.1116	6,125.872
Strip Mall	2.21058	0.0238	0.2167	0.1821	1.3000e-		0.0165	0.0165		0.0165	0.0165		260.0684	260.0684	4.9800e-	4.7700e-	261.6139
Total		**1.3648**	**11.9799**	**7.2910**	**0.0744**		**0.9429**	**0.9429**		**0.9429**	**0.9429**		**14,888.216**	**14,888.21**	**0.2854**	**0.2730**	**14,976.68**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	117.0429	42.8444	218.3310	0.2693		4.3951	4.3951		4.3951	4.3951	0.0000	52,097.55	52,097.557	1.3384	0.9485	52,413.65
Unmitigated	117.0429	42.8444	218.3310	0.2693		4.3951	4.3951		4.3951	4.3951	0.0000	52,097.55	52,097.557	1.3384	0.9485	52,413.65

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural	10.2946					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer	95.9786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4.7423	40.5251	17.2447	0.2587		3.2765	3.2765		3.2765	3.2765	0.0000	51,734.11	51,734.117	0.9916	0.9485	52,041.54
Landscaping	6.0274	2.3193	201.0863	0.0107		1.1186	1.1186		1.1186	1.1186		363.4395	363.4395	0.3468		372.1102
Total	**117.0429**	**42.8444**	**218.3310**	**0.2693**		**4.3951**	**4.3951**		**4.3951**	**4.3951**	**0.0000**	**52,097.55**	**52,097.557**	**1.3384**	**0.9485**	**52,413.65**

Mitigated

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural	10.2946					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer	95.9786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4.7423	40.5251	17.2447	0.2587		3.2765	3.2765		3.2765	3.2765	0.0000	51,734.11	51,734.117	0.9916	0.9485	52,041.54
Landscaping	6.0274	2.3193	201.0863	0.0107		1.1186	1.1186		1.1186	1.1186		363.4395	363.4395	0.3468		372.1102
Total	**117.0429**	**42.8444**	**218.3310**	**0.2693**		**4.3951**	**4.3951**		**4.3951**	**4.3951**	**0.0000**	**52,097.55**	**52,097.557**	**1.3384**	**0.9485**	**52,413.65**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet
Install Low Flow Shower
Use Water Efficient Irrigation System

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

Proposed New

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	1,897.58	1000sqft	43.56	1,897,579.00	0
Apartments Mid Rise	2,443.00	Dwelling Unit	64.29	2,443,000.00	6987
Strip Mall	506.82	1000sqft	11.64	506,823.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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 -

Vehicle Trips - Based on information provided by IBI Group. See assumptions file for further details.

Woodstoves - Assumes new units would have gas fireplaces and no woodstoves.

Water And Wastewater - For purposes of this analysis, all water is assumed to be wastewater.

Solid Waste - See assumptions file for details.

Energy Mitigation - Assumes new multifamily developments would be 4 stories and higher and comply with the non-residential 2016 Building Energy Efficiency Standards

Water Mitigation -

Construction Phase -

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	2,076.55	2,443.00
tblFireplaces	NumberNoFireplace	244.30	0.00
tblFireplaces	NumberWood	122.15	0.00
tblFleetMix	FleetMixLandUseSubType	General Office Building	Apartments Mid Rise
tblFleetMix	FleetMixLandUseSubType	Apartments Mid Rise	General Office Building
tblLandUse	BuildingSpaceSquareFeet	1,897,580.00	1,897,579.00
tblLandUse	BuildingSpaceSquareFeet	506,820.00	506,823.00
tblLandUse	LandUseSquareFeet	1,897,580.00	1,897,579.00
tblLandUse	LandUseSquareFeet	506,820.00	506,823.00
tblLandUse	LotAcreage	11.63	11.64
tblProjectCharacteristics	OperationalYear	2018	2035
tblSolidWaste	SolidWasteGenerationRate	1,123.78	1,783.24
tblSolidWaste	SolidWasteGenerationRate	1,764.75	2,077.85
tblSolidWaste	SolidWasteGenerationRate	532.16	554.97
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	64.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00

tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TL	16.60	9.40
tblVehicleTrips	CW_TTP	33.00	100.00
tblVehicleTrips	CW_TTP	16.60	100.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	9.40
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	3.79
tblVehicleTrips	ST_TR	2.46	6.28
tblVehicleTrips	ST_TR	42.04	25.23
tblVehicleTrips	SU_TR	5.86	3.79
tblVehicleTrips	SU_TR	1.05	6.28
tblVehicleTrips	SU_TR	20.43	25.23
tblVehicleTrips	WD_TR	6.65	3.79
tblVehicleTrips	WD_TR	11.03	6.28

tblVehicleTrips	WD_TR	44.32	25.23
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	159,171,284.59	267,486,600.00
tblWater	IndoorWaterUseRate	337,264,005.52	138,523,252.00
tblWater	IndoorWaterUseRate	37,541,435.34	18,499,032.00
tblWater	OutdoorWaterUseRate	100,347,114.20	0.00
tblWater	OutdoorWaterUseRate	206,710,196.93	0.00
tblWater	OutdoorWaterUseRate	23,009,266.82	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	122.15	0.00
tblWoodstoves	NumberNoncatalytic	122.15	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Area	117.0429	42.8444	218.3310	0.2693		4.3951	4.3951		4.3951	4.3951	0.0000	52,097.5571	52,097.5571	1.3384	0.9485	52,413.6578
Energy	1.4167	12.4396	7.5962	0.0773		0.9788	0.9788		0.9788	0.9788		15,454.8250	15,454.8250	0.2962	0.2833	15,546.6653
Mobile	33.1560	190.9341	431.7012	2.2529	246.9470	1.1702	248.1172	66.0607	1.0873	67.1480		231,408.2394	231,408.2394	9.2751		231,640.1175
Total	**151.6156**	**246.2181**	**657.6284**	**2.5995**	**246.9470**	**6.5441**	**253.4910**	**66.0607**	**6.4612**	**72.5218**	**0.0000**	**298,960.6215**	**298,960.6215**	**10.9097**	**1.2318**	**299,600.4405**

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	117.0429	42.8444	218.3310	0.2693		4.3951	4.3951		4.3951	4.3951	0.0000	52,097.5571	52,097.5571	1.3384	0.9485	52,413.6578
Energy	1.3648	11.9799	7.2910	0.0744		0.9429	0.9429		0.9429	0.9429		14,888.2164	14,888.2164	0.2854	0.2730	14,976.6896
Mobile	33.1560	190.9341	431.7012	2.2529	246.9470	1.1702	248.1172	66.0607	1.0873	67.1480		231,408.2394	231,408.2394	9.2751		231,640.1175
Total	**151.5636**	**245.7584**	**657.3231**	**2.5967**	**246.9470**	**6.5082**	**253.4551**	**66.0607**	**6.4253**	**72.4859**	**0.0000**	**298,394.0129**	**298,394.0129**	**10.8989**	**1.2214**	**299,030.4649**

	ROG	**NOx**	**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	**0.03**	**0.19**	**0.05**	**0.11**	**0.00**	**0.55**	**0.01**	**0.00**	**0.56**	**0.05**	**0.00**	**0.19**	**0.19**	**0.10**	**0.84**	**0.19**

3.0 Construction Detail

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	33.1560	190.9341	431.7012	2.2529	246.9470	1.1702	248.1172	66.0607	1.0873	67.1480		231,408.2394	231,408.2394	9.2751		231,640.1175
Unmitigated	33.1560	190.9341	431.7012	2.2529	246.9470	1.1702	248.1172	66.0607	1.0873	67.1480		231,408.2394	231,408.2394	9.2751		231,640.1175

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	9,246.76	9,246.76	9246.76	31,638,697	31,638,697
General Office Building	11,913.01	11,913.01	11913.01	40,761,546	40,761,546
Strip Mall	12,785.04	12,785.04	12785.04	43,745,297	43,745,297
Total	33,944.80	33,944.80	33,944.80	116,145,540	116,145,540

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 Mid Rise	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	9.40	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
General Office Building	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807
Strip Mall	0.539854	0.043743	0.210883	0.115969	0.013375	0.006440	0.022010	0.036531	0.002703	0.001629	0.005324	0.000732	0.000807

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive 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	1.3648	11.9799	7.2910	0.0744		0.9429	0.9429		0.9429	0.9429		14,888.2164	14,888.2164	0.2854	0.2730	14,976.6896
NaturalGas Unmitigated	1.4167	12.4396	7.5962	0.0773		0.9788	0.9788		0.9788	0.9788		15,454.8250	15,454.8250	0.2962	0.2833	15,546.6653

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 Mid Rise	74695	0.8055	6.8837	2.9292	0.0439		0.5566	0.5566		0.5566	0.5566		8,787.6423	8,787.6423	0.1684	0.1611	8,839.8628
General Office Building	54379.9	0.5865	5.3314	4.4784	0.0320		0.4052	0.4052		0.4052	0.4052		6,397.6394	6,397.6394	0.1226	0.1173	6,435.6574
Strip Mall	2291.12	0.0247	0.2246	0.1887	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.5433	269.5433	5.1700e-003	4.9400e-003	271.1450
Total		**1.4167**	**12.4396**	**7.5962**	**0.0773**		**0.9788**	**0.9788**		**0.9788**	**0.9788**		**15,454.8250**	**15,454.8250**	**0.2962**	**0.2833**	**15,546.6653**

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 Mid Rise	72.5769	0.7827	6.6885	2.8462	0.0427		0.5408	0.5408		0.5408	0.5408		8,538.4638	8,538.4638	0.1637	0.1565	8,589.2036
General Office Building	51.7623	0.5582	5.0747	4.2628	0.0305		0.3857	0.3857		0.3857	0.3857		6,089.6842	6,089.6842	0.1167	0.1116	6,125.8722
Strip Mall	2.21058	0.0238	0.2167	0.1821	1.3000e-003		0.0165	0.0165		0.0165	0.0165		260.0684	260.0684	4.9800e-003	4.7700e-003	261.6139
Total		**1.3648**	**11.9799**	**7.2910**	**0.0744**		**0.9429**	**0.9429**		**0.9429**	**0.9429**		**14,888.2164**	**14,888.2164**	**0.2854**	**0.2730**	**14,976.6896**

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	117.0429	42.8444	218.3310	0.2693		4.3951	4.3951		4.3951	4.3951	0.0000	52,097.5571	52,097.5571	1.3384	0.9485	52,413.6578
Unmitigated	117.0429	42.8444	218.3310	0.2693		4.3951	4.3951		4.3951	4.3951	0.0000	52,097.5571	52,097.5571	1.3384	0.9485	52,413.6578

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	10.2946					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	95.9786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4.7423	40.5251	17.2447	0.2587		3.2765	3.2765		3.2765	3.2765	0.0000	51,734.1177	51,734.1177	0.9916	0.9485	52,041.5476
Landscaping	6.0274	2.3193	201.0863	0.0107		1.1186	1.1186		1.1186	1.1186		363.4395	363.4395	0.3468		372.1102
Total	**117.0429**	**42.8444**	**218.3310**	**0.2693**		**4.3951**	**4.3951**		**4.3951**	**4.3951**	**0.0000**	**52,097.5571**	**52,097.5571**	**1.3384**	**0.9485**	**52,413.6578**

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	10.2946					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	95.9786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4.7423	40.5251	17.2447	0.2587		3.2765	3.2765		3.2765	3.2765	0.0000	51,734.1177	51,734.1177	0.9916	0.9485	52,041.5476
Landscaping	6.0274	2.3193	201.0863	0.0107		1.1186	1.1186		1.1186	1.1186		363.4395	363.4395	0.3468		372.1102
Total	**117.0429**	**42.8444**	**218.3310**	**0.2693**		**4.3951**	**4.3951**		**4.3951**	**4.3951**	**0.0000**	**52,097.5571**	**52,097.5571**	**1.3384**	**0.9485**	**52,413.6578**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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

Proposed New

Los Angeles-South Coast, Summary Report

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1,897.58	1000sqft	43.56	1,897,579.00	0
Apartments Mid Rise	2,443.00	Dwelling Unit	64.29	2,443,000.00	6987
Strip Mall	506.82	1000sqft	11.64	506,823.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
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

Only CalEEMod defaults were used.

Project Characteristics -

Land Use -

Vehicle Trips - Based on information provided by IBI Group. See assumptions file for further details.

Woodstoves - Assumes new units would have gas fireplaces and no woodstoves.

Water And Wastewater - For purposes of this analysis, all water is assumed to be wastewater.

Solid Waste - See assumptions file for details.

Energy Mitigation - Assumes new multifamily developments would be 4 stories and higher and comply with the non-residential 2016 Building Energy Efficiency Standards

Water Mitigation -

Construction Phase -

2.0 Peak Daily Emissions

Peak Daily Operational Emissions

Peak Daily Operational Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
	Operational Activity	lb/day											
On-Site	Area	117.0429 S	42.8444 S	218.3310 S	0.2693 S	4.3951 S	4.3951 S	117.0429 S	42.8444 S	218.3310 S	0.2693 S	4.3951 S	4.3951 S
On-Site	Energy	1.4167 S	12.4396 S	7.5962 S	0.0773 S	0.9788 S	0.9788 S	1.3648 S	11.9799 S	7.2910 S	0.0744 S	0.9429 S	0.9429 S
Off-Site	Mobile	34.0979 S	190.9341 W	454.5339 S	2.3615 S	248.1172 W	67.1480 W	34.0979 S	190.9341 W	454.5339 S	2.3615 S	248.1172 W	67.1480 W
	Peak Daily Total	152.5574 S	246.2181 W	680.4611 S	2.7081 S	253.4910 W	72.5218 W	152.5055 S	245.7584 W	680.1559 S	2.7053 S	253.4551 W	72.4859 W
	Air District Threshold												
	Exceed Significance?												

3.0 Annual GHG Emissions

Annual GHG

Annual GHG

		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							
Operational	2035	58,297.2580	55.7468	0.5152	59,844.4721	57,633.9987	55.6194	0.4436	59,156.6750
	Total								
	Significance Threshold								
	Exceed Significance?								

Proposed New

Los Angeles-South Coast County, Mitigation Report

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.38	1.38	1.38	1.39	1.38
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	3.67	3.70	4.02	3.69	3.67	3.67	0.00	3.67	3.67	3.69	3.67	3.67
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	20.00	20.00	20.00	20.00	20.00	20.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.20	0.49		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			

No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	50.00
No	Use Low VOC Paint (Residential Exterior)	50.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Exceed Title 24	5.00	
No	Install High Efficiency Lighting	0.00	
No	On-site Renewable	0.00	0.00

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy	0.00	0.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
Yes	Install low-flow bathroom faucet	32.00	
Yes	Install low-flow Kitchen faucet	18.00	
Yes	Install low-flow Toilet	20.00	
Yes	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
Yes	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Appendix D Cultural Resources Reports/Consultation

Appendix D1 – Cultural Resources Assessment

Appendix D2 – SB 18/ AB 52 Consultation Documentation

Appendices

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CULTURAL RESOURCES OVERVIEW AND ASSESSMENT:

THE CITY OF LOS ANGELES, WEST ATHENS-WESTMONT TOD SPECIFIC PLAN PROJECT AREA, LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

PLACEWORKS
Attn: Nicole Morse
3 MacArthur Place, Suite 1100
Santa Ana, California 92707

Prepared by:

McKENNA et al.
6008 Friends Avenue
Whittier, California 90601-3724
(562) 696-3852
jeanette.mckennaetal@gmail.com

Author and principal Investigator: Jeanette A. McKenna, MA/RPA/HonDL

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CULTURAL RESOURCES OVERVIEW AND ASSESSMENT:

THE CITY OF LOS ANGELES, WEST ATHENS-WESTMONT TOD SPECIFIC PLAN PROJECT AREA, LOS ANGELES COUNTY, CALIFORNIA

by,

Jeanette A. McKenna, Principal
McKenna et al., Whittier CA

INTRODUCTION

The Los Angeles County Department of Regional Planning has identified the West Athens-Westmont Transit Oriented District (TOD) as a "priority policy area" in accordance with the County General Plan Update. The goal of the County and TOD is to encourage transit-oriented development with the specific goal of lessening vehicular traffic and increasing the use of public transportation alternatives. This is a 20 year plan. McKenna et al. (Appendix A) initiated these studies in 2015 and completed this document 2016. This study was completed for compliance with the California Environmental Quality Act, as amended, and in support of an Environmental Impact Report (EIR).

PROJECT DESCRIPTION

As described by the Los Angeles County Department of Regional Planning, the West Athens-Westmont TOD project is funded through the Los Angeles County Metropolitan Transportation Authority (Metro) Transportation Oriented District Planning Grant Program. The subsequent CEQA document (EIR) will "… evaluate potential environmental impacts associated with full project build-out, as well as the cumulative effects within each area of analysis. The County intends to utilize the CEQA document to streamline and facilitate future infill development and infrastructure project in the West Athens-Westmont TOD."

The purpose of this study is to research and identify any potentially significant cultural resources that may be within the boundaries of the TOD and to present recommendations for the avoidance of any adverse impacts resulting from physical impacts resulting from project-related activities.

PROJECT LOCATION AND SETTING

The West Athens-Westmont TOD Specific Plan project area is located within Los Angeles County, California (Figure 1), and involves portions of the City of Los Angeles and unincorporated Los Angeles County. The emphasis of this study involves the unincorporated areas and covers approximately 240 acres (Figure 2). This area is equated with Township 3 South, Range 14 West, and portions of Sections 1 and 12.

The boundaries of this TOD project area are 110th Street (north); Vermont Avenue (east), 120th Street (south), and Wilton Place (west). Overall, the project area is roughly rectangular, but also includes small area between 120th Street and 121st Street (east of Western Avenue) and an irregular area on the northwestern corner of Western Avenue and Imperial Highway. Illustrated in Figure 3, the area bisected by the 105 Freeway (east/west) and includes a relatively large area identified as “oil fields”, now dominated by the Los Angeles Southwest College campus.

Major roadways/transportation corridors within the TOD project area include Vermont Avenue (north/south), Normandie Avenue (north/south), Western Avenue (north/south), Imperial Avenue (east/ west), and the 105 Freeway right-of-way (east/west). Other “key” facilities/improvements identified with the boundaries include:

West Athens Elementary School
St. Frances Cabrini Catholic School
Los Angeles County Sheriff’s Department SW Station
Los Angeles County Probation Office
Los Angeles County Building and Safety Offices and Service Center
Los Angeles Southwest College Campus

The remainder of the TOD project area is dominated by residential properties and, along the major roadways, commercial properties. The project area is essentially built-out, although there are a few vacant properties scattered throughout the area. The West Athens-Westmont TOD Specific Plan project area is located within the western extent of the Los Angeles Basin. Norris and Webb (1990:56) describe the Basin as consisting of “… thousands of meters of post-Jurassic sediment overlying crystalline basement rocks.”

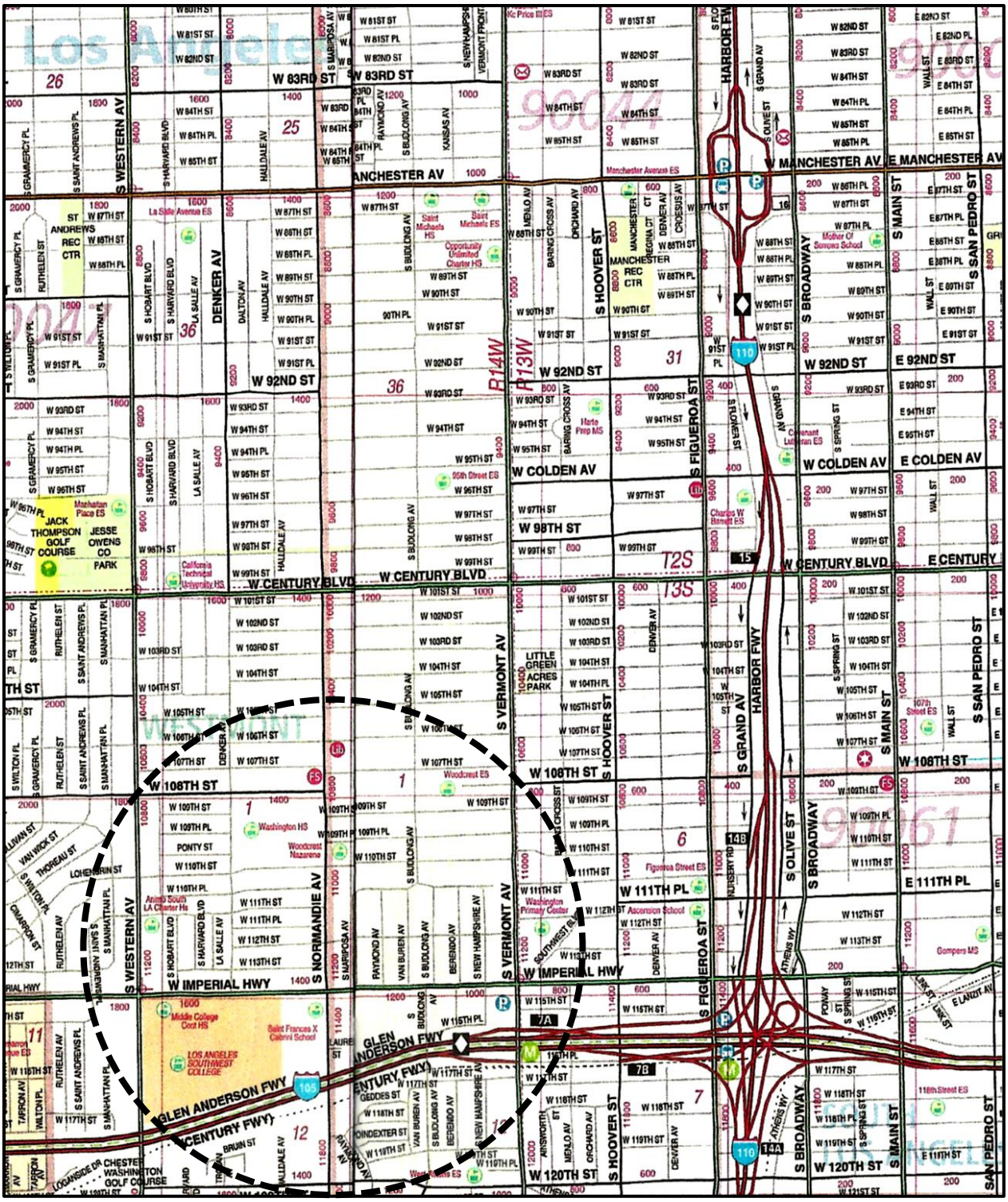

Figure 1. General Location of the Project Area within Los Angeles County, California.

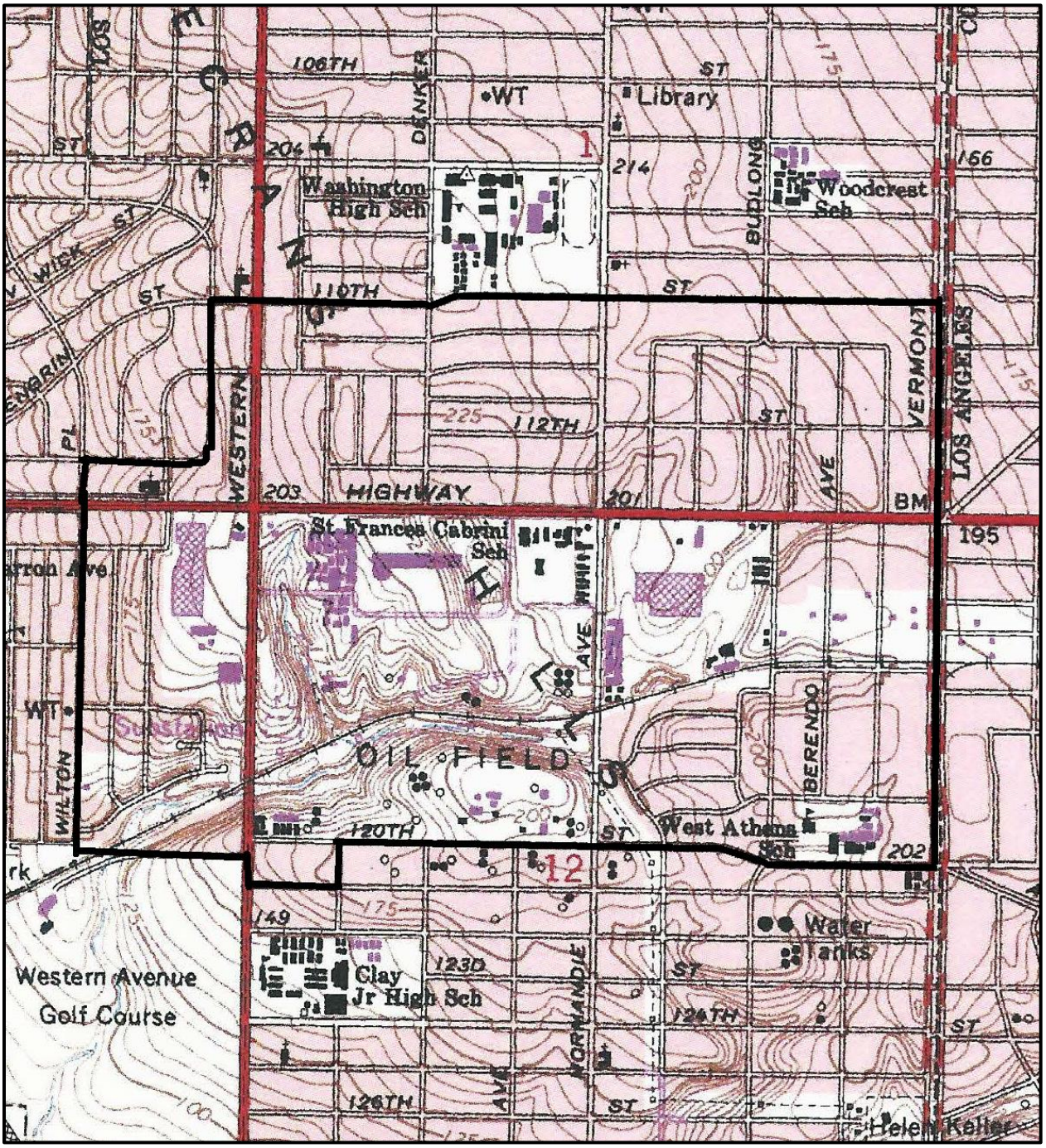

Figure 2. West Athens-Westmont TOD Specific Plan Project, USGS Inglewood Quadrangle, rev. 1981.

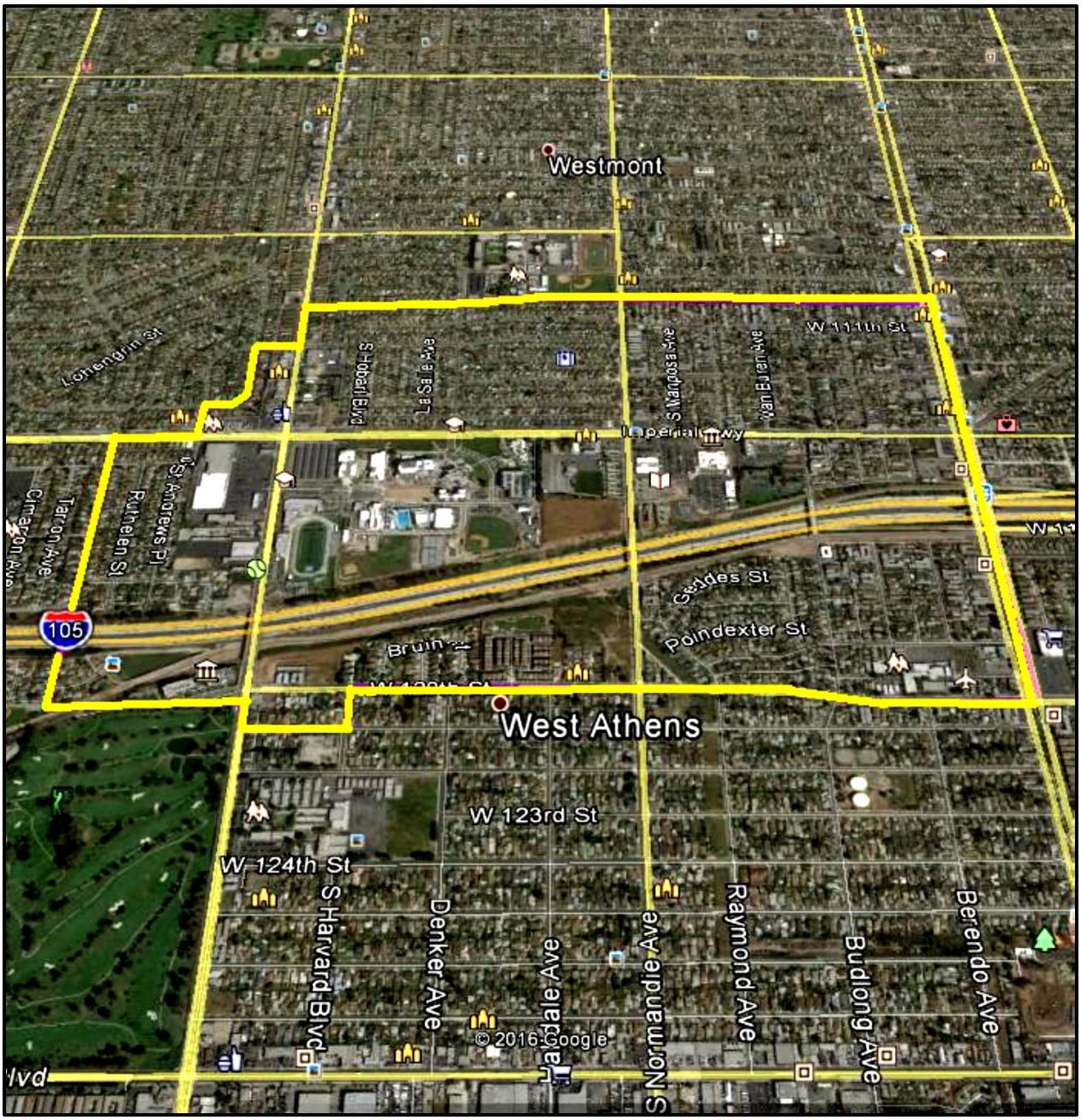

Figure 3. West Athens-Westmont TOD Specific Plan Boundaries.

Norris and Webb (1990:324-342) also describe the area as being within the Southwestern Block of the Los Angeles Basin, stating:

> "The distinguishing feature of the southwestern block is it basement. Although actually exposed only in the Palos Verdes Hills, it has been encount-

> ered in numerous oil wells at depths of 1,500 to 4,250 meters (5,000-14,000 feet) below sea level. The basement rocks belong to the Catalina schist facies of the Franciscan Formation and are chiefly green chlorite and blue glaucophane schists. They have no known base, are always in fault contact with other basement rocks and are of undetermined age."

Rivers and Streams are part of the subordinate features associated with the Transverse Ranges (and Los Angeles Basin) and, as noted by Norris and Webb (1990:342):

> "Important streams … include the San Gabriel River, which drains the central San Gabriel Mountains. The San Gabriel forks downstream near Duarte into the San Gabriel River proper and the Rio Hondo, which joins the Los Angeles River near Downey, so that the two drainages intermingle. The Los Angeles River reaches the sea near Long Beach and the San Gabriel discharges near Seal Beach."

McLeod (2015) identifies the project area as being comprised of "… surficial deposits consisting of older Quaternary Alluvium, derived broadly as alluvial fan deposits in the Los Angeles Basin." These deposits have been associated with numerous fossil finds, including, but not limited to, mammoth, squirrel, horse, antelope, pond turtle, puffin, turkey, ground sloth, dire wolf, rabbit, deer mouse, pocket gopher, deer, and bison. Specimens have been identified in the vicinity of 120th Street and Athens Boulevard (just east of the southeastern corner of the TOD project Area). Other specimens were identified between 112th Street and 113th Street, nearer the Harbor Freeway (110).

McLeod concluded shallow excavations are not likely to yield evidence of fossil specimens, but deeper excavations (15-18 feet below the presence surface) and likely to be sensitive for the presence of significant fossil remains. He recommended monitoring and sampling.

The project area is west of the Los Angeles River channel and associated with the Newport-Inglewood Fault. The nature of the loose, sandy deposits of the older and younger Quaternary Alluvium are subject to liquefaction and ground failures (sinking/rising/expanding, etc.), but less likely to result in landslides, given the current terrain. Although the project area is considered to be within an urban setting, there are still some areas of open space. In its natural setting, the project area is considered a coastal plain/coastal sage scrub biotic environment. At this time, given the extent of late historic and modern improvements, evidence of the native vegetation and coastal sage scrub community are no longer identifiable.

BRIEF CULTURE HISTORY BACKGROUND

- Prehistory -

The project area is well within the present-day Los Angeles Basin and associated with the traditional territory of the prehistoric and protohistoric Native American populations generally referred to as the Gabrieliño/Tongva (McCawley 1996:23; Kroeber 1925:621; and Bean and Smith 1978:538). The Gabrieliño/Tongva are known as a society identified by Late Prehistoric/Protohistoric ethnographic records and archaeological data identifying Late Prehistoric occupation of Southern California.

Changes identified between the earlier periods and the Late Prehistoric are evident in the archaeological record and in variations seen in technologies, social/community patterns and, in some cases, population estimates. Populations preceding the Gabrieliño/Tongva, though likely directly related to the Gabrieliño, can be archaeologically identified as separate or variant forms of the evolving culture.

Early studies of California prehistory (see Benedict 1924; Bolton 1927; Robinson 1939; and Kroeber 1925) emphasized anthropological/ethnographic studies while more recent investigations have relied on archaeological data (e.g. Drover 1980; Drover, Koerper, and Langenwalter 1983; McKenna 1985 and 1986; Hudson 1969 and 1971; Rice and Cottrell 1976; Wallace 1955; Warren 1968; Greenwood 1978; and Mason et al. 1994). The majority of data currently available to archaeologists can be referenced in publications of the Society for California Archaeology.

The term Gabrieliño is a reference to the direct association with Native American populations under the jurisdiction of the historic Mission San Gabriel de Archangel (located in in San Gabriel). The Mission San Gabriel serviced the entire Los Angeles Basin and into the San Bernardino area. The ethnographic boundaries for the Gabrieliño are presented by Bean and Smith (1978:538) and refined by McCawley (1996) and the present-day City of Los Angeles is somewhat centrally located.

As such, the core of the area of the Los Angeles Basin was the site of the historic City of Los Angeles and the ethnographic village of *Yangna* (Johnston 1962). Following the founding of the Pueblo de Los Angeles, a large Catholic Church (The Church of Our Lady the Queen of the Angels) was constructed to service the small but sedentary population of the pueblo, including Native Americans and early European settlers (primarily Spanish/Mexican, but also many others). Evidence of the prehistoric occupation of the area, including the village of *Yangna*, has been sporadically identified and the native populations became known as Gabrieliños.

The Gabrieliño utilized numerous plants and animals for food, shelter, and medicines. Citing Kroeber (1976:649-650), they used seeds most often, followed by foliage, shoots,

fruits, and berries. Mountain shrubs, ash, elder, and willow were used for shelters and tool materials (e.g. bows).

Over twenty plants were used regularly for medicinal purposes. Fauna used as food sources included deer, rabbits, wood rats, squirrels, quail, and ducks. Animals specifically not used were dog, coyote, bear, tree squirrel, pigeon, dove, mud hen, eagle, buzzard, raven, lizards, frogs, and turtles (Kroeber 1976:652).

Along the coast, the Gabrieliño regularly exploited the wetlands and ocean resources. The Gabrieliño developed bow styles, bedrock mortars, portable mortars, pipes, chisels, metates, manos, and various forms of chipped stone tools. Prior to the establishment of the Mission system, populations tended to live in larger villages with a series of *daughter* or *satellite* sites (limited activity areas) with lesser populations. Seasonal migration was practiced for the exploitation of resources and protection from seasonal weather conditions (Scientific Resource Surveys 1979:7). Habitation structures were constructed of branches, grasses, and mud and interior hearths were used for heat. Cooking was generally conducted outdoors with hearths generally used for food preparation.

Archaeological data and correlations with ethnographic data have resulted in the determination of a generalized chronology for prehistoric Southern California. The project area is located within the inland areas of Gabrieliño territory while chronological data has emphasized coastal occupations.

Nonetheless, current archaeological data has indicated that the coastal chronological data derived by Wallace (1955), Warren (1968), and later by Drover and Koerper (1983) can be applied to this region (Mason 1984; McKenna 1986). The coastal chronology generally accepted for Southern California has been as follows:

> Early Man Horizon: Pre-dating 6,000 B.C.; is characterized by the presence of large projectile points and scrapers, suggesting a reliance on hunting rather than gathering;
>
> Milling Stone Horizon: 6,000 to 1,000 B.C.; characterized by the presence of hand stones, milling stones, choppers, and scraper planes; tools associated with seed gathering and shell fish processing with limited hunting activities; evidence of a major shift in the exploitation of natural resources;
>
> Intermediate Horizon: 1,000 B.C to A.D. 750; reflects the transitional period between the Milling Stone and the Late Prehistoric Horizons; little is known of this time period, but evidence suggests interactions with outside groups and a shift in material culture reflecting this contact;

Late Prehistoric Horizon: A.D. 750 to European Contact; characterized by the presence of small projectile points; use of the bow and arrow; steatite containers and trade items, asphaltum; cremations; grave goods; mortars and pestles; and bedrock mortars.

Investigations of sites in the Newport Bay/Irvine area of Orange County (Mason and Peterson 1994), representing "cousins" of the Gabrieliño, yielded significant data resulting in refinements of the coastal chronological sequences. Mason and Peterson's conclusions were based on the radiocarbon dates from 326 samples representing thirty-one archaeological sites or cultural contexts. Summarizing their results, Mason and Peterson (1994:55) found that the majority of sites were occupied during the Milling Stone (Horizon) period or the Late Prehistoric (Horizon) period "... without much overlap ...". Only four sites yielded results suggesting occupation during more than one cultural period (CA-ORA-64). In a few instances, dates suggested occupation during the Intermediate (Horizon) period.

Mixtures of dates appeared in limited areas and could be directly associated with areas of agricultural activities. The frequency distribution of radiocarbon dates from the Mason and Peterson investigations were grouped in blocks of fifty year intervals and yielded a range from of dates from 200 B.P. (before present) to 9280 B.P. (dates from CA-ORA-246 indicate occupation of the Newport Bay area as early as the Paleo-Coastal period or (Early Man Horizon). Mason and Peterson's conclusions (1994:57) do not necessarily change the basic chronology, but distinguish more individualistic periods of occupation that are not necessarily evident in the analysis of an artifact assemblage. Mason and Peterson's refined chronology is presented in Table 1.

Table 1. Refined Coastal Chronology as Defined by Mason and Peterson (1994).

Cultural Horizons	Defined 1986	Cultural Periods	Redefined 1994	Temporal Correlations
Paleo-Coastal	Pre-6000 B.C.	Paleo-Coastal	Pre-8000 B.P.	Pre-6000 B.C.
Milling Stone	6000 to 1000 B.C.	Milling Stone 1	8000 to 5800 B.P.	6000 to 3800 B.C.
		Milling Stone 2	5800 to 4650 B.P.	3800 to 2650 B.C.
		Milling Stone 3	4650 to 3000 B.P.	2650 to 1000 B.C.
Intermediate	1000 B.C.-A.D. 750	Intermediate	3000 to 1350 B.P.	1000 B.C. to A.D. 650
Late Prehistoric	A.D. 750 to European Contact	Late Prehistoric 1	1350 to 650 B.P.	A.D. 650 to 1350
		Late Prehistoric 2	650 to 200 B.P.	A.D. 1350 to Contact

The Mason and Peterson discussions emphasize that the early definitions of "horizons" were based on artifact assemblages and these correlations have not been altered by the redefined chronology. Through the application of radiocarbon dating and comparative site

analysis, studies have resulted in identifying relatively discrete subdivisions within the Milling Stone and Late Prehistoric sites. Variations appear within these two horizons/periods which can be explained by temporally discrete occupations.

Future studies of sites yielding statistically valid artifact assemblages and radiocarbon samples can be conducted to further the understanding of Native American activities throughout Southern California. These studies can also assist in understanding the relative lack of data for the Intermediate Horizon/Period.

- The Historic Period –

The earliest known records of European contact with Southern California Native Americans date to the mid-1500s, representing the early explorations of the Spanish. These explorations resulted in the identification of populations from the ships but did not include direct contact. Personal contact was not made until the 1770s, when Father Garces traversed the Mojave Desert and entered coastal Southern California through the Cajon Pass (Walker 1986).

In the 1770s, the Spanish padres, under the direction of Junipero Serra, began the process of establishing a series of missions throughout Alta California, as California was then known. The project area is within the boundaries of lands historically held by the Mission San Gabriel de Archangel. The Mission continued to hold these large tracts until the Mexican government declared its independence from Spain and issued orders for the secularization of the missions (ca. 1824). By 1833-34, the majority of mission lands were taken from the Catholic Church and granted to individuals who had served as Spanish or Mexican soldiers, settlers, financiers, etc. The Mexican government hoped to initiate a pattern of settlement in Alta California by relocating populations from Mexican settlements to California settlements (Hanna 1951; McWilliams 1973; Dumke 1944; and Scott 1977).

In this case, the study area is within the boundaries of land claimed by the historic Mission San Gabriel de Archangel. It is outside the boundaries of any identified rancho (due east of the Rancho Sausal Redondo (Beck and Haase 1974:37), and therefore, following the acquisition of Alta California by the United States, this area was available for purchase, settlement, and/or trade. Research of the Bureau of Land Management General Land Office Records confirmed Sections 1 and 12 of Township 3 South, Range 14 West were held by the State of California in 1871-1872 and not privately owned in whole or in part (CACAA-072540 and CACAA-006218-01).

Historic map research showed this area was mapped as early as 1858, illustrating minor subdivisions along the northern section line of Section 1. The “San Pedro Road: is illustrated as running through the southeastern corner of Section 12. Neither the subdivisions

nor road are within the current project area. Subdivisions within the project area date as early as the 1880s.

This particular area of unincorporated Los Angeles County has been referred to as West Athens, Westmont, and/or Rosecrans. Newman and Newman (1930:579) refer to "Rosecrans" and its associated additions as "… two other tracts relying on improved facilities for communicating with Los Angeles." They continue (1930:382):

> In 1869, General W.S. Rosecrans came south in the interest of the proposed San Diego & Gila Railroad, never constructed. The General, as a result, took up land around Sausal Redondo, and there by the summer of 1869 so many people (who insisted the Rosecrans had appropriated public land) had squatted, that he was put to no end of trouble in ejecting them.

A brief biography of General William Starke Rosecrans, summarizing Varney (2013) reads:

> After the [Civil] war, Rosecrans became interested in railroads and was one of the eleven incorporators of the Southern Pacific Railroad, but his valuable interests in the stock of the railroad were lost to some of the unscrupulous financiers who were his business partners. From 1868 to 1869, Rosecrans served as U.S. Minister to Mexico, but was replaced after just five months when his old nemesis, Ulysses Grant, became president. During this brief service, he became convinced that Mexico would benefit from a narrow-gauge railway and telegraph line from Tampico to the coast, but this venture, from 1869 through 1873, was a failure.
>
> Rosecrans then became interested in civil administration and wrote a book, *Popular Government*, with a former newspaperman, Josiah Riley, which advocated registration and voting reforms. He was approached by various political parties to run for high office: Governor of Ohio (Union party, 1866); Governor of California (Democratic Party); Governor of Ohio (Democratic Party, 1869); U.S. Representative from Nevada (Democratic Party, 1876). He refused all of these offers because they conflicted with potentially promising business ventures, leading him to be referred to by the nickname "The Great Decliner."
>
> In 1869, Rosecrans bought 16,000 acres (65 km^2) of Rancho San Pedro in the Los Angeles basin for $2.50 per acre ($620/km^2), a low price possibly because the land was deemed worthless for lack of a spring for water. The

ranch, dubbed "Rosecrans Rancho", was bordered by what later was Florence Avenue on the north, Redondo Beach Boulevard on the south, Central Avenue on the east, and Arlington Avenue on the west. By the time of Rosecrans's death, his son Carl was living on the estate, but most of the land had been sold parcel by parcel to support the financial needs of mining ventures in which Rosecrans invested.

In 1880, Rosecrans was elected U.S. Representative as a Democrat from California's 1st Congressional District. This was the same election in which James Garfield was elected President as a Republican. Rosecrans was distressed to see that Garfield's campaign literature played up his role in the war at Rosecrans's expense. Their former friendship was irretrievably broken. After Garfield's assassination, Charles A. Dana capitalized on the tragedy by publishing the letters written by Garfield after Chickamauga to then-Secretary of the Treasury Salmon P. Chase; the letters may have been the major reason for Rosecrans's loss of political support at the time.

Rosecrans was reelected in 1882 and became the chairman of the House Military Affairs Committee, a position in which he publicly opposed a bill that would provide a pension to former President Grant and his wife. Unaware of the serious financial condition of Grant's family, Rosecrans objected that some of Grant's official statements "were false, and which he knew to be false at the time he made them, and which I have shown in my official reports to be false. I cannot say to the people of this country that a business which has been conducted as to rob poor people of millions, and which, if done on a smaller scale would have sent its managers to prison, shall be considered as important when the principal manager has allowed a great name to be used as the instrument of the robbery." The bill was passed over his objections. When a bill was introduced in 1889 to restore Rosecrans's rank and place him on the retired list, some Representatives objected, based on Rosecrans's actions against Grant in 1885, but the bill was passed.

Rosecrans did not seek re-election in 1884. He served as a Regent of the University of California in 1884 and 1885.

Although Rosecrans was mentioned on a few occasions as a possible presidential candidate, the first Democratic president elected after the war was Grover Cleveland in 1884. Newspaper stories circulated that Rosecrans was under serious consideration to be appointed his Secretary of War, but he was appointed instead as the Register of the Treasury, serving from 1885 to 1893 …

> In February 1898, Rosecrans suffered from a cold that turned into pneumonia, but appeared to recover successfully. Then he learned that one of his favorite grandchildren (Rosecrans Toole, the son of Lily and Joseph Kemp Toole, the first Governor of Montana) had died of diphtheria. He was seized with grief and his health failed precipitously. He died on March 11, 1898 at Rancho Sausal Redondo, Redondo Beach, California. His casket lay in state in Los Angeles City Hall, covered by the headquarters flag that flew over Stones River and Chickamauga. In 1908 his remains were interred in Arlington National Cemetery.

As previously noted, the project area is outside the boundaries of the historic Rancho Sausal Redondo, but with the lands purchased by Rosecrans. Real Estate investors, Emil D'Altois and Walter L. Webb, were early investors and planners in the development of the "Townsite of Rosecrans." Later known as the "Townsite of Howard," the Map of the Townsite of Rosecrans, Los Angeles County, was described as:

> Being d'Altois & Webb's subdivision of the south ½ and a strip $107^{2/10}$ feet in width on the south line of the NW ¼ and the W ½ of the NE ¼ of Section 12 and the N ½ of Sec. 13, Township 3 South, Range 14 West, S.B.M.

As described, this town site was south of present-day 120th Street and east of Western Avenue. Other portions of the project area were subdivided and developed later.

The project area is currently covered by numerous County Assessor books, including books 4057, 6076; 6077, 6078, 6079, and 6090. With the exception of Book 6079, only partial books address the project area.

Assessor Book 4057

That portion of the project area identified in Assessor Book 4057 involves the southwestern corner of Western Avenue and Imperial Highway and is bounded to the south by 120th Street and the west by Wilton Place. As such, the area involves numerous pages (17-28 and 30-31). Streets within the area include St. Andrew's Place, Ruthelen Avenue, 117th Street, Manhattan, and Loganside Drive. The Southern Pacific Railroad alignment crosses the southern portion of the area at 120th Street (east of Wilton Place; Figure 4).

The railroad alignment was originally established in the 1880s and the proposed transportation project will not impact this active alignment. The small triangular property south

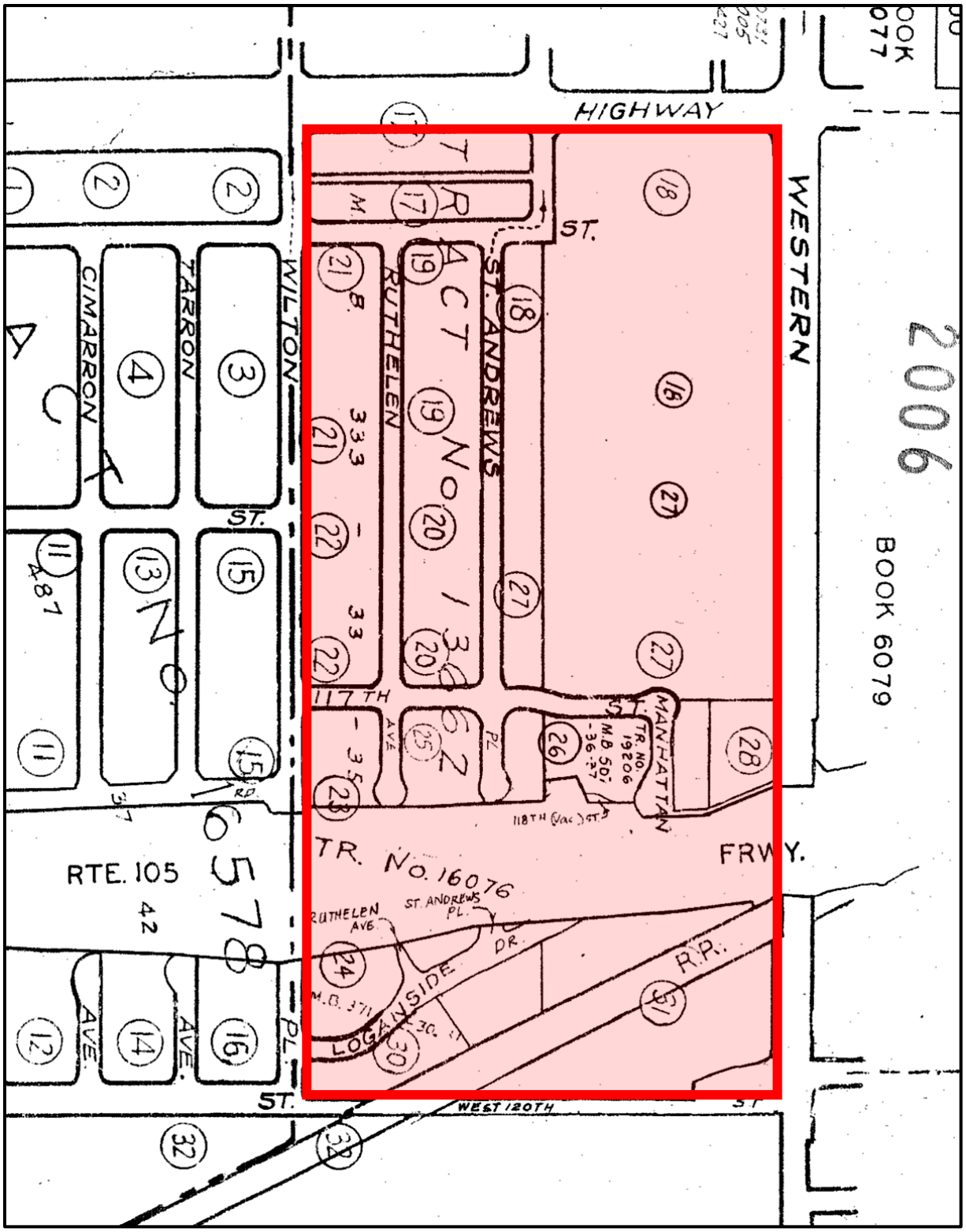

Figure 4. Assessor Index Map, Book 4057, Illustrating Project Area Boundaries West of Western Avenue.

of the railroad and north of 120th Street, west of Western Avenue, has been development with an ultra-modern county facility (social services). Also bisecting the area is the right-of-way for the 105 Freeway. This alignment runs north of Loganside Drive and required the removal of some single family properties to complete the construction of the freeway. Most residential developments are located to the north of the freeway, between the freeway and Imperial Highway. The frontage along Western Avenue is developed as commercial properties.

A review of Assessor data confirmed the commercial properties along Western Avenue was improved between 1964 and 2001 (mainly in 1967). They are active commercial properties exhibiting the single block construction of commercial strip malls indicative of the 1960s. None appear to be architecturally significant.

With respect to the residential properties, these improvements have been associated with Tract No. 13662, Tract No. 16076, and Tract No. 19206. **Tract No. 13662** was mapped in 1945 and covered the area from Imperial Highway (north) to below 117th Street (south) and between Wilton Place (west) and the western boundary of the commercial properties. This tract involved the definition of 169 single family residential properties. A review of Assessor records showed this tract was developed predominantly between 1949 and 1951. The area is relatively intact and reflects the late 1940s-early 1950s construction with some evidence of property maintenance and/or structural enlargements.

Tract No. 16076 was mapped in 1950 and covered the area south of Tract 13662 and the railroad right-of-way. When originally mapped, the property included the southern extent of Wilton Place, Ruthelen Avenue, St. Andrew's Place, and Loganside Drive. Most of the residential lots to the north of Loganside Drive were negated by the construction of the 105 Freeway. The remaining parcels, as in the case of the properties to the north, were developed between 1949 and 1951. There have been some minor lot line adjustments and some later improvements (ca. 1970s), bit overall, the neighborhood reflects its original post-WWII developments.

Tract No. 19206 was filed in 1954and involved the single family residential properties north of the railroad right-of-way and west of Western Avenue. When mapped, this area included portions of Loganside Drive, Manhattan Place, and 117th Street. The development of the 105 Freeway destroyed most these lots and those remaining were redefined. The remaining residences are of no historical significance.

Assessor Book 6076

Assessor Book 6076 covers a rectangular area bounded by Imperial Highway (south), Normandie Avenue (west), 107th Street (north), and Vermont Avenue (east). This area

(Figure 5) involved numerous blocks of both residential and commercial properties, specifically those properties identified on Pages 5 and Pages 11-30. A review of these pages resulted in the identification of subdivisions, including: Corinth Heights (1906); Woodcrest Tract (1906); Tract No. 1248 (1911); Tract No. 2573 (1914); Tract 2871 (1917); and Parcel Map 3219 (1973). With the exception of Parcel Map 3219, the subdivisions within this area all predate 1917.

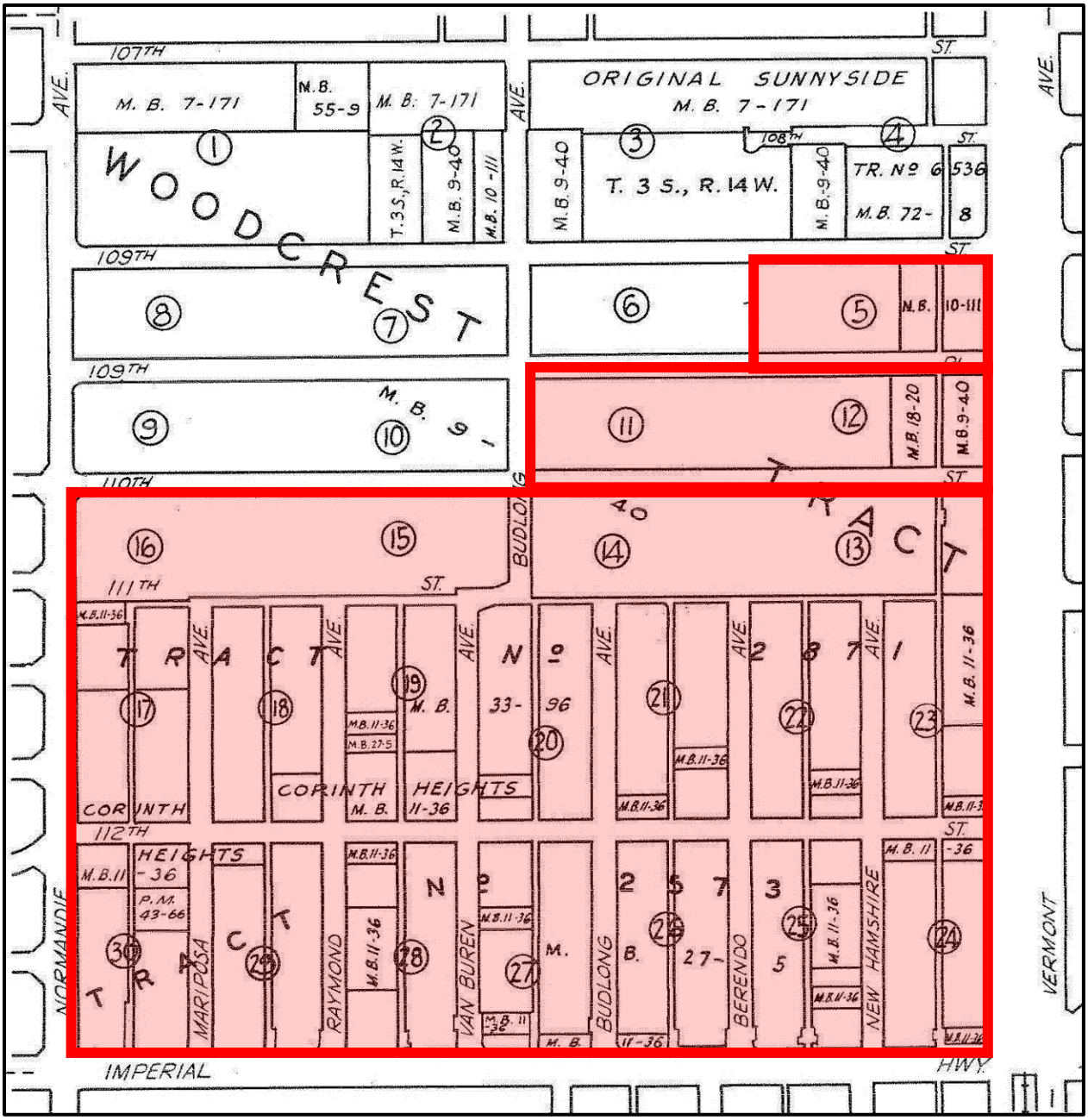

Figure 5. Assessor Index Map for Book 6076, Illustrating Project Area Boundaries West of Vermont Avenue.

The **Corinth Heights** subdivision was mapped in 1906 and bounded by 110th Street (north). Normandie Avenue (west), 114th Street (south), and Vermont Avenue (east). This subdivision included Corinth Avenue (now 112th Street) and six interior north/south streets – currently identified as Mariposa Avenue, Raymond Avenue, Van Buren Avenue, Budlong Avenue, Berendo Avenue, and New Hampshire Avenue. North/south alleys bisected the various blocks south of 111th Street. This tract identified 280 individual lots, including twenty lots facing Vermont Avenue.

The **Woodcrest Tract** was mapped in 1906 and bounded by Vermont Avenue (east), the south side of 110th Street (south), Normandie Avenue (west), and the north side of 109th Street. Within this subdivision, the lots were oriented north/south and only Budlong Avenue bisected the area.

A total of 141 lots were identified and a few gaps in the tract were identified to the north of 109th Street. With the exception of the lots on Vermont Avenue, the properties were all designed as single family residential properties.

In 1911, **Tract No. 1248** resulted in the subdivision of Lots 80, 81, and 82 into six lots, the original three lots being divided into north and south halves. An alley separated the eastern parcels from the commercial lots fronting Vermont Avenue.

Tract No. 2573 was mapped in 1914 as bounded by 114th Street (south), 111th Street (north), Budlong Avenue (east), and Normandie Avenue (west). This subdivision overlaps with the Corinth Subdivision, resulting in changes to some lot lines by combining smaller parcels into larger lots. These larger lots were primarily along 112th Street.

With respect to **Tract No. 2871** (1917), the boundaries extended from Vermont Avenue (east) to Normandie Avenue (west) and north of Corinth Avenue (112th Street). This Tract overlaps the boundaries of the Corinth Heights Subdivision and reflects some modest lot line adjustments, similar to those illustrated in Tract No. 2573. What this illustrates is, between 1906 and 1917, proposed development of this area accommodated the various needs for adjustments and the definitions of land use while still emphasizing the primary need for single family residential development.

As late as 1973, small changes to this area were still being noted. **Parcel Map 3219** involves a small area north of Imperial Highway and east of Normandie Avenue. This parcel may covers the area identified as Lots 253 and 254 of the Corinth Heights Subdivision and resulted in the identification of three parcels fronting Mariposa Avenue. Subsequent developments within these parcels are considered modern.

Dates of development within this particular area vary greatly – from the 1910s into the early 2000s. Many of the small single family residences exhibit additions and alterations

and there are some vacant lots within the area. Overall, it is a mixed community that now includes single family residences, multi-family residential properties, and commercial properties (along both Vermont Avenue and Imperial Highway).

Assessor Book 6077

Assessor Book 6077 covers the area bounded by Imperial Highway (south), 107th Street (north), Normandie Avenue (east), and Western Avenue (west). With respect to the current project area, those areas specifically included in the research extend only to 110th Street (Figure 6). In 1946, National Realty Company mapped **Tract No. 14243**, located west of Tract No. 13651 and south of Tract No. 13650. This tract is bounded by Imperial Highway (south), the north side of 110th Place (north), Western Avenue (west), and a midpoint between Denker Avenue and Normandie Avenue (east). Owned and developed by Arthur Edwards and Katherine Rosen, this tract was developed as a single family residential neighborhood.

As in the case of the surrounding tracts, this tract's improvements predominantly date to 1947, with some improvements dating to the 1950s (mainly in the form of additions). Properties fronting Normandie Avenue are mostly multi-family improvements. This neighborhood complements the adjacent tracts and appears to be intact and maintained.

Tract No. 14933 was mapped in 1947 by Builders Bonded Management (Arthur Edwards and Joseph Mayerson, owners). This small tract is north of Imperial Highway and east of Western Avenue, and consisting of seventeen properties. When built-out in ca. 1949, the lot lines were altered to provide the needed lots for developments of single family properties. In this case, Lot 6 to 17 (12 lots) were redefined as six lots with 1947 residences. Lots 3, 4, and 5 were combined for a multi-family residential improvements and lots 1 and 2 were combined and is not identified as a single family residential property. Overall, these lots a slightly larger than the lots to the east, but still complementing the nearby residential improvements.

Assessor Book 6078

Assessor Book 6078 covers an area to the northwest of Imperial Highway and Western Avenue (Figure 7). Specifically, Book 6078 is bounded by Imperial Highway (south), Western Avenue (east), 108th Street (north), and Van Ness Avenue (west). The area associated with the specific study area is restricted to the southeastern corner of this book and bounded by Imperial Highway (south), Western Avenue (east), Lohengrin Street (north), and Manhattan Place (west). Lohengrin Street is equated with 110th Street on the east side of Western Avenue.

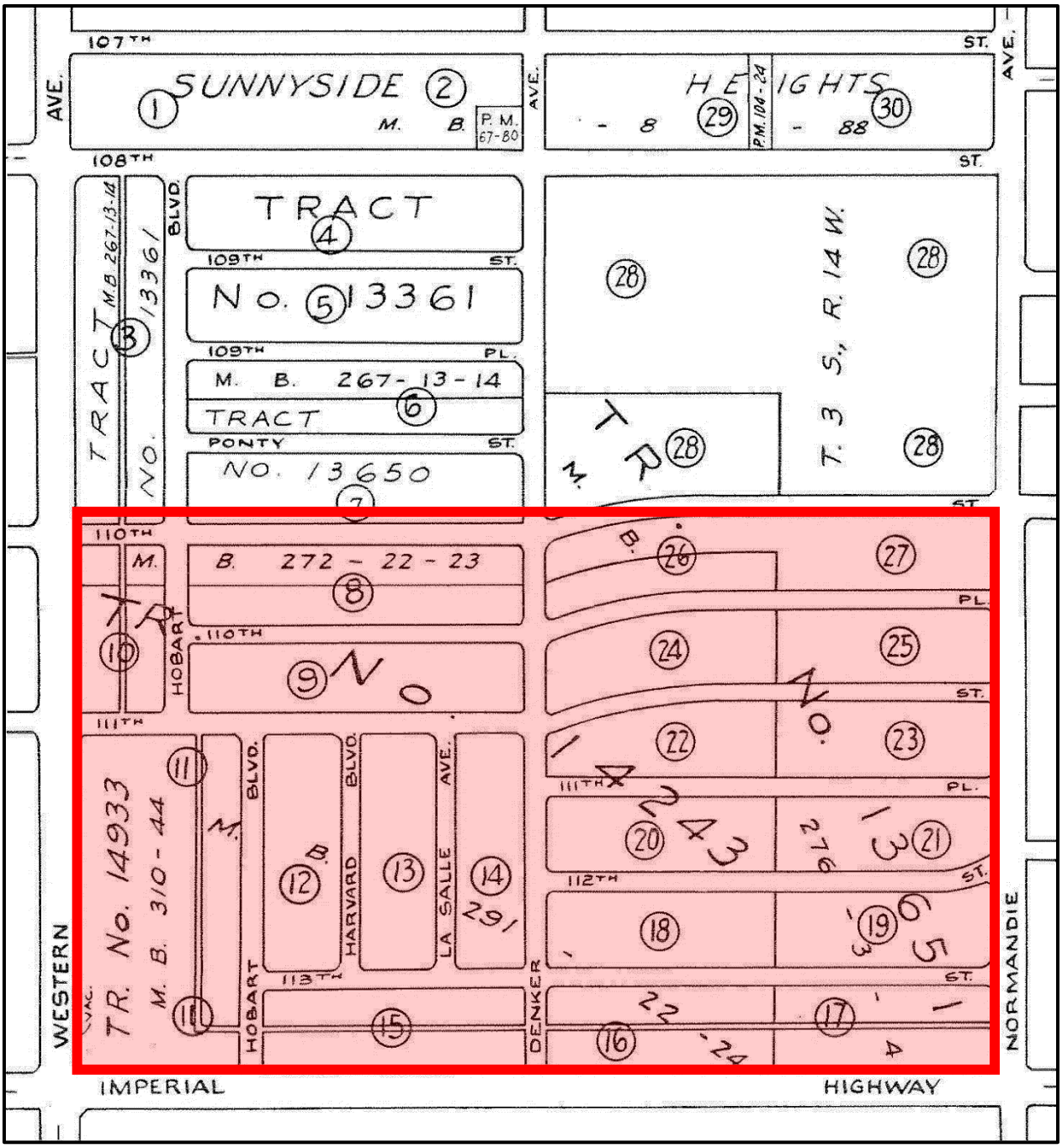

Figure 6. Assessor Index Map for Book 6077, Illustrating Project Area Boundaries East of Western Avenue.

Tract No. 13796 was mapped in 1947 for Richard Diller and the Southern California Water Company. The tract identified 252 parcels. In this case, the specific study area involves only 56 properties, including original Lots 1-8, 27-34, and 195—234. The actual

corner of Western Avenue and Imperial Highway were outside the boundaries of Tract No. 13796 and developed separately. A review of Assessor data confirmed the greater majority of the single family residential development in this area dates between 1947 and 1950. The commercial improvements on Imperial highway date to the early 1950s and, in a few instances, involve the conversion of residential properties to commercial uses (e.g. day care facilities). The commercial improvements on Western Avenue are later –

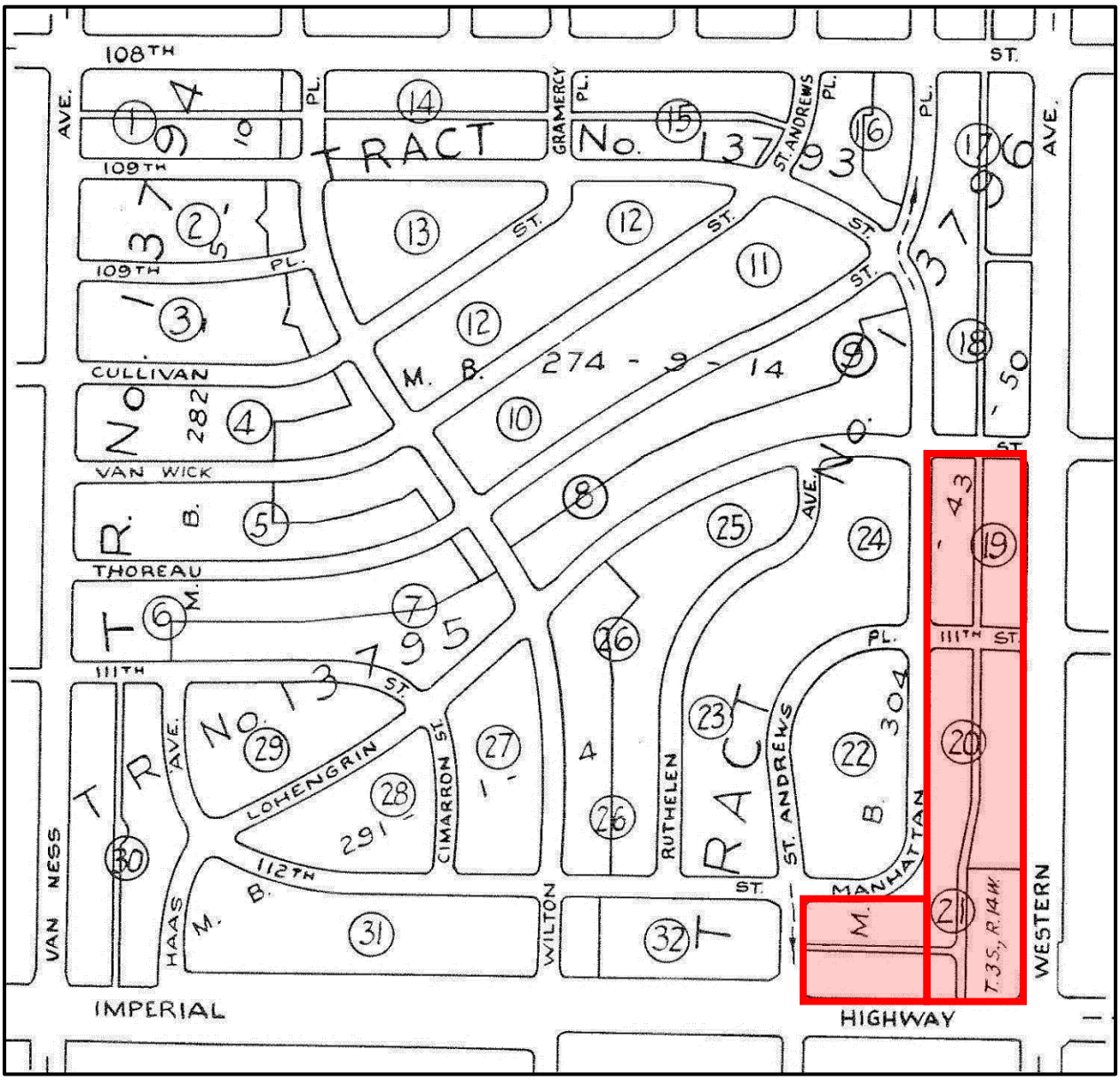

Figure 7. Assessor Index Map for Book 6078, Illustrating Project Area Boundaries West of Western Avenue.

1975-1995, suggesting redevelopment of these properties. With the exceptions of the modern changes and adaptive re-use of some residences, the single family residential community is intact and well maintained.

Assessor Book 6079

Assessor Book 6079 covers a large area extending between Vermont Avenue (east) and Western Avenue (west), Imperial Highway to the north and 120th Street to the south. This particular area is depicted on the USGS Inglewood Quadrangle as being dominated by "oil fields", but is now associated with large modern improvements. Illustrated in Figure 8, the properties depicted in Book 6079 are bisected by the 105 Freeway right-of-way. The western half of the area (between Normandie Avenue and Western Avenue, is dominated by larger lost while the eastern half includes many smaller lots and residential blocks. In general, this area is referred to as the R.W. Poindexter Subdivision and/or Athen Heights.

Subdivisions identified within the area presented in Assessor Book 6079 include: R.W. Poindexter's Subdivision (1896); Amended Map of Athen Heights (1905); Tract No. 25 (1907); Tract No. 3214 (1917); Tract No. 10124 (1927); Tract No. 14299 (1948); Tract No. 15735 (1950); Tract No. 21337 (1961); Tract No. 24080 (1962); Tract No. 34426 (1985); Tract No. 41517 (1986); Tract No. 45687 (1990); and Parcel Map No. 23965 (1997).

R.W. Poindexter's Subdivision was mapped in 1896 and defined as including the northwestern quarter of Section 12 (T3S; R14W) and another 40+/- acres in the northwestern quarter of the northeastern quarter of Section 12. Overall, the Poindexter property encompassed 200+/- acres. Using the terrain to define the parcels within the subdivision, five lots were mapped on the northern portion of the land and seven smaller parcels were to the south. Parcels 1 to 5 ranged from 55+ acres to 20+ acres, respectively. Parcels 6 to 12 ranged from 2/5+/- to 9.5+/- acres.

Today, the northern section line for Section 12 is Imperial Highway and the midsection line bounding the southern extent of the Poindexter property is 120th Street. Western Avenue bounds the western extent of the subdivision and the eastern extent lies at Normandie Avenue and Budlong Avenue. During the historic period, the northern lots and the southern lots were also separated by the establishment of the Southern Pacific Railroad alignment and, later, the 105 Freeway.

Today, the northern extent of this tract is dominated by the modern Los Angeles Southwest Community College Campus, a Los Angeles County Sheriff's Substation, and the site of St. Frances Cabrini Catholic Church and School. The southern extent of this subdivision is associated with residential developments (see later discussion).

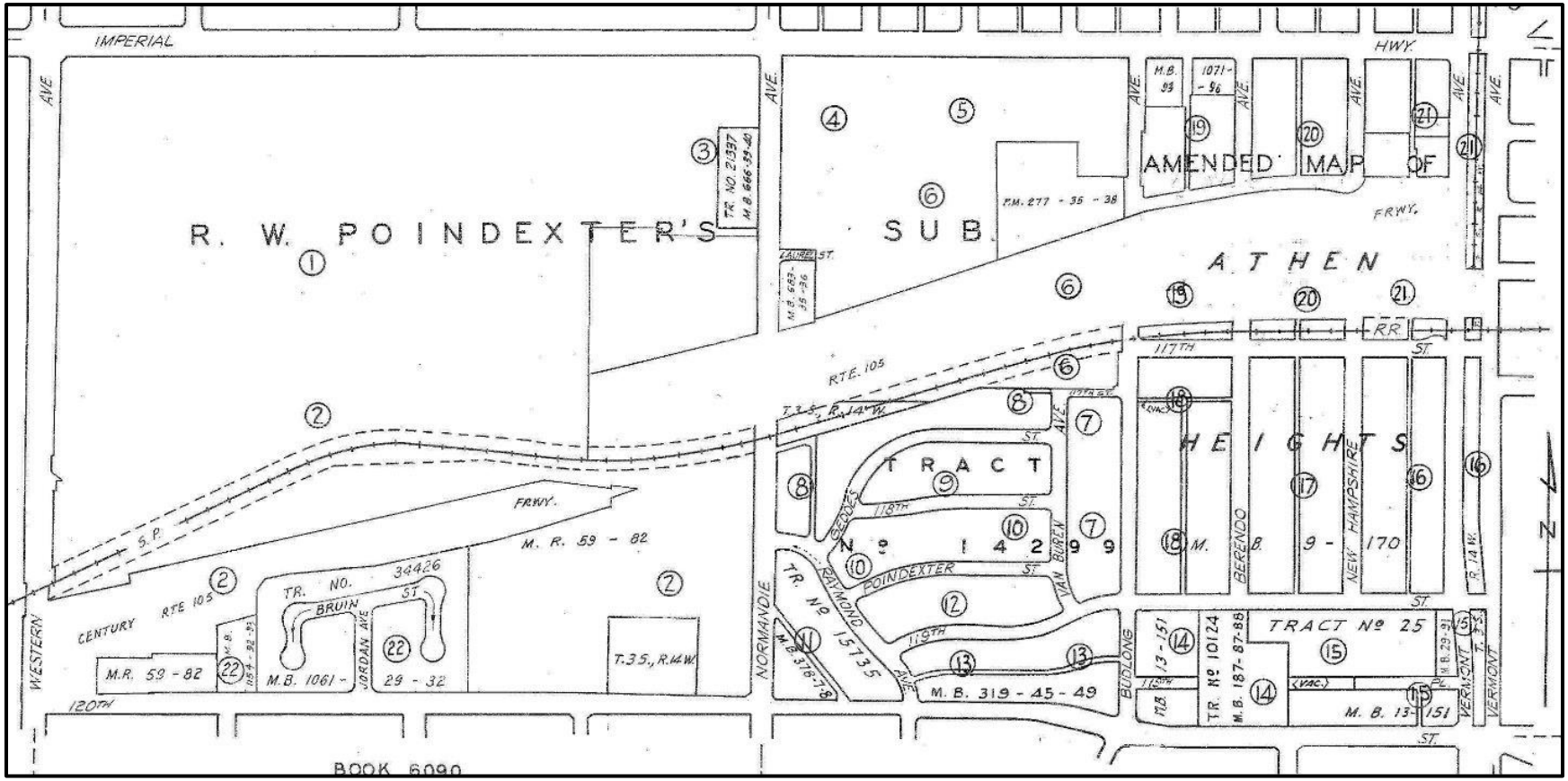

Figure 8. Assessor Parcel Map for Book 6079, Illustrating R.W. Poindexter's Subdivision and Athen Heights Areas within the Study Area.

The **Amended Map of Athen Heights** was mapped in 1905 at the request of Emil Firth and bounded by Vermont Avenue (east), Budlong Avenue (west), Harmony Avenue (Imperial Highway; north), and present-day 119th Street (south). This subdivision involved the identification of six residential blocks oriented north/south – three to the north of Delta Avenue (117th Street) and three to the south of Delta Avenue. In all, 170 lots were identified with larger lots to the west and smaller lots to the east.

The establishment of the railroad right-of-way and 105 Freeway alignment resulted in a loss of residential lots in the southern half of the three northern blocks. The three blocks to the south remained intact. Although mapped early, little evidence of any pre-1920 improvements remain in this area. In fact, many of the properties have been subjected to lot line adjustments and built-out as multi-family properties, mainly in the form of apartments. There are a few courtyard properties, but these also appear to date late (e.g. 1960s.). This neighborhood has been subjected to significant alterations through demolition, alteration, redevelopment, and neglect. There are some empty lots (very few) and the area is so mixed with different periods of development and style, the "feeling" of a cohesive neighborhood no longer exists.

Tract No. 25 was recorded in 1907 and referred to as a part of the Townsite of Howard (see earlier discussion). This area is bounded by Budlong Avenue (west), Ionia Avenue (120th Street) to the south, Lota Avenue (119th Street) to the north, and Vermont Avenue to the east). Other portions of this subdivision extend south of 120th Street and outside the area of concern. "School Street" bisects the area between 119th Street and 120th Street, a reference to the proposed (and future) development of West Athens Elementary School (see below).

This tract involves numerous single family residential lots that were not developed or partially developed and replaced by the school site development. Early improvements are still present to the east of the school property, while the residential lots to the west of the school date to the 1940s and 1950s. The area surrounding the school site should be considered sensitive for early (1910s and 1920s) improvements.

Tract No. 3214 was mapped in 1917 and involved a small are west of Vermont Avenue and south of 119th Street. Here, two narrow lots were delineated (25 ft. wide and 100 ft. deep). These lots no longer exist, having been combined with each other and other lots to the west, resulting in one larger lot on the southwest former of Vermont Avenue and 119th Street. This property has been redeveloped as a local community center dating to the 1960s-1970s.

Tract No. 10124 was mapped in 1927 at the request of the Los Angeles City School District. The property is located east of Budlong Avenue, north of 120th Street, west of Vermont Avenue, and south of 119th Street. The property was designated for the con-

struction of the West Athens Elementary School. The campus was established shortly after the mapping of Tract No. 10124 and has been expanded to adjacent properties as the need for more space demanded. The more modern portions of the school are to the east of the original buildings.

In 1948, **Tract No. 14299** was mapped for Marshall G. Geddes and bounded to the south by 120th Street, east by Budlong Avenue, west by Normandie Avenue, and north by the Southern Pacific railroad right-of-way. Streets within the subdivision include Geddes Street, Van Buren Avenue, 118th Street, Poindexter Street, 119th Street, and Raymond Avenue. A total of 193 lots were delineated. Improvements within this community date, primarily, between 1949 and 1951. The community is intact and maintained, representing the original designs and property boundaries as originally identified.

Tract No. 15735 was mapped for Builder's Properties, Inc. in 1950 and is bounded by 120th Street (south) and Normandie Avenue (west). The tract is roughly triangular in shape and bisected by an alley (northwest to southeast). Twelve lots are identified northeast of the alley and another six lots to the southwest of the alley. Also running parallel to the alley is a transmission line right-of-way with standing and active towers and wiring. Improvements to the northeast date to the early 1950s. Improvements to the southwest date to the 1960s. All are "historic" by age, but are not considered historically significant.

Tract No. 21337 was mapped in 1961 by Securities Escrow Company and bounded by Normandie Avenue (east), south of Imperial Highway. This subdivision involved the identification of seven lots designed for multi-family residential development. Seven buildings with multiple-attached cottages were constructed, essentially designed as courtyards, but will little to no common use areas other than driveway access. These units appear to resemble the historic "motor court" style of construction with some units having parking areas between the small residences. These units were not designed for families, but single individuals or couples with no children. They would be considered low-cost housing and are currently fully-occupied. They are "historic" by age and would likely be better understood with additional research. The Assessor data is lacking in specifics.

In 1962, **Tract Map No. 24080** was mapped at the request of Golden West Investment Corporation. Located within the area of the R.W. Poindexter Subdivision, this later map involve an area south of Imperial Highway and Laurel Street and east of Normandie Avenue. The County Assessor identifies the improvements as consisting of 22 single family units north of the 105 Freeway and south of Laurel Street. They were constructed in 1966 as simple apartments with few architectural design elements. Their date of construction renders then "historic" (50 years of age) but not significant.

Tract No. 34426 was mapped in 1985 for 120th Street Associated, Ltd. The area involves property north of 120th Street, opposite Denker Avenue and includes the modern improve-

ments along Trojan Avenue and Bruin Street – obvious references to USC and UCLA, respectively. The area was historically with the R.W. Poindexter Subdivision and within the "oil field" south of the railroad right-of-way. These are modern residences and of no historical significance.

Tract No. 41517 was established in 1986 and is considered a modern change to the Athen Heights subdivision. In this case, the property involves the southeast corner of Imperial Highway and Budlong Avenue. This revised property boundary was established to accommodate the 1985 condominium development currently dominating the property. The improvements extend to the corner of Imperial Highway and Berendo Avenue.

Tract No. 45687 was mapped in 1990 for the Continental Pacific Group, Inc. In this case, the relatively small property boundaries were defined as consisting of a cul-de-sac opposite Harvard Blvd. and 120th Street; due west of Tract No. 34426. Six condominium units were developed here in 1991. All are considered modern additions to the area and of no historical significance.

Budlong, Ltd. mapped **Parcel Map No. 23965** in 1997 and involves an area south of Imperial Highway and west of Budlong Avenue. Here, the property abuts the northern boundary of the 105 Freeway right-of-way, resulting in an irregularly shaped property. The improvements include the 1996-1997 multi-family residential units and are considered modern improvements within the area.

Assessor Book 6090

The project area includes a small area mapped as being within Assessor Book 6090. In this case, the area within the West Athens-Westmont TOD Specific Plan boundaries is limited to a single block (29) located on the southeast corner of 120th Street and Western Avenue.

This block was identified as being within the **"Townsite of Howard"** (ca.1887) and part of the earlier "Townsite of Rosecrans, Los Angeles County." When mapped, the Townsite of Howard was bounded to the north by Salinas Avenue (now 120th Street) and to the west by Western Avenue. The northwestern block of the 88 blocks within the townsite was on the southeast corner and now identified as Page 29 in the County Assessor records (Figure 9). When original mapped, Block 88 of the Townsite of Rosecrans (Townsite of Howard) consisted of 26 lots designed for single family residential development.

Although subdivided by 1887, improvements within this block were initiated relatively late. Research identified improvements ranging from as early as 1915 to as late as 2004. Some of these improvements were undoubtedly redevelopments.

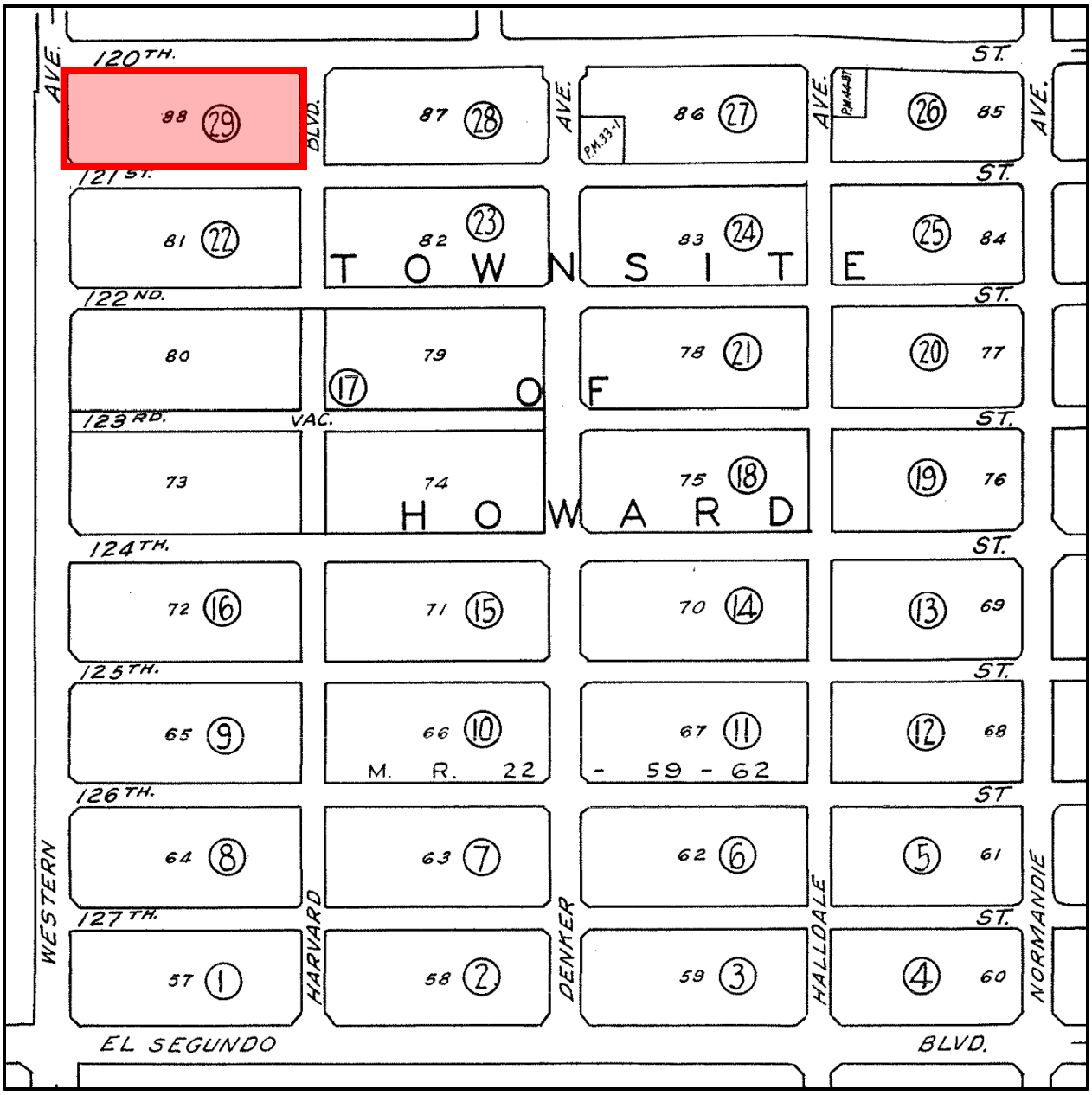

Figure 9. Current APN Index for Book 6090, Illustrating Area of the "Townsite of Howard" Associated with the Current Project Area.

With lot adjustments to accommodate improvements along Western Avenue, the Block now consists of 23 properties, with historic lots 1-4 being combined into one larger lot and the boundaries within lots 25 and 26 being realigned. The majority of the properties (17) were developed after WWII (1946 to 2004), with the majority of these being improved in the 1950s and 1960s (10).

Overall, this block reflects an array of dates of development and the commercial buildings fronting Western Avenue (1955 and 1965) are currently vacant and in a state of disrepair. The block, itself, is not considered historically significant, but the few residences pre-dating WWII should be considered potentially significant and requiring additional research and recordation, should project-related activities pose an impact. The six parcels of concern include: 6090-029-005; -007; -009; -010; -015; and -017.

Summary

A total of 28 subdivision maps were identified as involving portions of the current study area (Table 2). These maps date between 1887 and 1997. In assessing these maps and their respective areas, it has been demonstrated that almost the entire study area was subdivided, to some extent, very early (1887 +/-), but most of these areas were subsequently addressed with overlapping maps dating after 1917.

Much of the area was built-out subsequent to WWII and the housing/commercial structures are reflective of the 1940s to 1960s improvements. There are some earlier improvements and these appear to cluster around the West Athens Elementary School and the area northwest of 120th Street and Vermont Avenue. This area should be considered sensitive for pre-1920 improvements.

The remaining portions of the project area are dominated by modern improvements (e.g. the Los Angeles Southwest Community College campus, Los Angeles County government facilities, and the Los Angeles County Sheriff's Substation). There is also a considerable amount of modern commercial development along Vermont Avenue and Imperial Highway. Residential communities within the study area are dominated by late 1940s through 1960s developments, but also include some modern complexes. The campus of St. Frances Cabrini covers a relatively large property on Imperial Highway and, just outside the study area, St. Andrew Catholic Church services the western side of Western Avenue. The early West Athens Elementary School (and associated community center) also covers a large area.

Overall, the area is consistent with post WWII improvements with little evidence of intact early improvements. As noted, these are in the southeastern portion of the study area and, should project-related improvements be undertaken in this area, additional research may be warranted.

METHODOLOGY

To adequately address the Southeast Area Specific Plan project area for CEQA and local compliance, McKenna et al. completed the following tasks:

Table 2. Subdivision Maps Identified within the Study Area Boundaries.			
Map	Date	Book	Page
Township 3 South, Range 14 West	1853-1968		
Townsite of Rosecrans (Townsite of Howard)	1887	MR 22	59
R.W. Poindexter Subdivision	1896	MR 59	82
Woodcrest Tract	1906	MB 9	40
Amended Map of Athen Heights	1906	MB 9	170
Corinth Heights	1906	MB 11	36
Tract No. 25	1907	MB 13	151
Tract No. 1248	1911	MB 18	20
Tract No. 2573	1914	MB 27	5
Tract No. 2660	1917	MB 33	21
Tract No. 2871	1917	MB 33	96
Tract No. 3214	1917	MB 29	91
Tract No. 10124	1927	MB 147	87
Tract No. 13650	1946	MB 272	22
Tract No. 13651	1946	MB 276	3
Tract No. 13662	1948	MB 333	33
Tract No. 13796	1947	MB 304	43
Tract No. 14243	1949	MB 291	22
Tract No. 14299	1948	MB 319	45
Tract No. 14933	1947	MB 310	44
Tract No. 15735	1949	MB 378	7
Tract No. 16076	1950	MB 371	30
Tract No. 19206	1954	MB 507	36
Tract No. 21337	1963	MB 666	39
Tract No. 24080	1963	MB 683	35
Parcel Map No. 3219	1973	PM 43	66
Tract No. 34426	1984	MB 1061	29
Tract No. 41517	1985	MB 1071	93
Tract No. 45687	1993	MB 1154	92
Parcel Map No. 23965	1999	PM 277	35

1. Archaeological Records Search: A standard archaeological records search was completed at the California State University, Fullerton, South Central Coastal Information Center, Fullerton, California. This research was completed by Jeanette A. McKenna, Principal Investigator for McKenna et al., on November 17, 2015 (Appendix B). The research included a review of reports, site forms, maps, listed properties, and other documents pertaining to the project area.

2. Native American Consultation: McKenna et al. contacted the Native American Heritage Commission and inquired into the presence/absence of sacred or religious sites in the vicinity of the study area. The reply from the Commission included a listing of local Native American representatives wishing to be notified of projects within their traditional territories. McKenna et al. sent letters to the identified representatives, requesting comments or concerns for the area (Appendix C). Responses have been incorporated into this technical report.

3. General Historic Land-Use History: To address the general history of the area, McKenna et al. consulted standard references for the development of the West Athens/Westmont area, reviewed historic maps and aerial photographs, and included information referenced in previous studies completed in the vicinity. This data was used to place the project area in a context for preliminary evaluation.

4. Paleontological Overview: McKenna et al. contacted the Natural History Museum of Los Angeles County and obtained a paleontological overview for the southeastern area of Long Beach (Appendix D).

5. Field Reconnaissance Survey: McKenna et al. completed the field reconnaissance survey on April 5 and 6, 2016. The survey was completed by Jeanette A. McKenna, Principal Investigator, and Ashley Betters (B.A.), Research Assistant. This survey involved a windshield survey of all roadways and neighborhoods within the delineated project boundaries. All street were covered and individual properties were examined for evidence of early construction or improvements. Using research data as a guide, neighborhoods were addressed and, as deemed appropriate, photographed. The field survey was supplemented by a photographic record (Appendix E) and field notes (on file, McKenna et al.).

6. Analysis of Data Compiled: Once research data and field reconnaissance data was compiled, McKenna et al. assessed the project area for the presence of cultural resources and the potential impacts on known or potentially significant cultural resources.

7. Report Preparation: This technical report was prepared in a manner consistent with the data requirements of CEQA, the Office of Historic Preservation, and the County of Los Angeles. All pertinent data has been incorporated into this technical document and for incorporation into future documents.

PREVIOUS RESEARCH

As noted, McKenna et al. completed a standard archaeological records search through the California State University, Fullerton, South Central Coastal Information Center (CSUF-SCCIC). This research was conducted to understand the extent of previous studies and the potential for the area to yield additional evidence of cultural resources.

Due to the irregular shape of the project area, McKenna et al. completed research for the specific project area and a minimum of one/half mile around the peripheries of the project area. This research resulted in the identification of a minimum of 38 cultural resource investigations (Table 3). Of these 38 studies, 26 were identified as cell tower sites involving relatively small study areas. Larger study areas involved research for the 105 Freeway alignment, the West Basin water projects, and the Metro railroad studies. The remaining studies involved less than 5 acre properties associated with residential or commercial improvements. Research also identified only six cultural resources within the project area or its immediate surroundings, including: 19-175276; 19-186739; 19-190272; 19-190274; 19-190621; 19-190623.

19-175276

Site 19-175276 was recorded by McAvoy in 1995 and described as the site of Gompers Middle School on 112th Street. Built between 1937 and 1939, the school was designed by Myron Hunt and H.C. Chambers. McAvoy recorded six structures within the campus, including the Administration Building, Physical Education Building, Home Economic Building, Shop Building, Classroom Building No. 1, and the Auditorium. McAvoy concluded the campus had a rating of 2S2, meaning the campus would qualify for listing in the National Register of Historic Resources. The record is incomplete, but giving the street address, this campus is outside the boundaries of the current study area.

19-186739

Site 19-186739 was recorded in 2002 by Marvin et al. and described as the 1940 Los Angeles Community Church on S. Hoover Street, Los Angeles. This location is east of Vermont Avenue and just northeast of the study area. Marvin et al. concluded the Church is intact and old enough for consideration as a significant resource, but failed to meet the minimum requirements for recognition as a significant resource.

19-190272

Site 19-190272 was recorded by Crawford in 2012 and identified as the Faith United Methodist Church of Los Angeles (108th Street). Built in ca. 1949, this Church was as-

Table 3. Cultural Resource Investigations Completed within and Around the Project Area.				
No.	Report No.	Citation	Description	Resources
1	LA-00078	Roden 1975	Route 105 Right-of-Way	
2	LA-00272	Bove 1977	Westmont Park	
3	LA-03856	Bonner 1998	Cell Tower Site	
4	LA-04710	Romani 1999	537 W. 127th Street	
5	LA-04836	SAIC 2000	Global West Cable	
6	LA-05100	Lapin 2000	Cell Tower Site	
7	LA-05497	Duke 2001	Cell Tower Site	
8	LA-06011	Wlodarski 2001	11134 Vermont Avenue	
9	LA-06014	Maki 2002	3.2 Acre Housing Project	
10	LA-06015	Duke 2002	Cell Tower Site	
11	LA-06022	Duke 2002	Cell Tower Site	
12	LA-06027	Duke 2002	Cell Tower Site	
13	LA-06036	Duke 2002	Cell Tower Site	
14	LA-06816	McKenna 2003	Washington High School	
15	LA-07401	Bonner 2004	Cell Tower Site	
16	LA-07416	Billat 2004	Cell Tower Site	
17	LA-07418	Bonner 2005	Cell Tower Site	
18	LA-07419	Bonner 2005	Cell Tower Site	
19	LA-07868	Wlodarski 2006	Cell Tower Site	
20	LA-08255	Arrington & Sikes 2006	Cell Tower Site	
21	LA-08383	Maki 2006	Senior Housing, 105th St.	
22	LA-08412	Billat 2007	Cell Tower Site	
23	LA-08501	Billat 2007	Cell Tower Site	
24	LA-08772	Bonner 2006	Cell Tower Site	
25	LA-09130	Wood 2008	Town Homes	
26	LA-09225	Bonner 2007	Cell Tower Site	
27	LA-09335	Bonner 2005	Cell Tower Site	
28	LA-10507	Westec 1983	LA Metro Rail Project	
29	LA-10567	Hogan et al. 2005	West Basin Water Dist.	
30	LA-11097	Bonner 2010	Cell Tower Site	
31	LA-11150	Maxwell 2003	West Basin Recycling	Multiple
32	LA-11616	Bonner 2011	Cell Tower Site	19-187739
33	LA-11698	Loftus 2011	Cell Tower Site	19-189986
34	LA-12185	Bonner & Crawford 2012	Cell Tower Site	19-190272
35	LA-12187	Bonner & Crawford 2012	Cell Tower Site	19-190274
36	LA-12415	Bonner & Crawford 2013	Cell Tower Site	19-190621
37	LA-12416	Gust & Brent 2012	Cell Tower Site	19-190623
38	LA-12518	Sikes 2012	Cell Tower Site	

sessed for historic significance and found to lack the necessary associations or architectural amenities to qualify for recognition as a significant resource. This resource is outside the current study area and will not be impacted by the proposed transportation-related improvements.

19-190274

Site 19-190274 was also recorded by Crawford in 2012. In this case, the resource was identified as a 1959 utility pole alignment on Vermont Avenue (11850 Vermont Avenue). The pole reported under this site number is located between 117th and 119th Streets. Crawford concluded (page 3 of the record) the pole was eligible for listing under Criterion A for its association with the Southern California Joint Pole Committee. However, on page 3 of the record, Crawford contradicts herself and states the resource is **NOT ELIGIBLE** for recognition. This resource is located within the study area, but the conclusion of ineligibility would negate any impacts, should the pole need to be removed or replaced.

19-190621

Site 19-190621 was recorded by Crawford in 2013 and described as the Church of the Ascension. Erected in 1957, this Catholic Church meets the age requirement to be considered historically significant. In completing her assessment, Crawford concluded this Church qualifies for recognition under Criteria A and C (page 2). However, as noted above, Crawford contradicts herself on page 3, where she emphasizes the Church is ineligible for recognition. In either case, this Church, located on 112th Street, is east of the current study area and will not be impacted by any project-related activities.

19-190623

Site 19-190623, recorded by Johnson in 2012, is the site of Gardena Western Business Park at Western Avenue and 135th Street. Johnson identified the complex as a 1961 commercial improvement that is ineligible for recognition as a significant cultural resource. Located outside the current study area, this complex will not be impacted by any project-related activities.

Historic Maps and Aerial Photographs

A review of historic maps included the 1964 USGS Inglewood quadrangle. This map illustrated the project area, including the railroad alignment but not the 105 Freeway alignment, as expected. The “Oil Fields” are illustrated, as are the current street alignments. With the exception of the oil fields, a pipeline alignment, the site of the West Athens Ele-

mentary School, and the southwestern corner of Western Avenue and Imperial Highway, the entire project area is depicted as being within an urban setting and completely built-out. St. Frances Cabrini Church and School are also depicted.

The 1950 USGS Inglewood Quadrangle illustrates similar findings, but with fewer improvements on the north side of 120th Street, east of Western Avenue, and less development west of Western Avenue, south of Imperial Highway. The 1944 Redondo Beach quadrangle illustrates the railroad alignment as the Pacific Electric alignment. The Southern Pacific Railroad alignment runs south along Vermont Avenue.

Aerial photographs showed the railroad alignment and St. Frances Cabrini Church in 1952 and the presence of the Sheriff's Substation by 1972. The beginnings of the Los Angeles Southwest Community Collage are also evident. By 1980, the college campus is expanded significantly, but there is still no evidence of the 105 Freeway alignment. By 1994, the freeway is present, having replaced numerous residential and/or commercial structures within its alignment. The college is fully built-out.

Areas to the north of Imperial Highway appear to remain intact. Significant changes between the pre-1964 and post-1964 periods are associated with those areas involving the areas between the freeway right-of-way and 120th Street.

Paleontological Overview

A paleontological overview for the study area was prepared by McLeod of the Natural History Museum of Los Angeles County (2015). McLeod identified the project area as consisting primarily of older Quaternary alluvium deposits that have yielded evidence of significant fossil specimens, including, but not limited to mammoth, squirrel, horse, antelope, pond turtle, puffin, turkey, ground sloth, dire wolf, rabbit, deer mouse, pocket gopher, deer, and bison. McLeod suggested shallow excavations would not be likely to yield fossils, but deeper excavations may. Therefore, excavations should be "closely monitored to quickly and professionally collect any specimens without impeding construction."

Summary

Previous research confirmed to completion of at least 38 studies within or adjacent to the study area. However, it is emphasized these studies were limited, for the most part, to small areas associated with the establishment of cell tower sites. The greater majority of the project area was developed prior to any requirements for cultural resources investigations and, therefore, very little of the study area has been formally investigated or evaluated for significant cultural resources. The know resources for the area (6) are primarily

outside the boundaries of the West Athens-Westmont TOD Specific Plan project area. One resource, a power pole, was identified within the Specific Plan project area, but determined to be insignificant.

This level of research has resulted in a preliminary finding that the project area is highly sensitive for the presence of paleontological resources, moderately sensitive for historic cultural resources (buildings), and "unknown" for the presence of prehistoric archaeological resources. No prehistoric archaeological resources have been recorded in the area, but the area is generally considered sensitive for prehistoric archaeological resources, as all of the Los Angeles Basin has been known to have been exploited by the prehistoric Gabrielino/Tongva for thousands of years.

RESULTS OF THE INVESTIGATIONS

The cultural resources investigations for the West Athens-Westmont TOD Specific Plan project area resulted in a conclusion the area is highly sensitive for paleontological resources and moderately sensitive for the presence of historic period cultural resources (built environments). There was also evidence of redevelopment in some area, raising the potential for historic archaeological resources – primarily in the area east of Western Avenue and between Imperial Highway and 120th Street. Although there was no research documentation nor physical evidence of prehistoric archaeological resources, the project area should be considered relatively sensitive for prehistoric archaeological resources.

Paleontological Resources

McLeod (2015) determined the project area was sensitive for paleontological resources, based on findings in the general vicinity and the nature of the soils within the project area. The Older Quaternary Alluvium has been associated with the presence of fossil specimens and, therefore, McLeod recommended paleontological monitoring in areas of ground disturbance where the Older Quaternary Alluvium is identified. The paleontological monitoring program should follow the standards and protocols of the Natural History Museum of Los Angeles County.

Native American Consultation

McKenna et al. contacted the Native American Heritage Commission with respect to sacred or religious sites within or near the project area. The Commission had no records of any such resources. A list of local Native American representatives was provided by the Commission and McKenna et al. sent letters to these representatives (Appendix C), requesting any pertinent information or issues they wanted addressed in this study.

McKenna et al. received only one response – Anthony Morales, Chair of the San Gabriel Band of Gabrielino/Tongva Mission Indians. Mr. Morales called McKenna et al. and the project was discussed. Although Mr. Morales had no specific information pertaining to the project area, he requested he be kept informed and permitted to comment on any resources that may be identified at a later date.

Historic-Period Cultural Resources

Although no evidence of historic archaeological resources was identified during the recent reconnaissance survey. These negative findings are based primarily on the fact that this project area is located in an urban setting with little to no available native soils for visual inspection. Nonetheless, there is always a potential for buried prehistoric resources and, therefore, the overall area is considered to have a relative level of sensitivity.

With respect to the built environment, the project area is associated with relatively early subdivisions and development. With the exception of the modern improvements – commercial and residential – the project area can be associated with the establishment of roadways, the railroad alignment, churches, schools, residential tracts, and commercial properties. The majority of these improvements data between the 1940s and 1960s, but also include some improvements dating back into the 1920s and 1930s.

All of the road alignments within the project area should be considered historic (by age). Each, however, has been significantly improved via width, pavement, infrastructure, etc., obliterating the original alignments. This is particularly seen along the major roadways. The major roadways include Vermont Avenue, Western Avenue, and Imperial Highway. Secondary streets extend from 110th Street to 120th Street and include numerous east/west and north/south alignments. The names of some streets have been changed over the years, but the actual alignments have not. There have been some lot-line adjustments, but the greater majority of the properties reflect their original dimensions and improvements.

Modern improvements, such as the establishment of the 105 Freeway alignment, have resulted in the removal of single family residences and interrupted some road alignments. The few previously recorded resources identified with the project area boundaries (e.g. utility poles) have been assessed as ineligible for recognition as historical resources.

RECOMMENDATIONS

McKenna et al. presents the following recommendations, based on the results of the overview study and the proposed implementation of the Southeast Area Specific Plan:

1. The project area is relatively sensitive for paleontological resources and, therefore, any proposed project requiring excavations should include a requirement for paleontological monitoring, especially in areas of exposed or shallow older Quaternary Alluvium and/or all areas where earthmoving involves excavation exceeding five feet or more below the current ground surfaces. The approach to the paleontological monitoring should follow the standard protocols of the Natural History Museum of Los Angeles County.

2. The project area is considered relatively sensitive for the presence of prehistoric archaeological resources, despite negative findings. McKenna et al. recommends any project-related earthmoving in areas not previously improved be monitored for prehistoric archaeological resources. In addition, McKenna et al. makes the following recommendations with respect to improved properties:

    - A Phase I cultural resources investigation compliant with current standards and guidelines for proposed areas of any redevelopment that includes demolition activities;

    - Detailed project-specific consultation with Native American representatives (AB-52 and/or SB-18, depending on the project), as applicable;

    - Preparation of the California State Department of Parks and Recreation DPR-523 resource forms, as applicable

3. Projects involving properties with built environments (e.g. roads, residential and/or commercial properties) should be fully documented (including DPR-523 forms) and assessed in accordance with current guidelines and criteria for evaluation. Recommendations for preservation should be applied, as applicable.

4. If, at any time, evidence of human remains is uncovered, the County Coroner must be notified immediately and permitted to examine the find in situ. I f the remains are of Native American origin, the Native American Heritage Commission will be contacted and the Most Likely Descendent (MLD) will be identified. In consultation with the Lead Agency, Archaeological Consultant, and MLD, the disposition of the remains will be determined. If the remains are archaeological, but not Native American, the Consulting Archaeologist with oversee the removal and analysis of the remains. Rein-

ternment will be the responsibility of the Lead Agency and/or Project Proponent. All project-specific areas should include a condition for archaeological monitoring. If the remains are deemed forensic, the County Coroner will oversee the removal of the remains and the County will complete the analysis and reinternment, as applicable.

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This document was prepared by Jeanette A. McKenna, Principal Investigator for McKenna et al. Any changes to this document will require the written authorization of the author.

Jeanette A. McKenna _____ July 20, 2016 _____

Jeanette A. McKenna, McKenna et al., Whittier, CA Date

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2008 Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23215c (St. Frances Cabrini), 1430 West Imperial Highway, Los Angeles, Los Angeles County, California. On file, California State University, Fullerton, South Central Coastal Information Center, Fullerton, California.

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2011 Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC, Candidate LA0020-01, USID 25636 (Hoover West 106th), 10611 South Hoover Street, Los Angele, Los Angeles County, California. On file, California State University, Fullerton, South Central Coastal Information Center, Fullerton, California.

Bonner, Wayne H. and Kathleen Crawford

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2012 Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC, Candidate LA03333b (Faith United RL), 1713 West 108th Street, Los Angeles, Los Angeles County, California. On file, California State University, Fullerton, South Central Coastal Information Center, Fullerton, California.

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2001 A Phase I Archaeological Study for 11120-11134 Vermont Avenue, City of Los Angeles, Los Angeles County, California. On file, California State University, Fullerton, South Central Coastal Information Center, Fullerton, California.

2006 Records Search and Field Reconnaissance Phase for the Proposed Royal Street Communications Wireless Telecommunications Site LA0505a (SCE Brighton Substation), Located at 1925 West Rosecrans Avenue, Gardena, Los Angeles County, California 90249. On file, California State University, Fullerton, South Central Coastal Information Center, Fullerton, California.

Wood, Catherine M.
2008 Archaeological Survey Report for the Maya Town Homes Project, 12005 South Broadway, Los Angeles, California. On file, California State University, Fullerton, South Central Coastal Information Center, Fullerton, California.

APPENDIX A:

Professional Qualifications

JEANETTE A. McKENNA

Owner and Principal Investigator
McKenna et al., Whittier CA

Ms. McKenna specializes in the discipline of Cultural Resource Management: prehistoric archaeology, historic archaeology, historic architecture, and history. She holds a Master's Degree in Anthropology/Archaeology and was recently awarded an Honorary Doctorate of Letters (HonDL) by the International Biographical Centre of Cambridge, England. She is a past member of the Board of Directors for the Society of Professional Archaeologists (SOPA 1993-97) and was certified by the Society to conduct both prehistoric and historic archaeological studies. Ms. McKenna is also recognized by the California Office of Historic Preservation as qualified to complete historic architectural studies. Ms. McKenna was on the Board of Directors for SOPA when the Society established the Registry of Professional Archaeologists (RPA) and has been a Registered Professional Archaeologist since 1998. Ms. McKenna has over 39 years of professional experience as an archaeologist/cultural resource manager and has participated on over 1700 projects of various sizes and complexities. The majority of her work has been conducted as a Field Director, Project Manager, and/or Principal Investigator throughout California and the Greater Southwest.

TECHNICAL CAPABILITIES

- Vast experience in the greater Southwest, Great Basin, and Southern California regions. Familiar with the full range of cultural resource investigations and has completed projects within the public and private sectors, including environmental management firms, planning and engineering firms, and State and federal agencies.
- Active in the discipline of Cultural Resource Management since 1976; over 39 years of professional experience in Southern California, Arizona, and Nevada.
- Particular interest in the desert regions of California and Arizona, with specializations in the Protohistoric and Historic Contact Periods.
- Considerable experience in dealing with prehistoric cultural remains and working directly with Native American groups in archaeological training programs (Arizona State University; the Southern California Indian Center, Garden Grove).

EDUCATION AND AFFILIATIONS

B.A., Anthropology, 1977, CSU Fullerton
M.A., Anthropology, 1982, CSU Fullerton
HonDL, 2015, Int. Biog. Centre, Cambridge
Lambda Alpha Lambda Honors Society
Post Graduate Studies, Arizona St. Univ., 1982-85
Post Graduate Studies, UC Riverside, 1991-92
Certification Program: CEQA, Land Use and Environmental Planning, UC Riverside, 1997-98
Society of Professional Archaeologists (SOPA) Certification: Field/ Prehistoric Archaeology and Historical Archaeology (1984 to Present)
Registry of Professional Archaeologists (RPA)
Board of Directors, Society of Professional Archaeologists 1993-1997 (American Society of Conservation Archaeologists Representative)
BLM California Permit (renewable)
BLM Arizona State Permit (renewable)
Riverside County Registration No. 161
Arizona State Antiquities Permit (renewable)
Curation, San Bernardino Co. Museum
Curation, Arizona State University

SELECTED PROJECT EXPERIENCE

- Historic Architectural Studies for Renovation and Restoration, the Greek Theatre, Los Angeles CA
- Evaluation of Cultural Resources: Burbank and West Hollywood Redevelopment Project Areas, Los Angeles County, CA
- Historic Property Survey for the City of Whittier, Los Angeles County, CA
- Archaeological Investigations and Resource Evaluations for the Proposed Cajon Pipeline, San Bernardino and Los Angeles Counties, CA
- Archaeological Class I Investigations, Proposed Mojave Pipeline, San Bernardino County, CA
- Cultural Resources Investigations (Phases I, II, III, and Mitigation Monitoring) for the RIX/SARI Projects, Santa Ana Watershed Project Authority (SAWPA), San Bernardino and Riverside Counties, CA
- Phase I, II, and III Archaeological Investigations for the County Sanitation Districts of Los Angeles County, Puente Hills Landfill Solid Waste Management Facility Expansion Project, Whittier, CA
- Archaeological Mitigation Program, Phoenix Indian School Track Site Project. Arizona State University Office of Cultural Resource Management and the Bureau of Indian Affairs, Phoenix, AZ
- Archaeological and Testing Program for the Hidden Valley Golf Course and Van Buren Golf Course Properties, Riverside County, CA
- Cultural Resources Overview Studies for the Annexation of Unincorporated County Lands to the City of Ontario, CA
- Historic Property Survey Reports: Warner Bros. Main Lot Ranch Lot Properties, Burbank, CA
- Historic Archaeological Investigations for L.A. County Sheriff's Facility, Lancaster, CA.

APPENDIX B:

Archaeological Records Search

Report List

#15754 (1768) West Athens T.O.D.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00078		1975	Rosen, Martin D.	Evaluation of the Archaeological Resources and Potential Impact of the Proposed Construction of Route 105 Freeway From El Segundo to Norwalk	University of California, Los Angeles Archaeological Survey	
LA-00272		1977	Bove, Frederick J.	An Archaeological Resource Survey and Impact Assessment of Westmont Park, Los Angeles	University of California, Los Angeles Archaeological Survey	
LA-02905		1993	Valentine-Maki, Mary	Cultural Resources Survey 102nd Street East From Palmdale Boulevard to Avenue R, Sun Villiage Los Angeles County, California	Fugro-McClelland (West), Inc.	
LA-03856		1998	Bonner, Wayne H.	Cultural Resources Monitoring L.a. Cellular Site 73.3, Los Angeles, California	W.H. Bonner Associates	
LA-04075		1998	Romani, Gwendolyn R.	Results of Phase I Archaeological Survey Located at 11933 South Figueroa Street, Compton, Los Angeles, California	Compass Rose Archaeological, Inc.	
LA-04710		1999	Romani, John F.	Letter Report Case No. Cpc 99-0165 Spr 523-537 West 127th Street Harbor Gateway City of Los Angeles	Compass Rose Archaeological, Inc.	
LA-04836		2000		Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Science Applications International Corporation	
LA-05100		2000	Lapin, Philippe	Cultural Resource Assessment for Pacific Bell Wireless Facility La 239-03, County of Los Angeles, Ca	LSA Associates, Inc.	
LA-05497		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 051-01 Los Angeles County, California	LSA Associates, Inc.	
LA-06011		2001	Wlodarski, Robert J.	A Phase I Archaeological Study for 11120-11134 Vermont Avenue City of Los Angeles, Los Angeles County, California	Historical, Environmental, Archaeological, Research, Team	
LA-06014		2002	Maki, Mary K.	Archaeological Survey of 3.2 Acres for the 122nd Street Single Family Homes Project Athens, Los Angeles County, California	Conejo Archaeological Consultants	
LA-06015		2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Services Facility No. 04109a Los Angeles County, California	Conejo Archaeological Consultants	
LA-06022		2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Services Facility No. 05047 Los Angeles County, California	LSA Associates, Inc.	

Report List

#15754 (1768) West Athens T.O.D.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-06027		2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Services Facility No. 05189a Los Angeles County, California	LSA Associates, Inc.	
LA-06036		2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Serices Facility No. 05051a Los Angeles County, California	LSA Associates, Inc.	
LA-06816		2003	Unknown	Cultural Resources Overview for Washington High School Inglewood/gardena Area of Los Angeles	McKenna et al.	
LA-07401		2004	Bonner, Wayne H.	Cultural Resource Records Search and Site Visit Results for Cingular Wireless Facility Candidate Sm-365-03 (c&h West) 1611 West Rosecrans Avenue, Gardena, Los Angeles County, California	Michael Brandman Associates	
LA-07416		2004	Billat, Lorna	Jarvis/CA-8280b 606 W 140th Street, Los Angeles, Ca, Los Angeles County	EarthTouch Inc.	
LA-07418		2005	Bonner, Wayne H.	Cultural Resource Records Search and Site Visist Results for Sprint Facility Candidate La70xc325d (edward Thronburg Park), 2320 West 149th Street, Gardene, Los Angeles County, California	Michael Brandman Associates	
LA-07419		2005	Bonner, Wayne H.	Cultural Resource Records Searcg and Site Visit Results for Sprint Facility Candidate La70xc309c (al's Concrete Products) 1326 West El Segundo Boulevard, Gardena, Los Angeles County, California	Michael Brandman Associates	
LA-07868		2006	Wlodarski, Robert J.	Record Search and Field Reconnaisance Phase for the Proposed Royal Street Communications Wireless Telecommunications Site La0505a (sce Brighton Substation), Located at 1925 West Rosecrans Avenue, Gardena, Los Angeles County, California 90249	Cellular, Archaeological Resource, Evaluations	
LA-08255		2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and Ii	SWCA Environmental Consultants, Inc.	
LA-08383		2006	Maki, Mary K.	Negative Archaeological Survey Report of 1.4 Acres for the 105th Street Senior Housing Project Athens, Unincorporated Los Angeles County, California	Conejo Archaeological Consultants	

Report List

#15754 (1768) West Athens T.O.D.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-08412		2007	Billat, Lorna	1535 West 130th Street/la-70xc309e, Cellular Antenna Installation on New Monopalm, Gardena, Los Angeles County, Ca 90249	EarthTouch, Inc.	
LA-08501		2007	Billat, Lorna	Desert Inn Motel/la-0341c, Cellular Facility Installation, 11617 S. Western Avenue, Los Angeles, Los Angeles County, Ca 90047	EarthTouch, Inc.	
LA-08772		2006	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, Llc Candidate La0504a Estrella T-mo), 13300 Estrella Avenue, Gardena, Los Angeles County, California	Michael Brandman Associates	
LA-09130		2008	Wood, Catherine M.	Archaeological Survey Report for the Maya Town Homes Projects 12005 South Broadway Los Angeles, California	Jones & Stokes	
LA-09225		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Sprint Nextel Candidate LA60XR341D (Vincent Bell Memorial Park), 17408 South Halldale Avenue, Gardena, Los Angeles County, California	Michael Brandman Associates	
LA-09335		2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23215C (St. Francis Cabrini), 1430 West Imperial Highway, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
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.	
LA-10567		2005	Hogan, Michael, Bai "Tom" Tang, Josh Smallwood, Laura Hensley Shaker, and Casey Tibbitt	Identification and Evaluation of Historic Properties - West Basin Municipal Water District Harbor- South Bay Water Recycling Project Proposed Project Laterals	CRM Tech	
LA-11097		2010	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for Clearwire Candidate CA-LOS6529/CA8280, 606 West 140th Street, Gardena, Los Angeles County, California, EBI Job No. 61097197	Michael Brandman Associates	

Report List

#15754 (1768) West Athens T.O.D.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-11150		2003	Maxwell, Pamela	West Basin Municipal Water District Harbor/ South Bay Water Recycling Project	U.S. Army Corps of Engineers	19-000094, 19-000098, 19-000103, 19-000140, 19-000276, 19-000277, 19-000278, 19-000279, 19-000280, 19-000281, 19-000282, 19-000389, 19-000390, 19-000709, 19-000794, 19-000822, 19-000844, 19-000845, 19-000847, 19-000848, 19-000999, 19-001735
LA-11616		2011	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LA0020-01, USID 25636 (Hoover-West 106th), 10611 South Hoover Street, Los Angeles, Los Angeles County, California	Environmental Assessment Specialists	19-187739
LA-11698		2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey, AT&T Site LAC451, Imperial/Crenshaw, 2930 West Imperial Highway, Hawthorne, Los Angeles County, CA	ACE Environmental	19-189986
LA-12185		2012	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03333B (Faith United RL) 1713 West 108th Street, Los Angeles, Los Angeles County, California	MBA	19-190272
LA-12187		2012	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search Site Visit Results for T-Mobile West, LLC Candidate LA03549G (SC549 JPA Vermont Ave. ROW) 11850 Vermont Avenue, Unit Cell #1 Los Angeles, Los Angeles County, California	MBA	19-190274
LA-12415		2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02347A (LA054 FWY 110/111 St) 517 West 112th Street, Los Angeles, Los Angeles County, California	MBA	19-190621
LA-12416		2012	Gust, Sherri and Johnson, Brent	Cultural Resources Records Search and Site Visit for AT&T Mobility, LLC Site: LA0097/Western & 135th Street, 13200 South Western Avenue Garden, Calfornia	EAS	19-190623
LA-12518		2012	Sikes, Nancy	LA0526-01 Lion Oil & Gas, 10500 S Western Avenue, Los Angeles, CA	EAS	

APPENDIX C:

Native American Consultation

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX

December 18, 2015

Jeanette A. McKenna
McKenna et al.

Sent by Email: Jeanette.mckennaetal@gmail.com
Number of Pages: 3

RE: West Athens TOD Specific Plan, Inglewood USGS Quadrangle, Los Angeles County

Dear Ms. McKenna:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced project. Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to tribal cultural resources in creating or amending general plans, including specific plans. As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the NAHC for the purpose mitigating impacts to tribal cultural resources under the California Environmental Quality Act (CEQA). In accordance with Public Resources Code Section 21080.1(d):

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and

- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SLF) check conducted through Native American Heritage Commission. A SLF search was completed with negative results.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: rw_nahc@pacbell.net.

Sincerely,

Rob Wood
Associate Environmental Planner

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
December 18, 2015

Soboba Band of Mission Indians
Rosemary Morillo, Chairperson; Attn: Carrie Garcia
P.O. Box 487 Luiseno
San Jacinto , CA 92581 Cahuilla
carrieg@soboba-nsn.gov
(951) 654-2765

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina , CA 91723
gabrielenoindians@yahoo.com Gabrielino
(626) 926-4131

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

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, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
(562) 761-6417 Voice/Fax

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite 1100
Los Angeles , CA 90067
Gabrielino
(626) 676-1184 Cell

This list is current only as of the date of this document.
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 and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed West Athens TOD Specific Plan, Inglewood USGS Quadrangle, Los Angeles County.

McKenna et al.

History/Archaeology/Architectural History/Ethnography/Paleontology

Jeanette A. McKenna, MA, HonDL
Reg. Professional Archaeologist
Owner and Principal Investigator

November 30, 2015

Soboba Band of Mission Indians
Attn: Rosemary Morillo, Chairperson
P.O. Box 487
San Jacinto, California 92581

RE: West Athens Transit Oriented District Specific Plan.

Ms. Morillo:

McKenna et al. is initiating the cultural resources overview studies for the West Athens Transit District Specific Plan project area in Los Angeles County, California. The specific boundaries have yet to be fully defined, but are well within the research area illustrated on the attached graphics. Essentially, the area involves portions of Township 3 South, Range 14 West, Sectional 1 and 12. The project area is also designed to involve areas west of Vermont Avenue, as centered within the overall research area (north of 123th Street and south of 109th Street.

This area is densely developed with residential, commercial, industrial, and public services (e.g. schools). The proposed study will address the traffic and transit needs of the surrounding community and to develop a plan to encourage the use of public transportation. No demolition of structures or excavations are currently proposed, but areas of cultural sensitivity will be identified, should such activities be needed in the future (e.g. installing infrastructure or replacing existing facilities).

Please review the attached graphics and inform me of any concerns, issues, or comments you may have with respect to this undertaking.

Sincerely,

Jeanette A. McKenna, Principal
McKenna et al.

6008 Friends Avenue, Whittier, California 90601-3724 or 1941 E. Pegasus Drive, Tempe, Arizona 85283
(562) 696-3852 (CA Office and FAX) (480) 664-0682 (AZ Office and FAX)
Email = jeanette.mckennaetal@gmail.com

McKenna et al.

History/Archaeology/Architectural History/Ethnography/Paleontology

Jeanette A. McKenna, MA, HonDL
Reg. Professional Archaeologist
Owner and Principal Investigator

November 30, 2015

Gabrielino/Tongva San Gabriel Band of Mission Indians
Attn: Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, California 91778

RE: West Athens Transit Oriented District Specific Plan.

Mr. Morales:

McKenna et al. is initiating the cultural resources overview studies for the West Athens Transit District Specific Plan project area in Los Angeles County, California. The specific boundaries have yet to be fully defined, but are well within the research area illustrated on the attached graphics. Essentially, the area involves portions of Township 3 South, Range 14 West, Sectional 1 and 12. The project area is also designed to involve areas west of Vermont Avenue, as centered within the overall research area (north of 123th Street and south of 109th Street.

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Email = jeanette.mckennaetal@gmail.com

McKenna et al.

History/Archaeology/Architectural History/Ethnography/Paleontology

Jeanette A. McKenna, MA, HonDL
Reg. Professional Archaeologist
Owner and Principal Investigator

November 30, 2015

Gabrielino/Tongva Nation
Attn: Sandonne Goad, Chairperson
106 ½ Judge John Aiso Street
Los Angeles, California 90012

RE: West Athens Transit Oriented District Specific Plan.

Ms. Goad:

McKenna et al. is initiating the cultural resources overview studies for the West Athens Transit District Specific Plan project area in Los Angeles County, California. The specific boundaries have yet to be fully defined, but are well within the research area illustrated on the attached graphics. Essentially, the area involves portions of Township 3 South, Range 14 West, Sectional 1 and 12. The project area is also designed to involve areas west of Vermont Avenue, as centered within the overall research area (north of 123th Street and south of 109th Street.

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McKenna et al.

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Email = jeanette.mckennaetal@gmail.com

McKenna et al.

History/Archaeology/Architectural History/Ethnography/Paleontology

Jeanette A. McKenna, MA, HonDL
Reg. Professional Archaeologist
Owner and Principal Investigator

November 30, 2015

Gabrielino/Tongva Indians of California Tribal Council
Attn: Robert Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower, California 90707

RE: West Athens Transit Oriented District Specific Plan.

Mr, Dorame:

McKenna et al. is initiating the cultural resources overview studies for the West Athens Transit District Specific Plan project area in Los Angeles County, California. The specific boundaries have yet to be fully defined, but are well within the research area illustrated on the attached graphics. Essentially, the area involves portions of Township 3 South, Range 14 West, Sectional 1 and 12. The project area is also designed to involve areas west of Vermont Avenue, as centered within the overall research area (north of 123th Street and south of 109th Street.

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Jeanette A. McKenna, Principal
McKenna et al.

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McKenna et al.

History/Archaeology/Architectural History/Ethnography/Paleontology

Jeanette A. McKenna, MA, HonDL
Reg. Professional Archaeologist
Owner and Principal Investigator

November 30, 2015

Gabrielino/Tongva Tribe
Attn: Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite 1100
Los Angeles, California 90067

RE: West Athens Transit Oriented District Specific Plan.

Ms. Candelaria:

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McKenna et al.

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Email = jeanette.mckennaetal@gmail.com

McKenna et al.

History/Archaeology/Architectural History/Ethnography/Paleontology

Jeanette A. McKenna, MA, HonDL
Reg. Professional Archaeologist
Owner and Principal Investigator

November 30, 2015

Gabrielino Band of Mission Indians – Kizi Nation
Attn: Andrew Salas, Chairperson
P.O. Box 393
Covina, California 91723

RE: West Athens Transit Oriented District Specific Plan.

Mr. Salas:

McKenna et al. is initiating the cultural resources overview studies for the West Athens Transit District Specific Plan project area in Los Angeles County, California. The specific boundaries have yet to be fully defined, but are well within the research area illustrated on the attached graphics. Essentially, the area involves portions of Township 3 South, Range 14 West, Sectional 1 and 12. The project area is also designed to involve areas west of Vermont Avenue, as centered within the overall research area (north of 123th Street and south of 109th Street.

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Sincerely,

Jeanette A. McKenna, Principal
McKenna et al.

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Email = jeanette.mckennaetal@gmail.com

APPENDIX D:

Paleontological Overview

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

Vertebrate Paleontology Section
Telephone: (213) 763-3325
Fax: (213) 746-7431
e-mail: smcleod@nhm.org

22 December 2015

McKenna et al.
6008 Friends Avenue
Whittier, California 90601-3724

Attn: Jeanette A. McKenna

re: Paleontological resources for the proposed West Athens - Westmont TOD Specific Plan Project, Job # 1768, in Los Angeles, Los Angeles County, project area

Dear Jeanette:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the proposed West Athens - Westmont TOD Specific Plan Project, Job # 1768, in Los Angeles, Los Angeles County, project area as outlined on the portion of the Inglewood USGS topographic quadrangle map that you sent to me on 3 December 2015. We have one vertebrate fossil locality that may lie directly within the proposed project boundaries, and we have other localities nearby from the same deposits that occur in the proposed project area.

The entire proposed project area has surficial deposits consisting of older Quaternary Alluvium, derived broadly as alluvial fan deposits in the Los Angeles Basin. We have a number of vertebrate fossil localities in the immediate vicinity from these deposits with the closest locality being LACM 3266, in the southern portion of the proposed project area near 120th Street and Athens Boulevard just east of Vermont Avenue, that produced fossil specimens of undermined vertebrates, Vertebrata, at a depth of 15 to 18 feet below the surface. Our next closest vertebrate fossil localities from these older Quaternary deposits, LACM 1344 and 3365, occur east of the southern-most portion of the proposed project area east of the Harbor Freeway (I-110) around Athens on the Hill. These localities produced fossil specimens of mammoth, *Mammuthus*, squirrel, Sciuridae, horse, *Equus*, and pronghorn antelope, *Breameryx*, at depths

Inspiring wonder, discovery and responsibility for our natural and cultural worlds.

between 15 and 20 feet below the surface. East of the northern portion of the proposed project area, at the Harbor Freeway (I-110) between 112th and 113th Streets and along Imperial Highway near Main Street, we have additional older Quaternary localities LACM 1295 and 4206 that produced a typical late Pleistocene fauna including fossil specimens of pond turtle, *Clemmys*, puffin, *Mancalla*, turkey, *Parapavo*, ground sloth, *Paramylodon*, mammoth, *Mammuthus*, dire wolf, *Canis dirus*, rabbit, *Sylvilagus*, squirrel, Sciuridae, deer mouse, *Microtus*, pocket gopher, *Thomomys*, horse, *Equus*, deer, *Cervus*, pronghorn antelope, *Capromeryx*, and bison, *Bison*, at unstated but relatively shallow depths.

Shallow excavations in the older Quaternary Alluvium exposed throughout the proposed project area may not uncover significant vertebrate fossil remains. Deeper excavations throughout the proposed project area, however, may well encounter significant vertebrate fossils. Any substantial excavations in the proposed project area, therefore, should be closely monitored to quickly and professionally collect any specimens without 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

enclosure: invoice

APPENDIX E:

Photographic Record

State of California
DEPARTMENT OF PARKS AND RECREATION

PHOTOGRAPHIC RECORD

Primary #

HRI #

Trinomial

 *Resource Name or # (assigned by recorder) West Athens-Westmont TOD Specific Plan

Camera Format: Digital Year 2016

Film Type and Speed: Lens Size: Negatives Kept At: McKenna et al., Whittier CA

Month	Day	Count	Frame	Description	View	Accession #
4	5	1	0189	Vermont Avenue at 110th Street	S	
4	5	2	0190	Vermont Avenue at 110th Street	N	
4	5	3	0191	110th Street from Vermont Avenue	W	
4	5	4	0192	1016 110th Street (MFR-Art Deco)	S	
4	5	5	0193	1044 110th Street (MFR)	S	
4	5	6	0194	SW Corner of Budlong Avenue and 110th Street	SW	
4	5	7	0195	SE Corner of Normandie Avenue and 110th Street	SE	
4	5	8	0196	Overview of Apartments on Normandie Avenue	SE	
4	5	9	0197	Berendo Avenue at 111th Street	W	
4	5	10	0198	Berendo Avenue at 111th Street	E	
4	5	11	0199	Overview of Berendo Avenue from 111th Street	S	
4	5	12	0200	11154 Berendo Avenue	ENE	
4	5	13	0201	Empty Lot on Budlong Avenue, North of 111th St.	W	
4	5	14	0202	11131 Budlong Avenue (Courtyard)	W	
4	5	15	0203	11115 Budlong Avenue (Courtyard)	W	
4	5	16	0204	Budlong Avenue at 111th Street	N	
4	5	17	0205	111th Street from Budlong Avenue	W	
4	5	18	0206	111th Street from Budlong Avenue	E	
4	5	19	0207	11114 Van Buren Avenue	NE	
4	5	20	0208	11138 Van Buren Avenue (Demo in proc.)	SE	
4	5	21	0209	11145 Raymond Avenue	WNW	
4	5	22	0210	11151 Mariposa Avenue	W	
4	5	23	0211	11136 Mariposa Avenue (Courtyard)	E	
4	5	24	0212	11145 Maricopa Avenue	W	
4	5	25	0213	11135 Mariposa Avenue	W	
4	5	26	0214	East Side of Raymond Avenue, South of 112th St.	E	
4	5	27	0215	11246 and 11245 ½ Raymond Avenue	ESE	
4	5	28	0216	11201 Van Buren Avenue (Craftsman)	W	
4	5	29	0217	Overview of Berendo Avenue from Imperial Hwy.	N	
4	5	30	0218	Construction at Imperial Hwy. and Berendo Ave.	W	
4	5	31	2019	11219 New Hampshire Avenue (Parking)	E	
4	5	32	0220	Tire Shop at New Hampshire and Imperial Hwy.	E	
4	5	33	0221	Commercial - Vermont Avenue, South of 110th St.	S	
4	5	34	0222	Victoria Market, Vermont Street	SW	
4	5	35	0223	Vacant Lot, New Hampshire Ave. at Imperial Hwy.	S	
4	5	36	0224	1040 W. Imperial Highway (Commercial)	S	

State of California
DEPARTMENT OF PARKS AND RECREATION

PHOTOGRAPHIC RECORD

Primary #
HRI #
Trinomial

 *Resource Name or # (assigned by recorder) West Athens-Westmont TOD Specific Plan
Camera Format: Digital Year 2016
Film Type and Speed: Lens Size: Negatives Kept At: McKenna et al., Whittier CA

Month	Day	Count	Frame	Description	View	Accession #
4	5	37	0225	Modern Apartment, Imperial Hwy. at Budlong Ave.	S	
4	5	38	0226	Modern Apartment, Imperial Hwy. at Budlong Ave.	SW	
4	5	39	0227	Sheriff's Substation on Imperial Highway	SW	
4	5	40	0228	Courtyard on Budlong Ave., So. of Imperial Hwy.	W	
4	5	41	0229	11513 ½ Budlong Avenue (MFR)	W	
4	5	42	0230	Overview of Budlong Avenue from 115th Street	N	
4	5	43	0231	Overpass on Budlong Avenue from 115th Street	S	
4	5	44	0232	Overview of 115th Street from Budlong Avenue	E	
4	5	45	0233	Freeway at 115th Avenue at Budlong Avenue	WSW	
4	5	46	0234	New Hampshire Avenue from 115th Street	N	
4	5	47	0235	Vacant Lot, New Hampshire Ave., No. of 115th St.	W	
4	5	48	0236	L.A. Co. Public. Works, Normandie Ave.	E	
4	5	49	0237	1031 120th Street (Courtyard)	N	
4	5	50	0238	120th Street at Raymond Avenue	W	
4	5	51	0239	120th Street at Raymond Avenue	E	
4	5	52	0240	Transmission Line Corridor No. of 120th Street	NNW	
4	5	53	0241	Overview of Normandie Avenue, No. of 120th St.	N	
4	5	54	0242	Pipe Installation Scars, 118th Street	E	
4	5	55	0243	Van Buren Avenue from Geddes Street	N	
4	5	56	0244	Van Buren Avenue from Geddes Street	S	
4	5	57	0245	Brick Residence, 1187 Berendo Avenue	N	
4	5	58	0246	Brick Residence, 1187 Berendo Avenue	W	
4	5	59	0247	11724 Berendo Avenue (Courtyard)	E	
4	5	60	0248	Vacant Lot No. of 11424 New Hampshire Avenue	E	
4	5	61	0249	11837-11839 New Hampshire Avenue (Courtyard)	SW	
4	5	62	0250	11833 New Hampshire Avenue (Courtyard)	W	
4	5	63	0251	West Athens Elementary School (Signage)	NA	
4	5	64	0252	11904 Budlong Avenue (Courtyard)	E	
4	5	65	0253	120th Street at Normandie Avenue	W	
4	5	66	0254	120th Street at Normandie Avenue	E	
4	5	67	0255	Normandie Avenue from 120th Street	N	
4	5	68	0256	Signage at 120th Street and Normandie Avenue	NW	
4	5	69	0257	Overview of Field at 120th St. and Normandie Ave.	NW	
4	5	70	0258	Overview of Field at 120th St. and Normandie Ave.	WNW	
4	5	71	0259	Overview of Field at 120th St. and Normandie Ave.	N	

State of California
DEPARTMENT OF PARKS AND RECREATION

PHOTOGRAPHIC RECORD

Primary #

HRI #

Trinomial

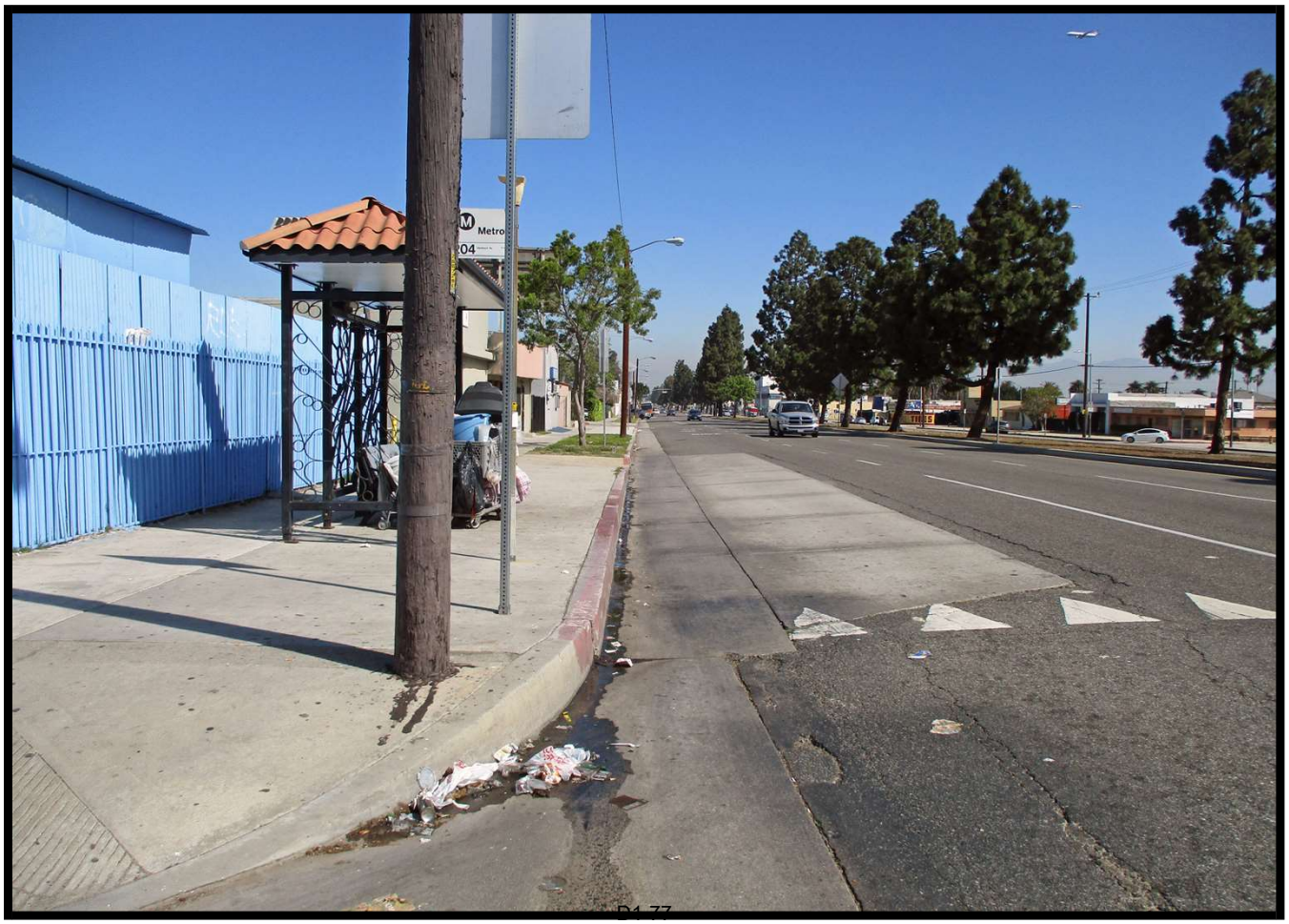
 *Resource Name or # (assigned by recorder) West Athens-Westmont TOD Specific Plan

Camera Format: Digital Year 2016

Film Type and Speed: Lens Size: Negatives Kept At: McKenna et al., Whittier CA

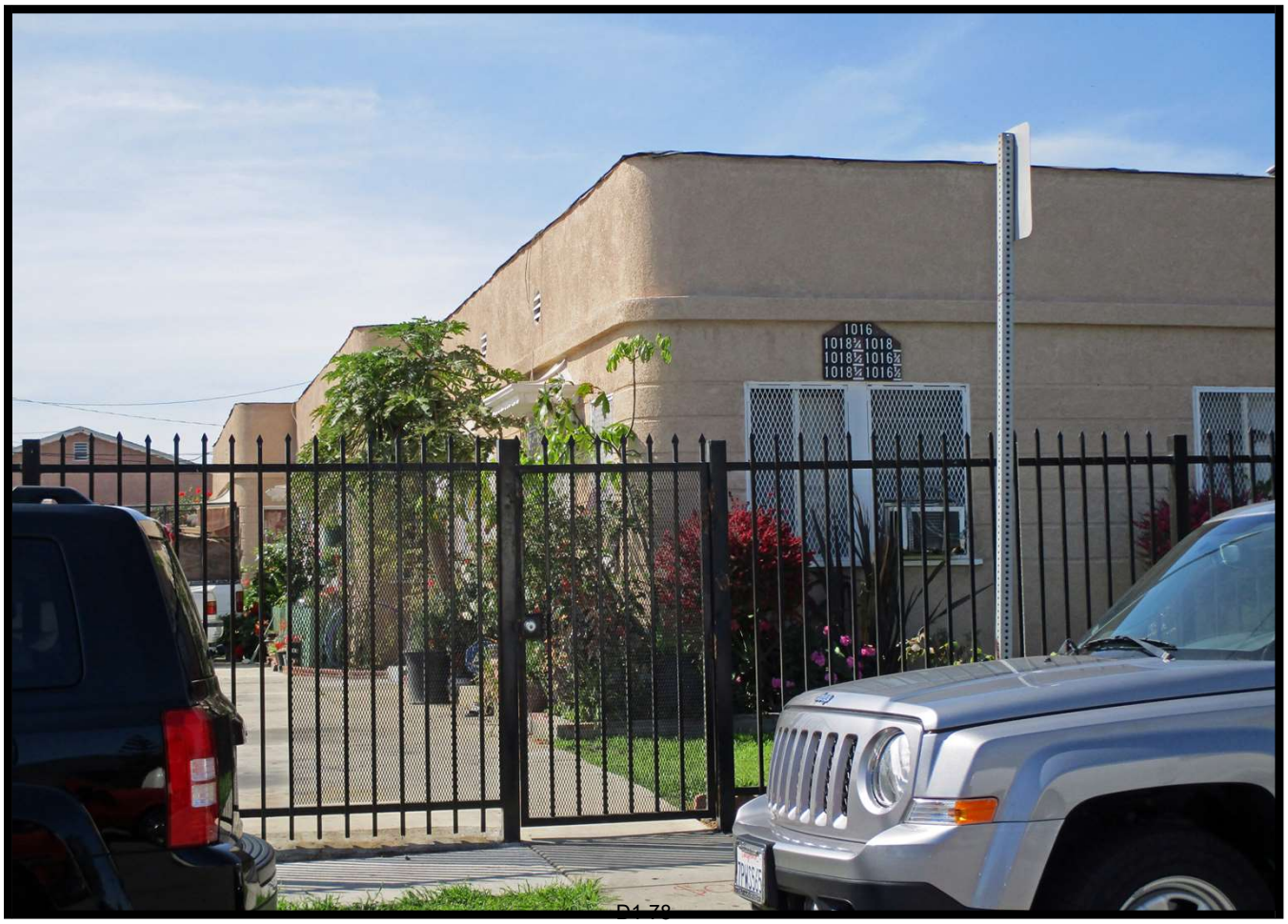
Month	Day	Count	Frame	Description	View	Accession #
4	5	72	0260	1455 120th Street	NE	
4	5	73	0261	1455 120th Street	ENE	
4	5	74	0262	Open Field, W. of Harvard Avenue, N. of 120th St.	N	
4	5	75	0263	Open Field, W. of Harvard Avenue, N. of 120th St.	NW	
4	5	76	0264	SE Corner of Western Ave. at 120th Street	SW	
4	5	77	0265	Western Avenue from 120th Street (open Field)	SE	
4	5	78	0266	Western Avenue from 120th Street (open Field)	E	
4	5	79	0267	Western Avenue from 120th Street (open Field)	NE	
4	5	80	0268	Western Avenue from 120th Street (w/fwy)	N	
4	5	81	0269	SW College Signage, Imperial Highway	E	
4	5	82	0270	Empty Frame	--	
4	5	83	0271	SW College from Imperial Highway	SSW	
4	5	84	0272	SW College and St. Frances Cabrini Buildings	E	
4	5	85	0273	St. Frances Cabrini Church	S	
4	5	86	0274	St. Frances Cabrini Church	S	
4	5	87	0275	St. Frances Cabrini Church Convent	S	
4	5	88	0276	St Frances Cabrini Church Complex	S	
4	5	89	0277	1428 Imperial Highway (St. Frances Cabrini School)	S	
4	5	90	0278	Modern Building at 12th St. and Western Ave.	W	
4	5	91	0279	Wilton Place from Imperial Highway	S	
4	5	92	0280	Imperial Highway from Wilton Place	W	
4	5	93	0281	Imperial Highway from Wilton Place	E	
4	5	94	0282	Wilton Avenue at 120th Street	W	
4	5	95	0283	Imperial Highway from Wilton Place	SW	
4	5	96	0284	Wilton Place from Imperial Highway	E	
4	5	97	0285	Wilton Place from 120th Street	N	
4	5	98	0286	Eastern Extent of Loganside Drive (Flood Control)	E	
4	5	99	0287	Overview of St. Andrew's Place	N	
4	5	100	0288	St. Andrew's Place at 117th Street	W	
4	5	101	0289	Overview of Western Avenue from 110th Street	N	
4	5	102	0290	Overview of Western Avenue from 110th Street	S	
4	5	103	0291	Overview of 110th Street from Western Avenue	E	
4	5	104	0292	1628 110th Place	SSW	
4	5	105	0293	1713 110th Place	NW	
4	5	106	0294	Denker Avenue South of 113th Street	S	

Vermont Avenue at 110th Street (S)



Vermont Avenue at 110th Street (N)

110th Street from Vermont Avenue (W)

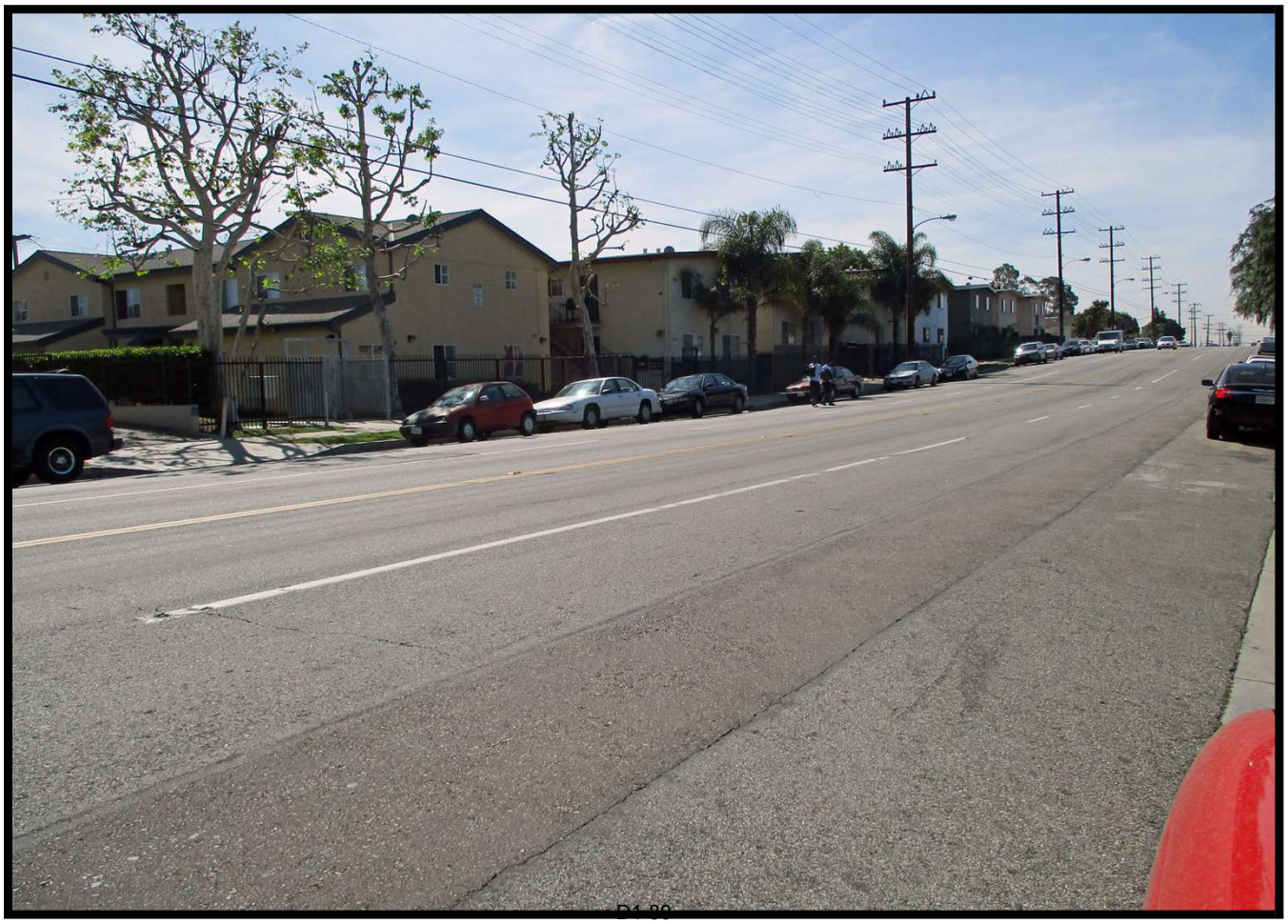


1016 110th Street (MFR-Art Deco; S)

1044 110th Street (MFR; S))

SW Corner of Budlong Avenue and 110th Street (SW)

SE Corner of Normandie Avenue and 110th Street (SE)

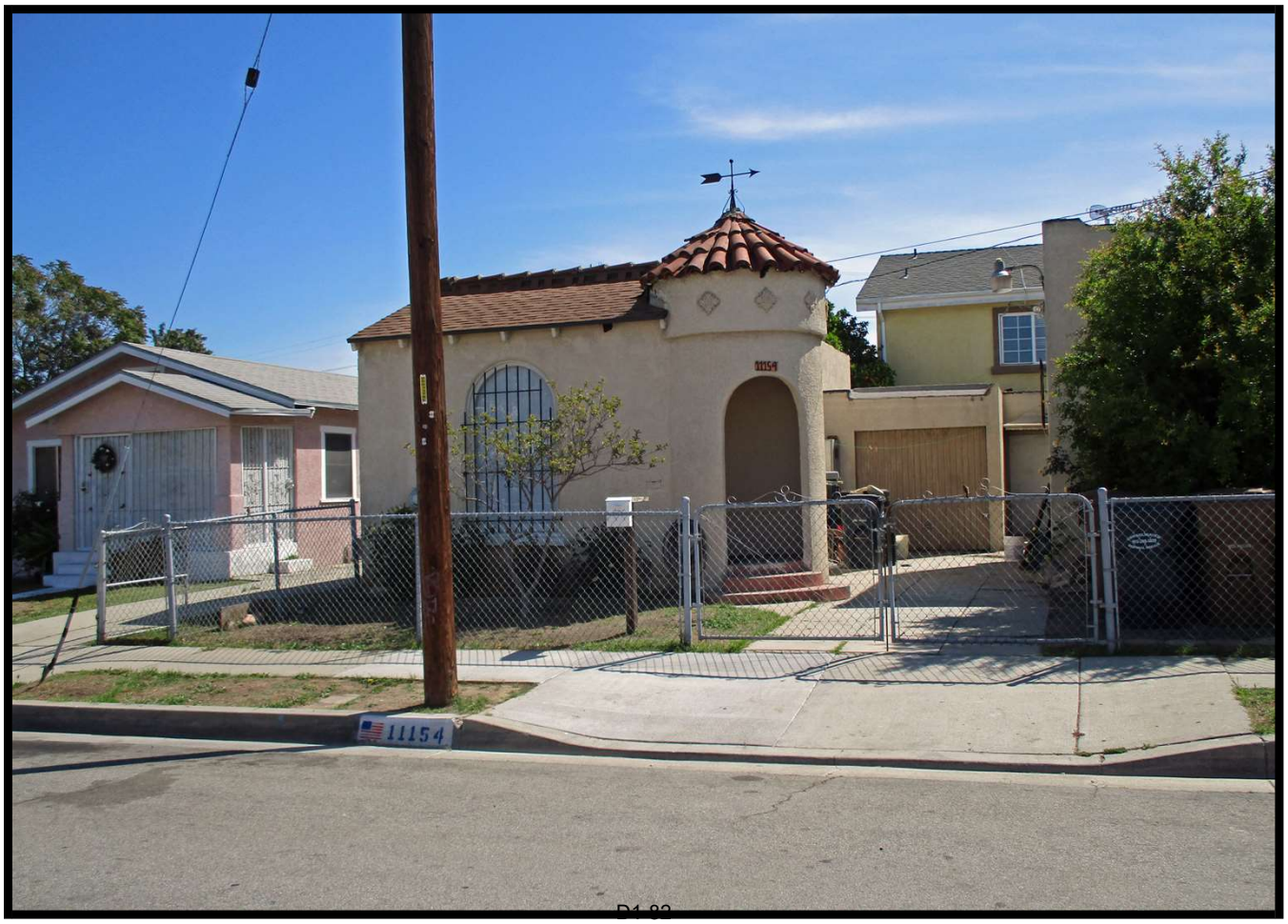


Overview of Apartments on Normandie Avenue (SE)

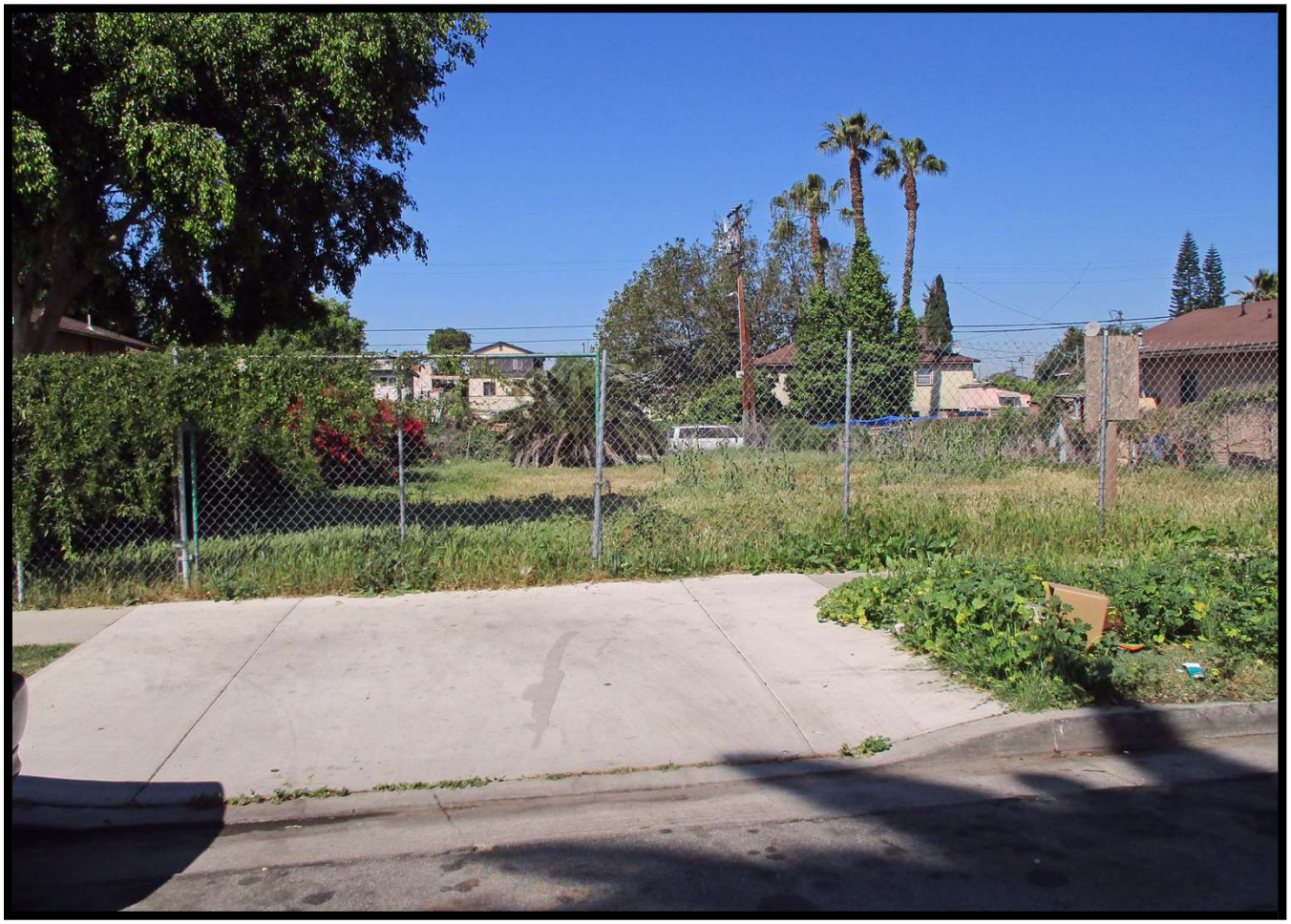
Berendo Avenue at 111th Street (W)

Berendo Avenue at 111th Street (E)

Overview of Berendo Avenue from 111th Street (S)

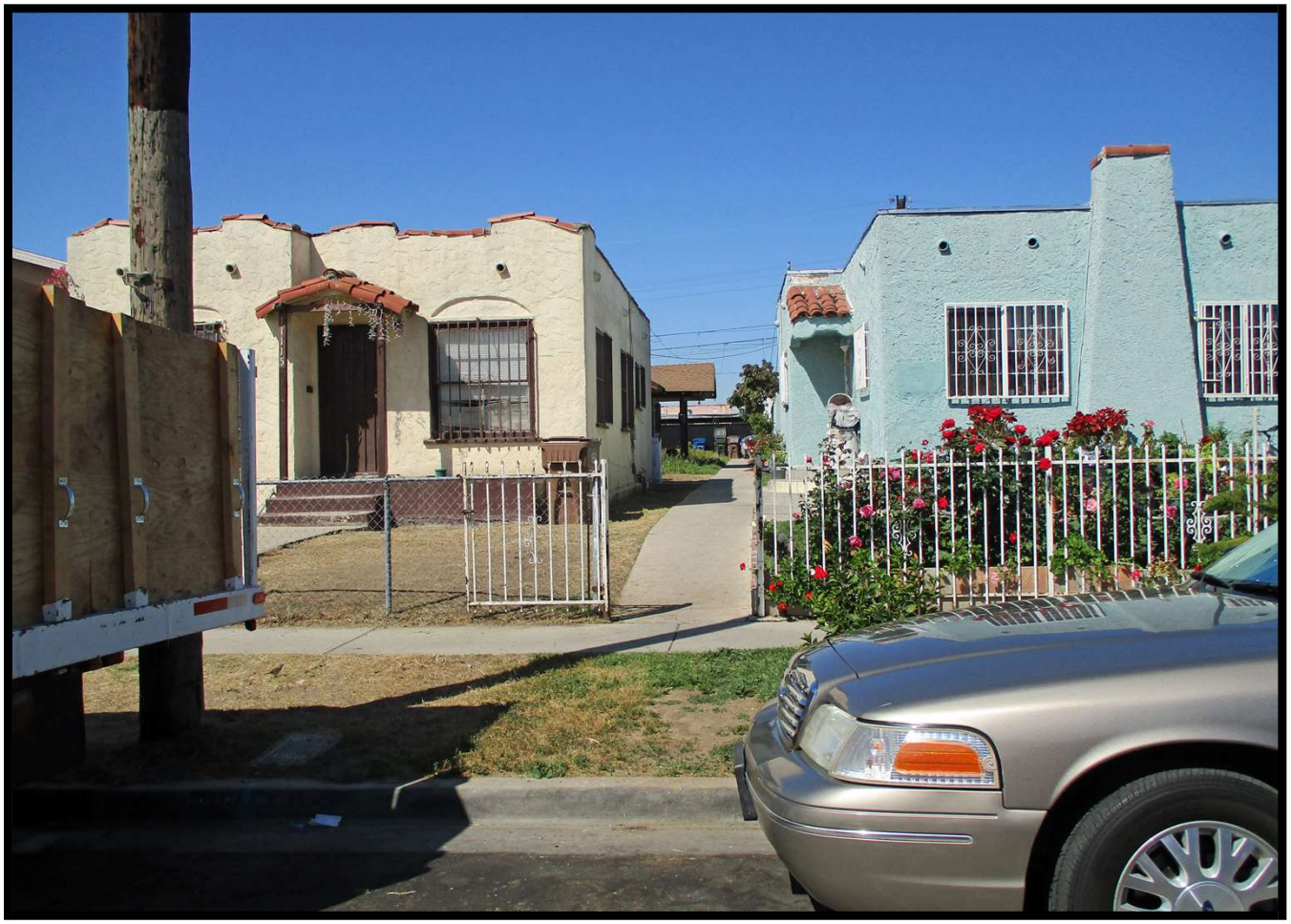


11154 Berendo Avenue (ENE)



Empty Lot on Budlong Avenue, North of 111th St. (W)

11131 Budlong (Courtyard; W)



11115 Budlong Avenue (Courtyard; W)

Budlong Avenue at 111th Street (N)

111th Street from Budlong Avenue (W)

111th Street from Budlong Avenue (E)

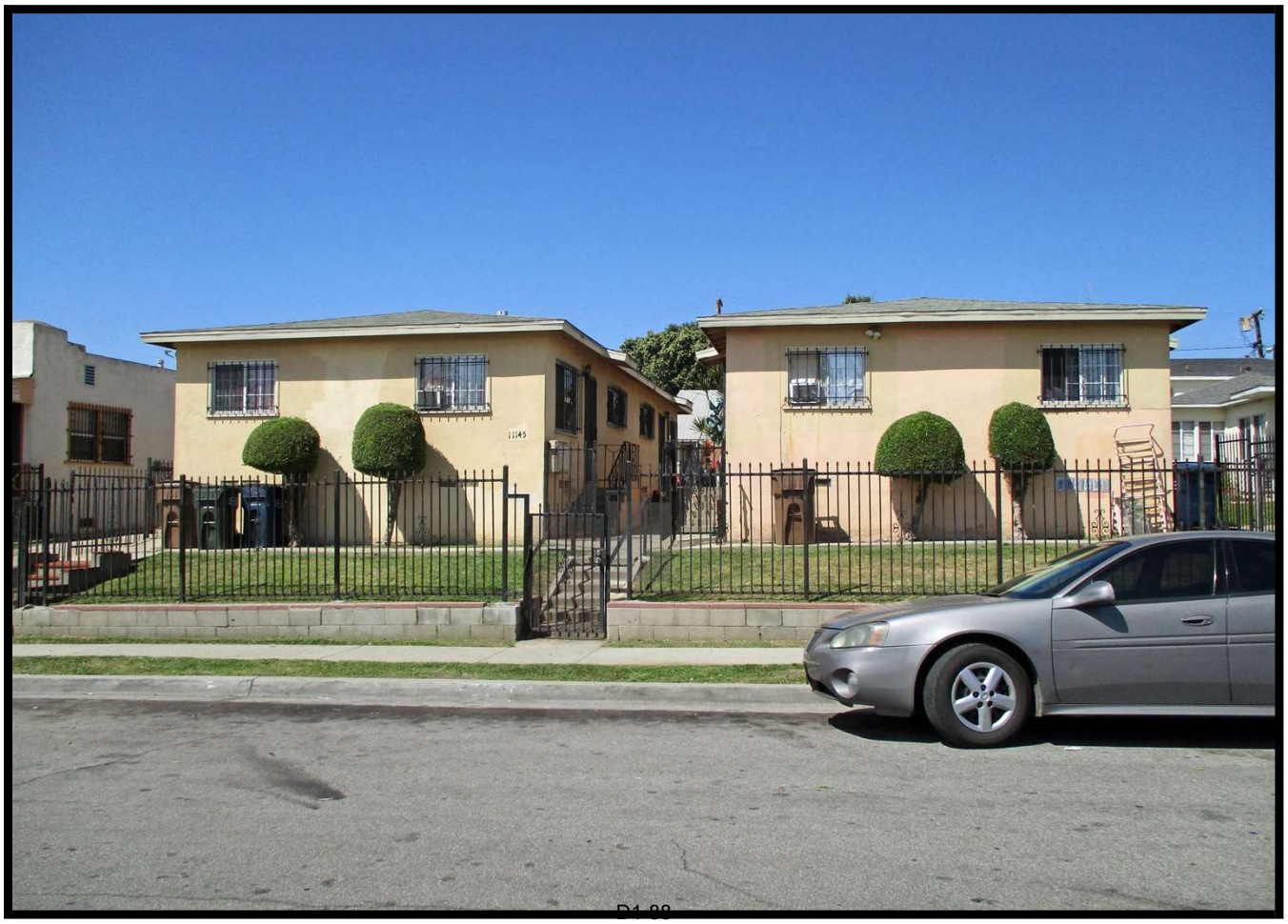
1114 Van Buren Avenue (NE)

11138 Van Buren Avenue (Demo in proc.; SE)

11145 Raymond Avenue (WNW)

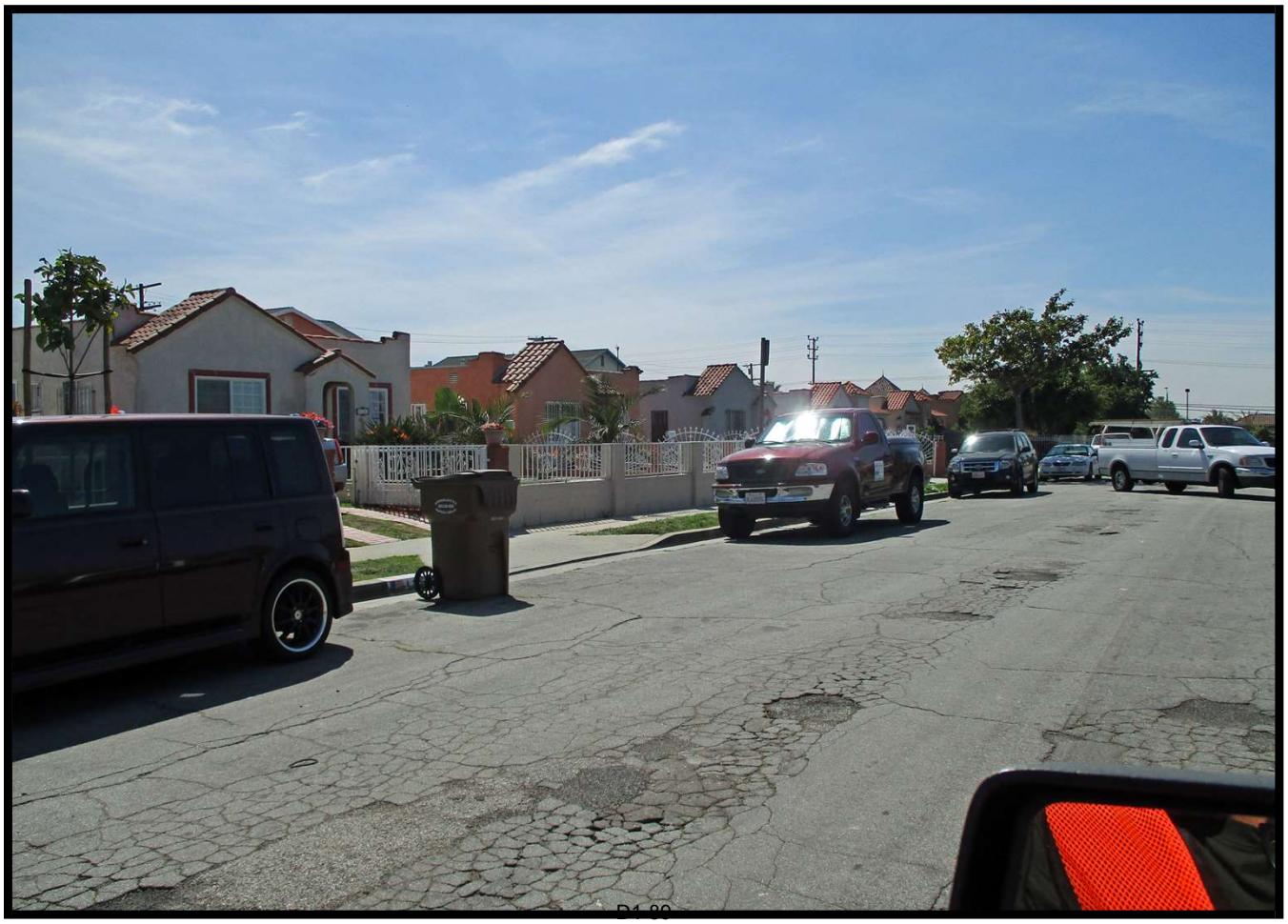
11151 Mariposa Avenue (W)

11136 Mariposa Avenue (Courtyard; E)



11145 Maricopa Avenue (W)

11135 Mariposa Avenue (W)



East Side of Raymond Avenue, South of 112th St. (E)

11246 and 11245 ½ Raymond Avenue (ESE)

11201 Van Buren Avenue (Craftsman; W)

Overview of Berendo Avenue from Imperial Hwy. (N)

Construction at Imperial Hwy. and Berendo Ave. (W)

11219 New Hampshire Avenue (Parking; (E)

Tire Shop at New Hampshire and Imperial Hwy. (E)

Commercial - Vermont Avenue, South of 110th St. (S)

Victoria Market, Vermont Street (SW)

Vacant Lot, New Hampshire Ave. at Imperial Hwy. (S)

1040 W. Imperial Highway (Commercial; S)

Modern Apartment, Imperial Hwy. at Budlong Ave. (SW)

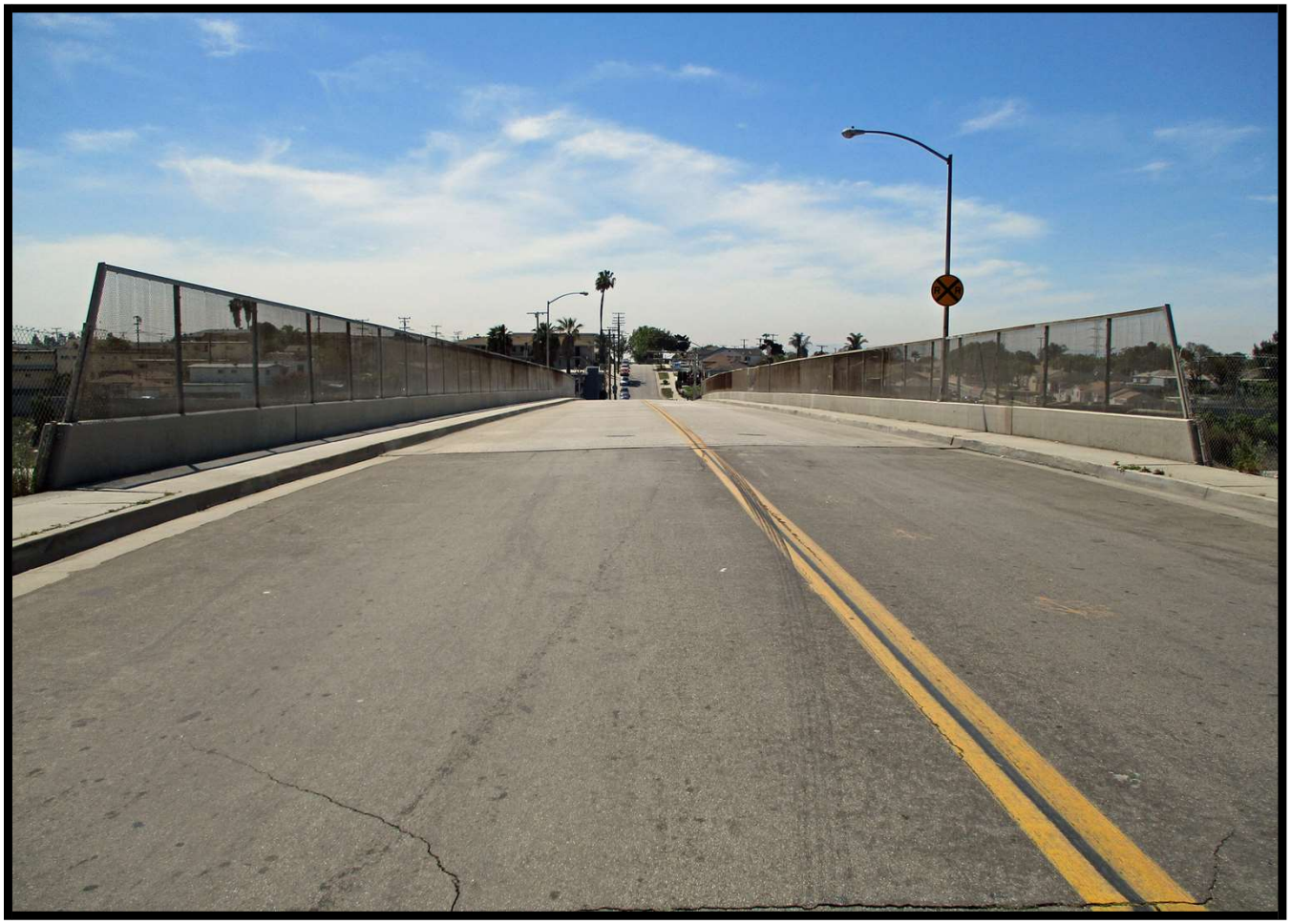
Modern Apartment, Imperial Hwy. at Budlong Ave. (SW)

Sheriff's Substation on Imperial Highway (SW)

Courtyard on Budlong Ave., So. of Imperial Hwy. (W)

11513 ½ Budlong Avenue (MFR; (W)

Overview of Budlong Avenue from 115th Street (N)



Overpass on Budlong Avenue from 115th Street (S)

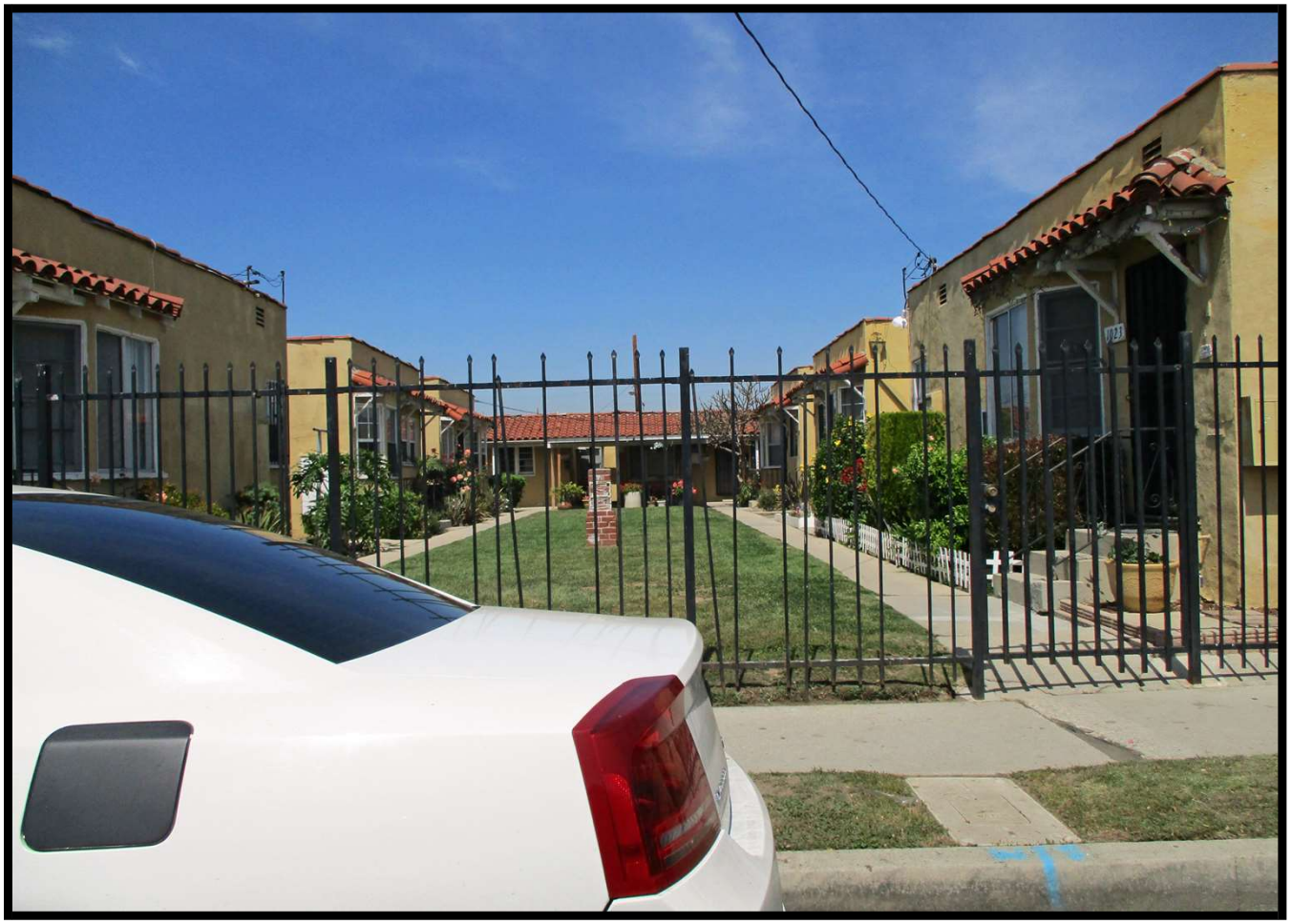
Overview of 115th Street from Budlong Avenue (E)

Freeway at 115th Avenue at Budlong Avenue (WSW)

New Hampshire Avenue from 115th Street (N)

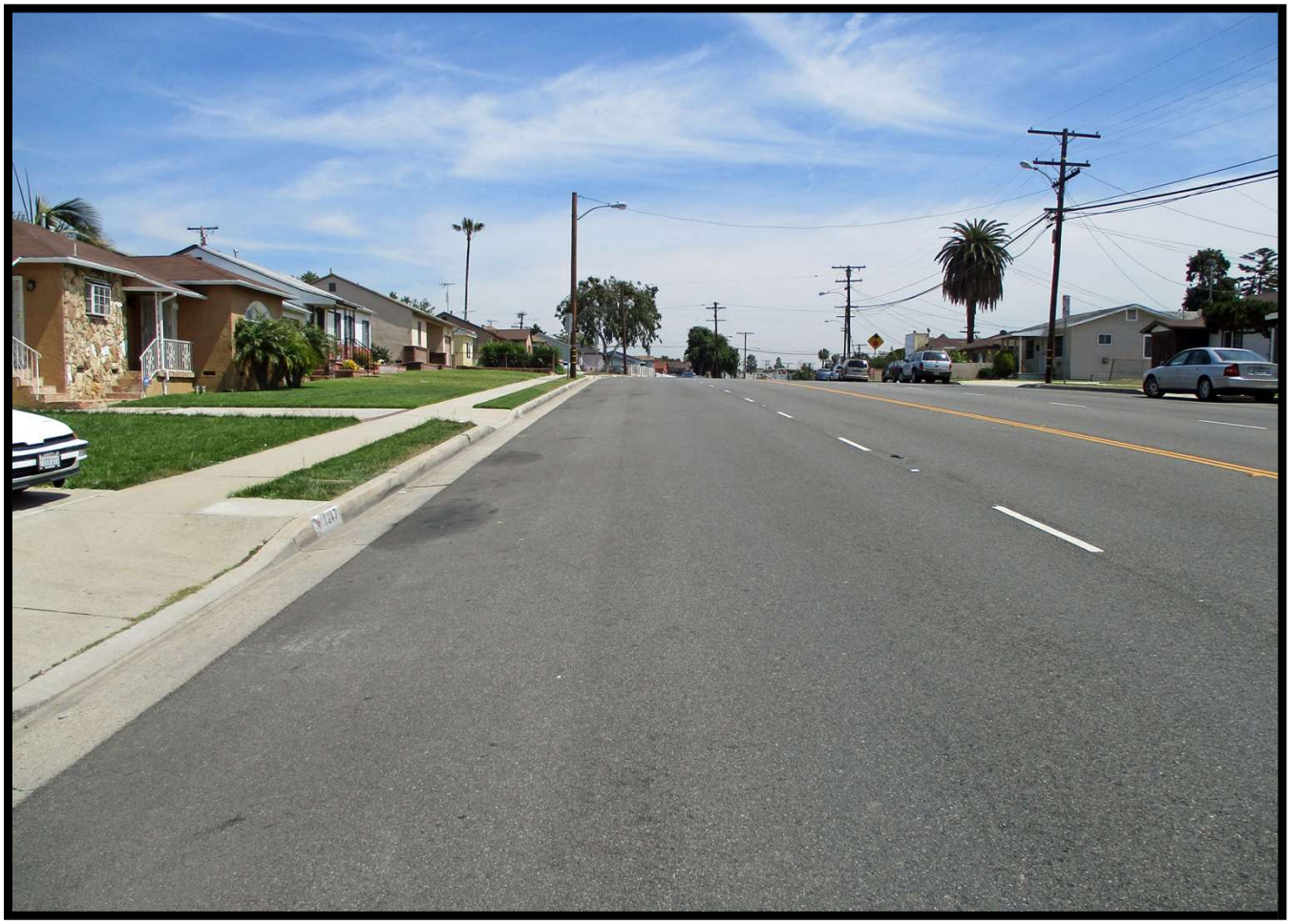
Vacant Lot, New Hampshire Ave., No. of 115th St. (W)

L.A. Co. Public. Works, Normandie Ave. (E)



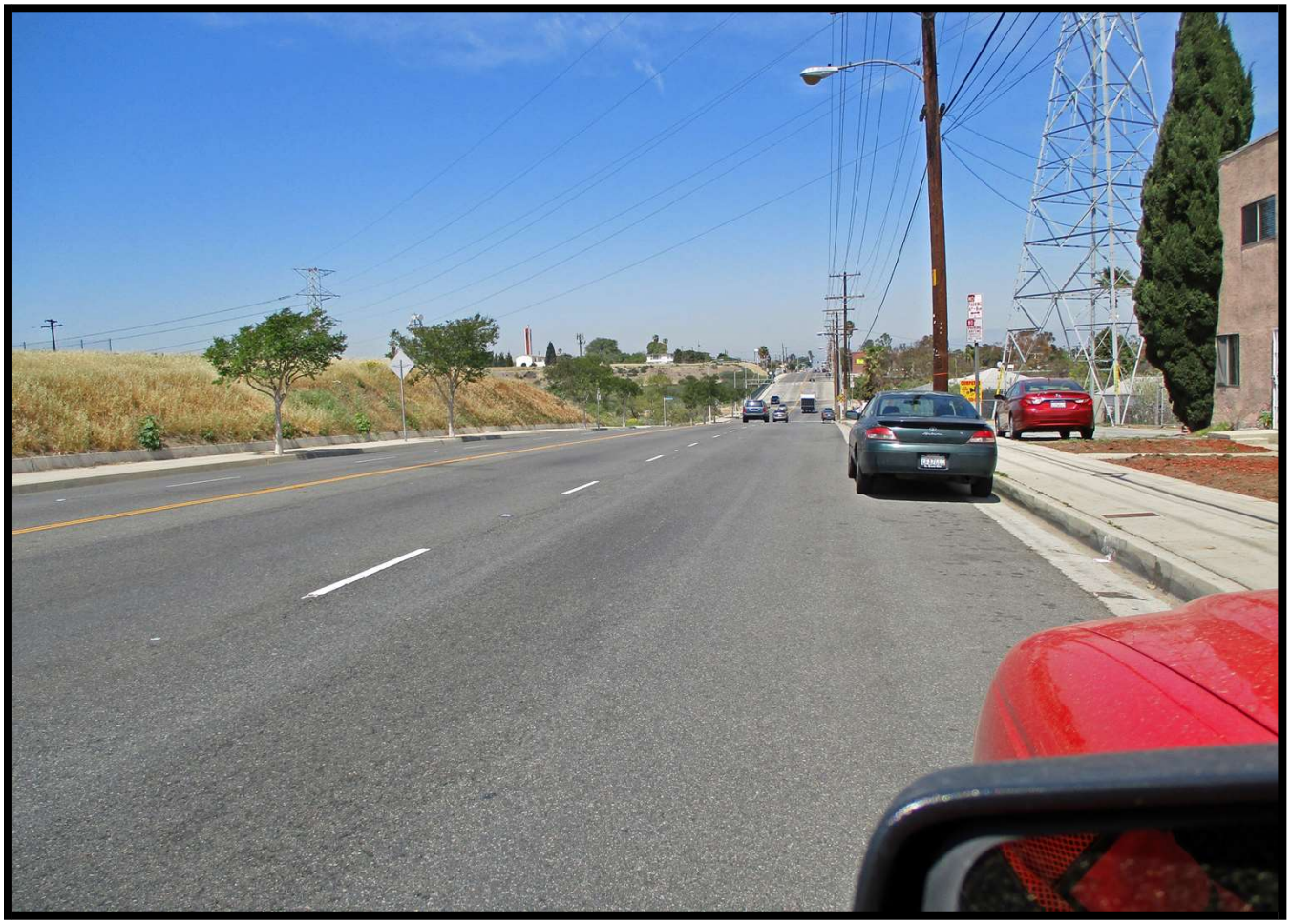
1031 120th Street (Courtyard; N)

120th Street at Raymond Avenue (W)



120th Street at Raymond Avenue (E)

Transmission Line Corridor No. of 120th Street (/NW)

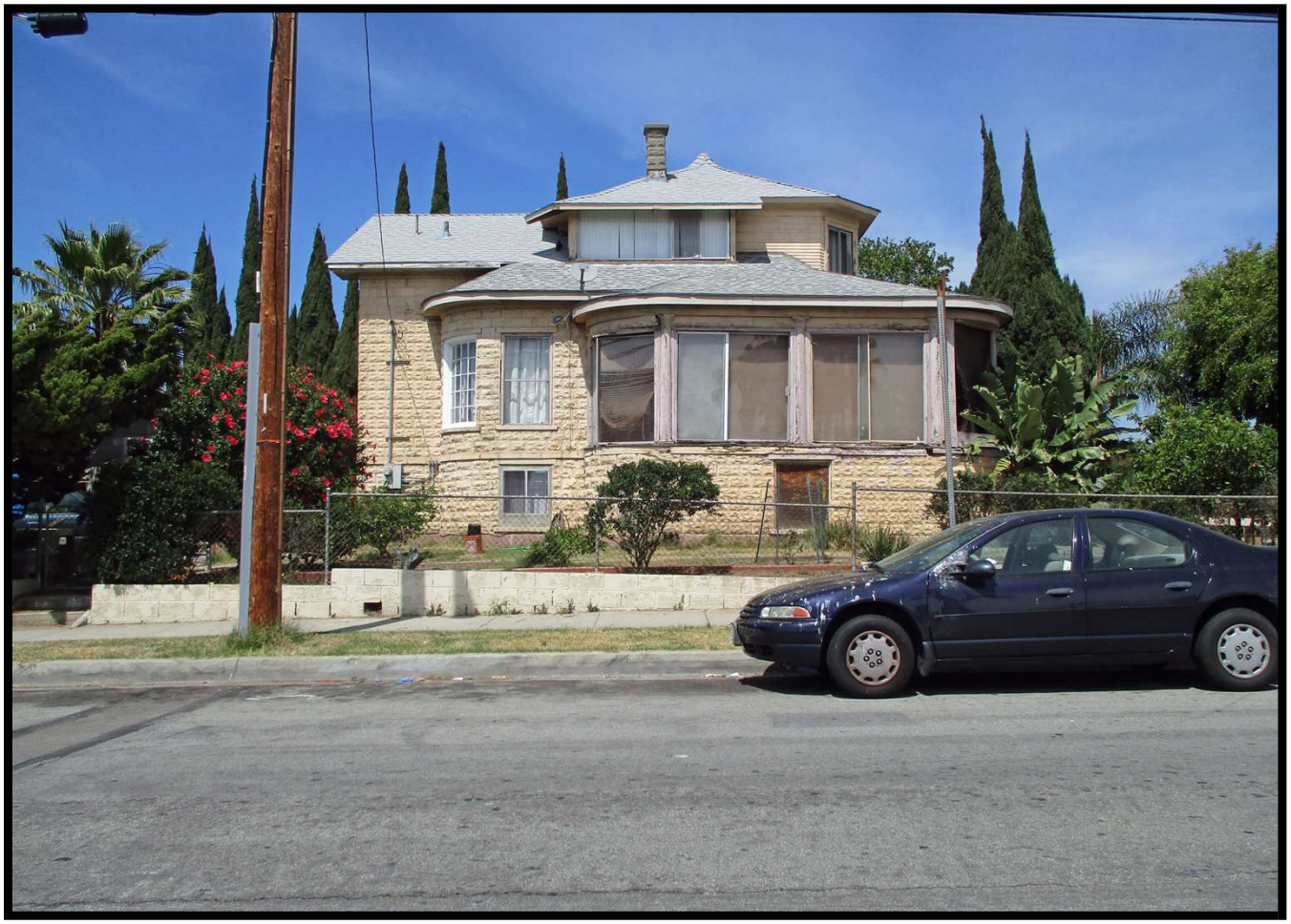


Overview of Normandie Avenue, No. of 120th St. (N)

Pipe Installation Scars, 118th Street (E)

Van Buren Avenue from Geddes Street (N)

Van Buren Avenue from Geddes Street (S)



Brick Residence, 1187 Berendo Avenue (N)

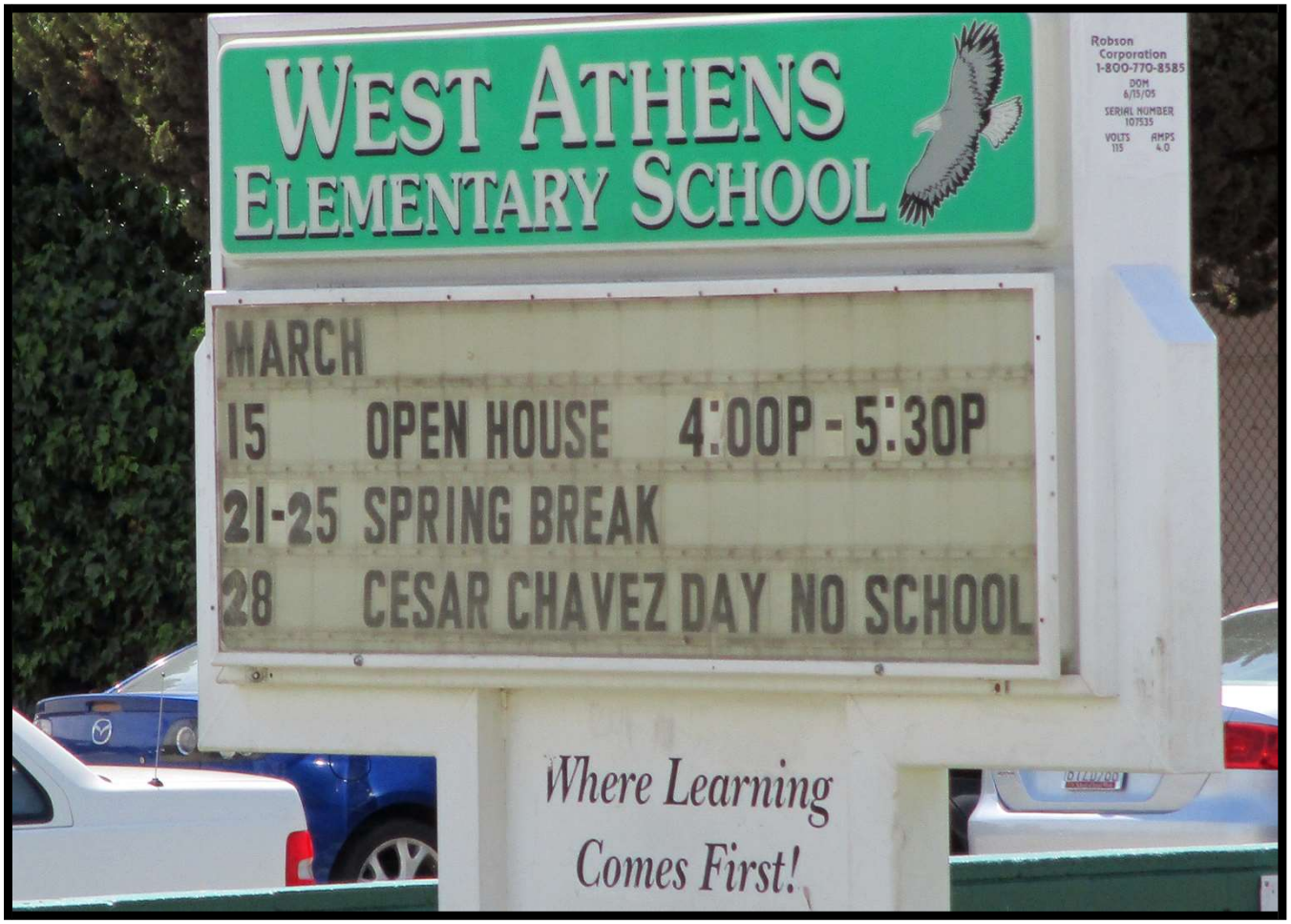
Brick Residence, 1187 Berendo Avenue (W)

11724 Berendo Avenue (Courtyard; E)

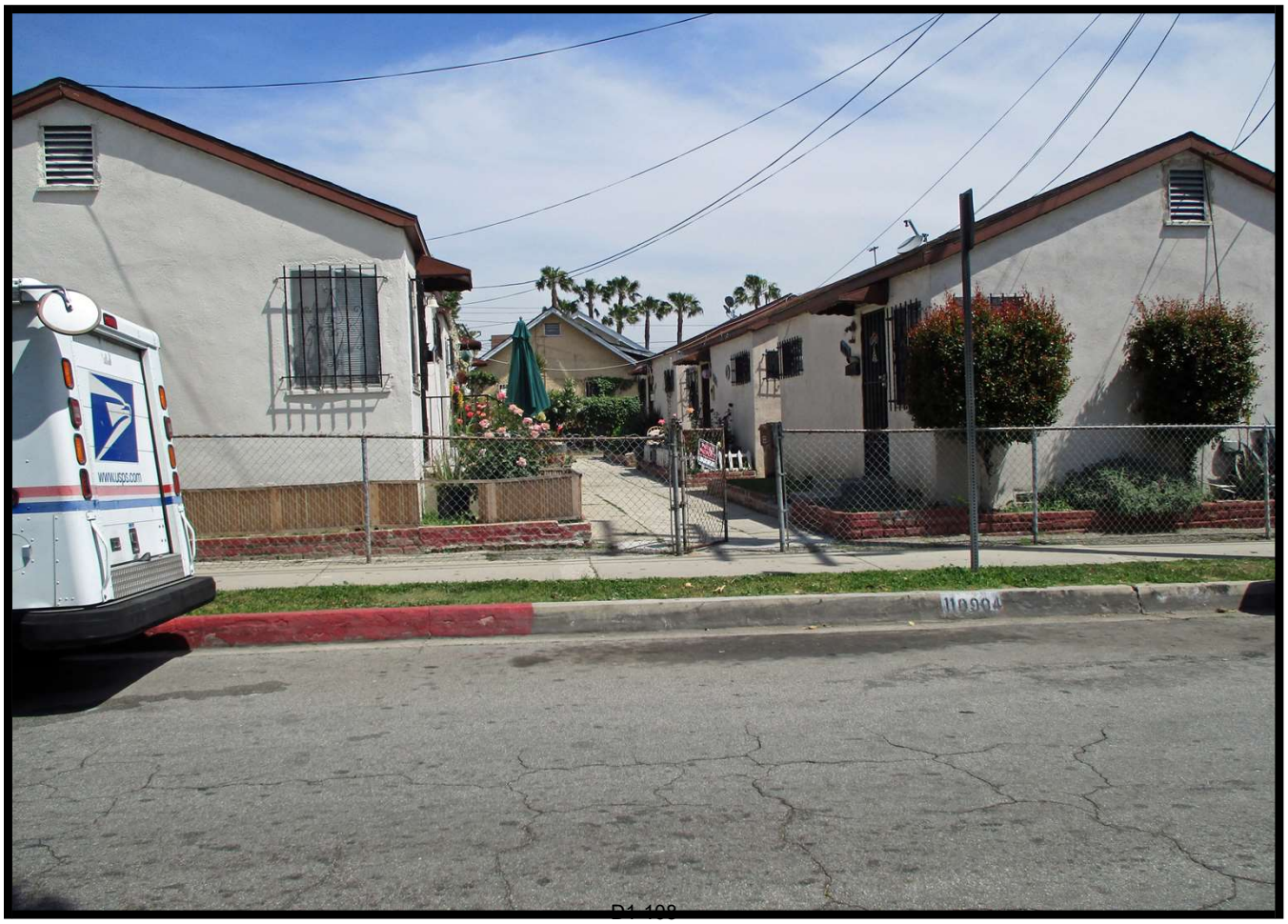
Vacant Lot No. of 11424 New Hampshire Avenue (E)

11837-11839 New Hampshire Avenue (Courtyard; SW)

11833 New Hampshire Avenue (Courtyard; W)

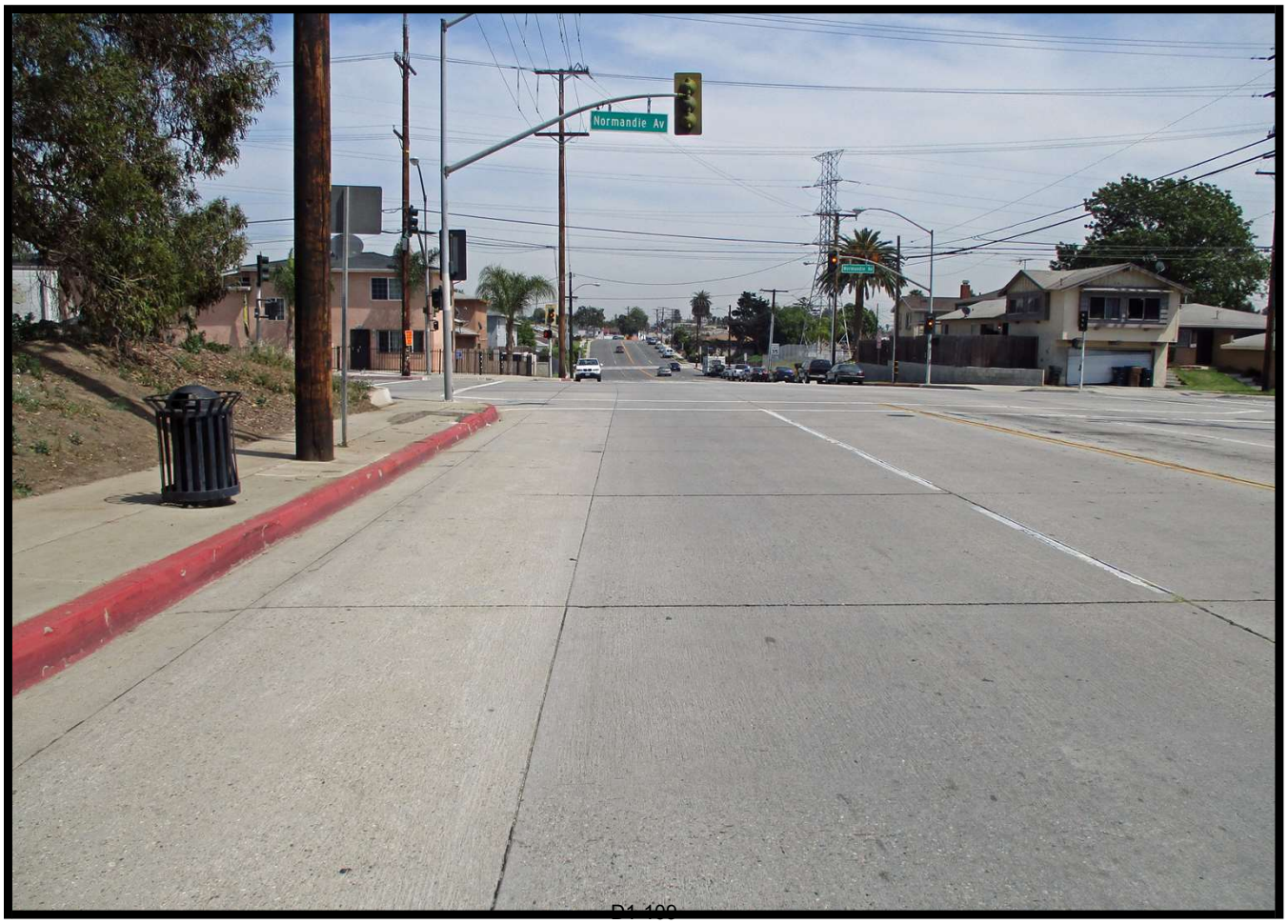


West Athens Elementary School (Signage)



11904 Budlong Avenue (Courtyard; (E)

120th Street at Normandie Avenue (W)



120th Street at Normandie Avenue (E)

Normandie Avenue from 120th Street (N)

Signage at 120th Street and Normandie Avenue (NW)

Overview of Field at 120th St. and Normandie Ave. (NW)

Overview of Field at 120th St. and Normandie Ave. (WNW)

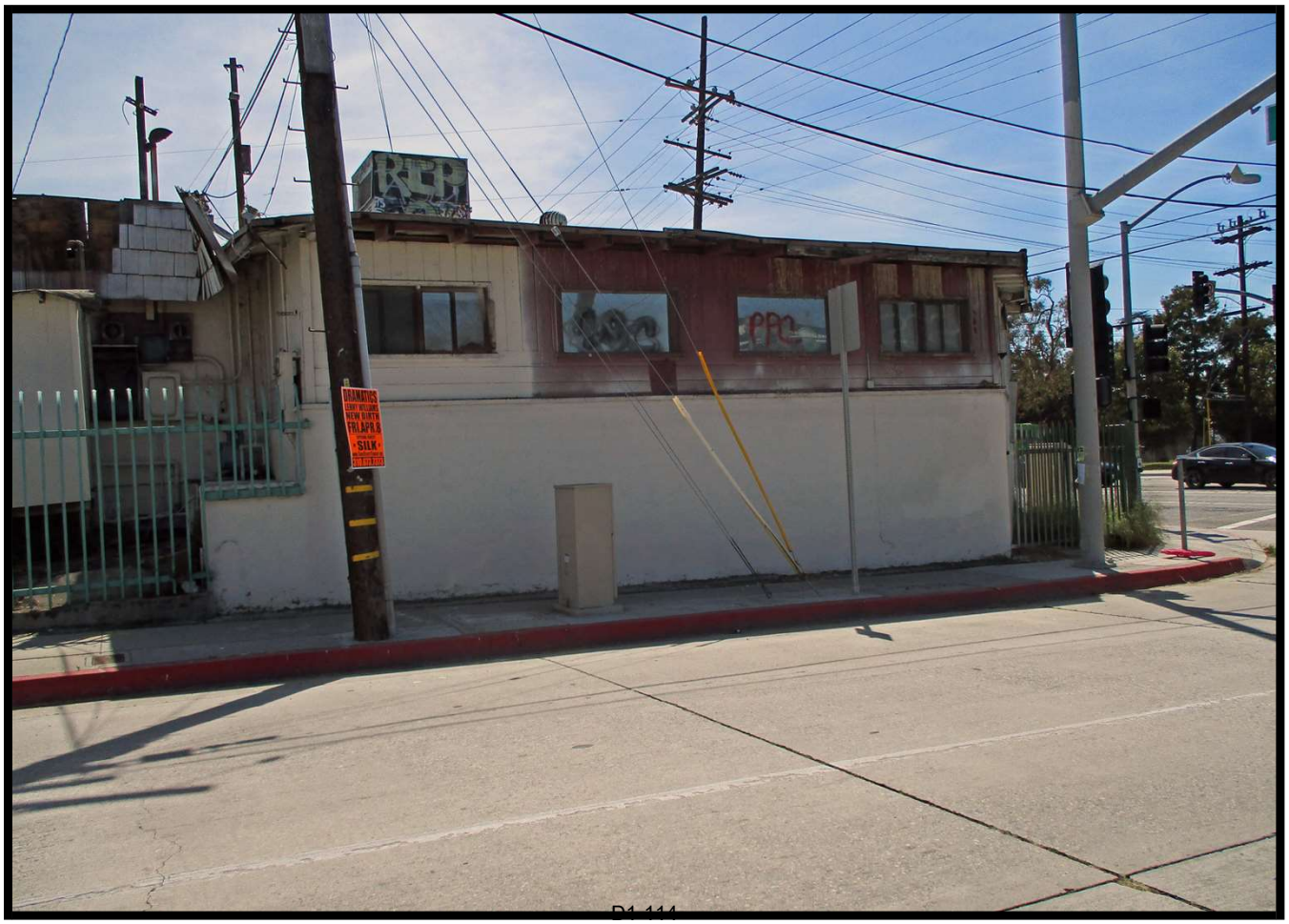
Overview of Field at 120th St. and Normandie Ave. (N)

1455 120th Street (E)

1455 120th Strreet (ENE)

Open Field, W. of Harvard Avenue, N. of 120th St. (N)

Open Field, W. of Harvard Avenue, N. of 120th St. (NW)



SE Corner of Western Ave. at 120th Street (SW)

SE Corner of Western Ave. at 120th Street (SE)

Western Avenue from 120th Street (open Field; E)

Western Avenue from 120th Street (open Field; E)

Western Avenue from 120th Street (w/fwy; N)

SW College Signage, Imperial Highway (S)

SW College from Imperial Highway (SSW)

SW College and St. Frances Cabrini Buildings (E)

St. Frances Cabrini Catholic Church (S)

St. Frances Cabrini Catholic Church (S)

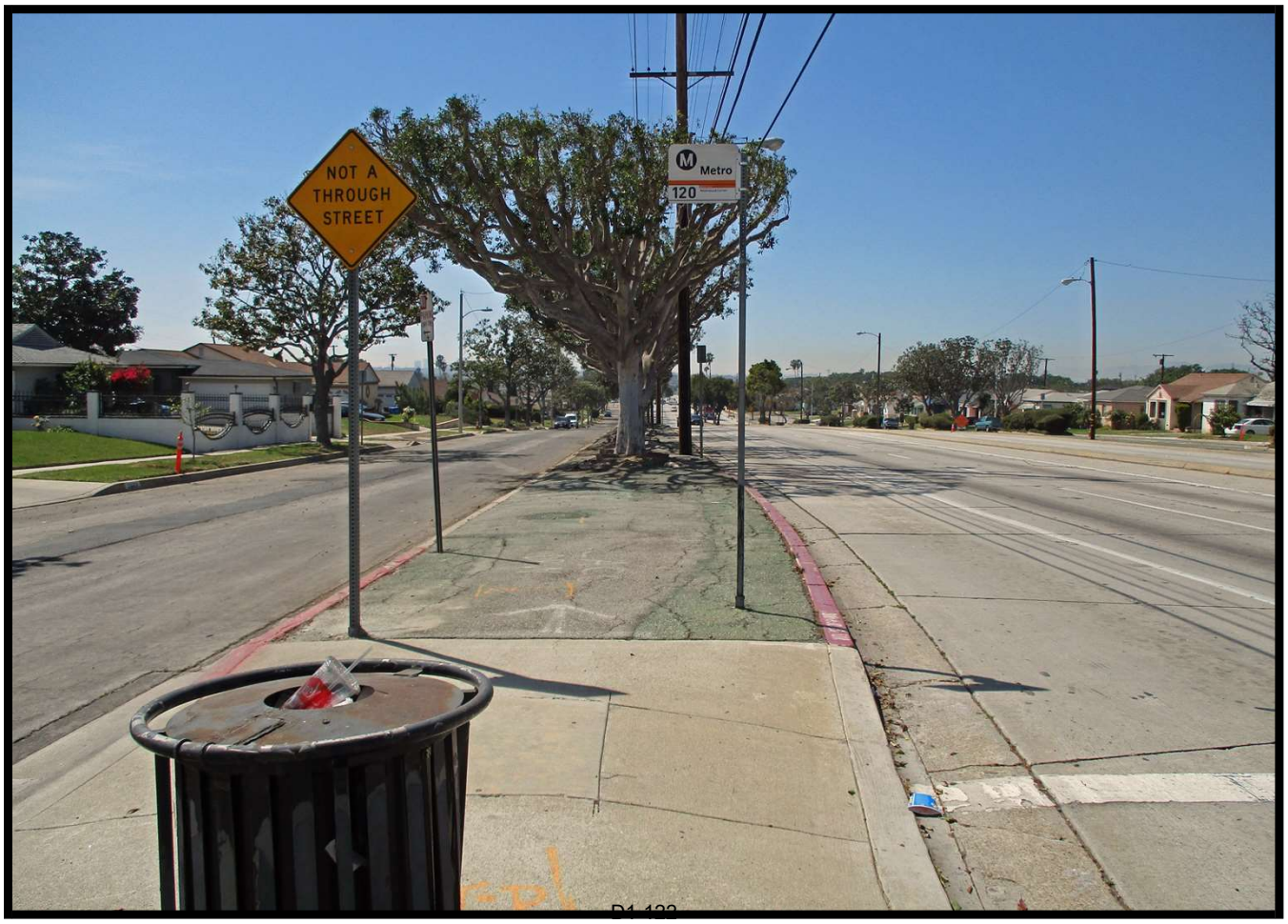
St. Frances Cabrini Catholic Church Convent (S)

St. Frances Cabrini Catholic Church Conplex (S)

1428 Imperial Highway (St. Frances Cabrini School; S)

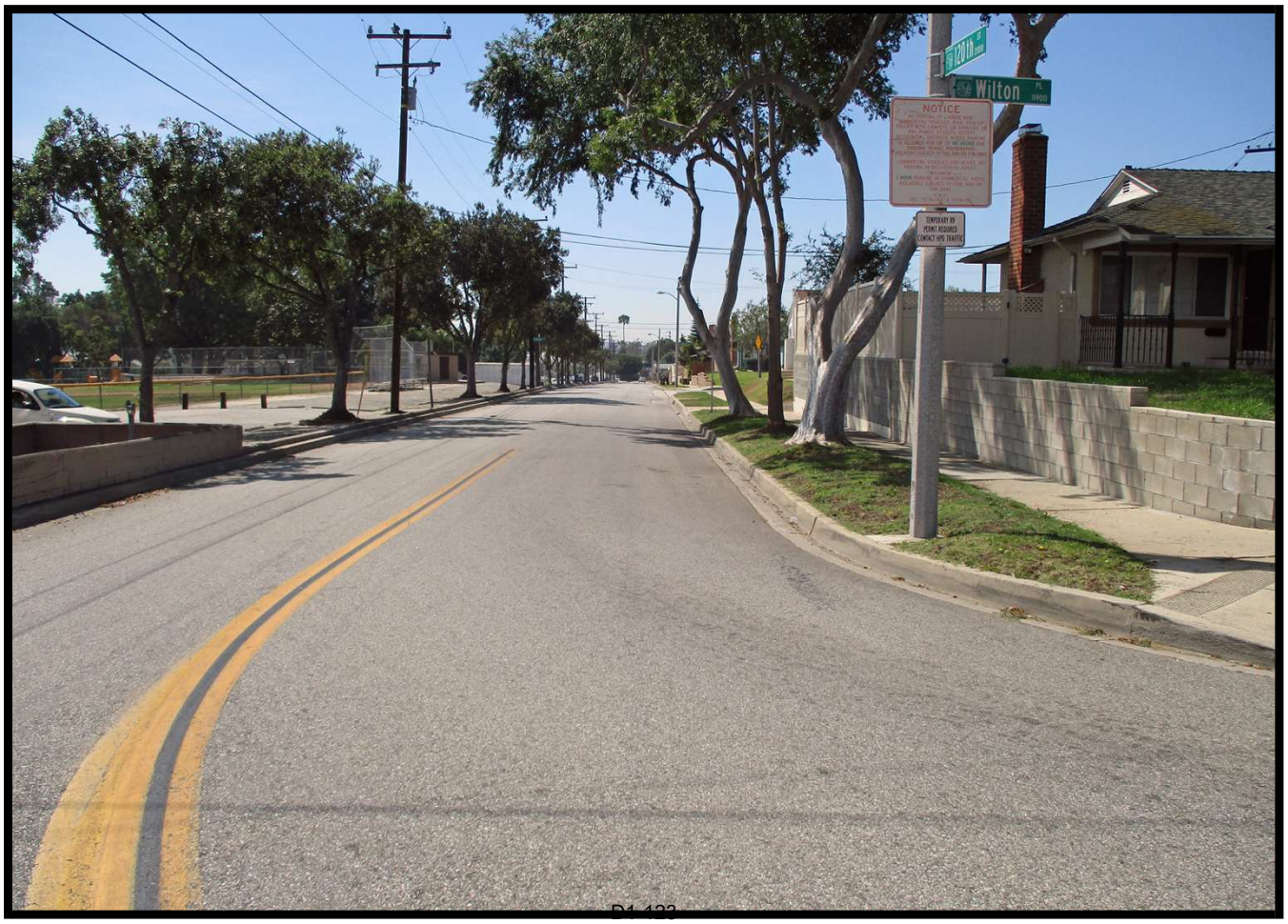
Modern Building at 12th St. and Western Ave. (W)

Wilton Place from Imperial Highway (S)

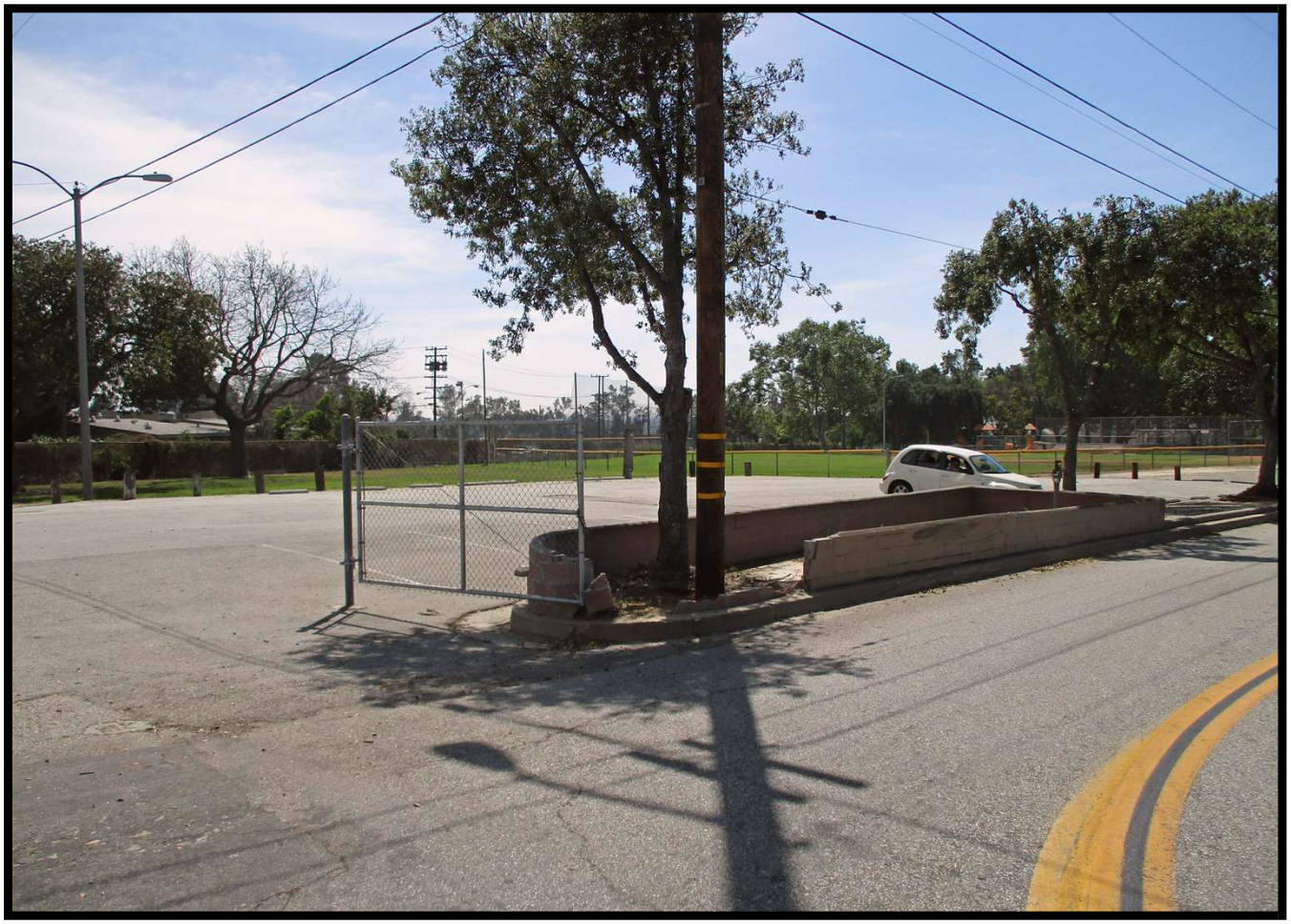


Imperial Highway from Wilton Place (W)

Imperial Highway from Wilton Place (E)



Wilton Avenue at 120th Street (W)



Wilton Avenue at 120th Street (SW)

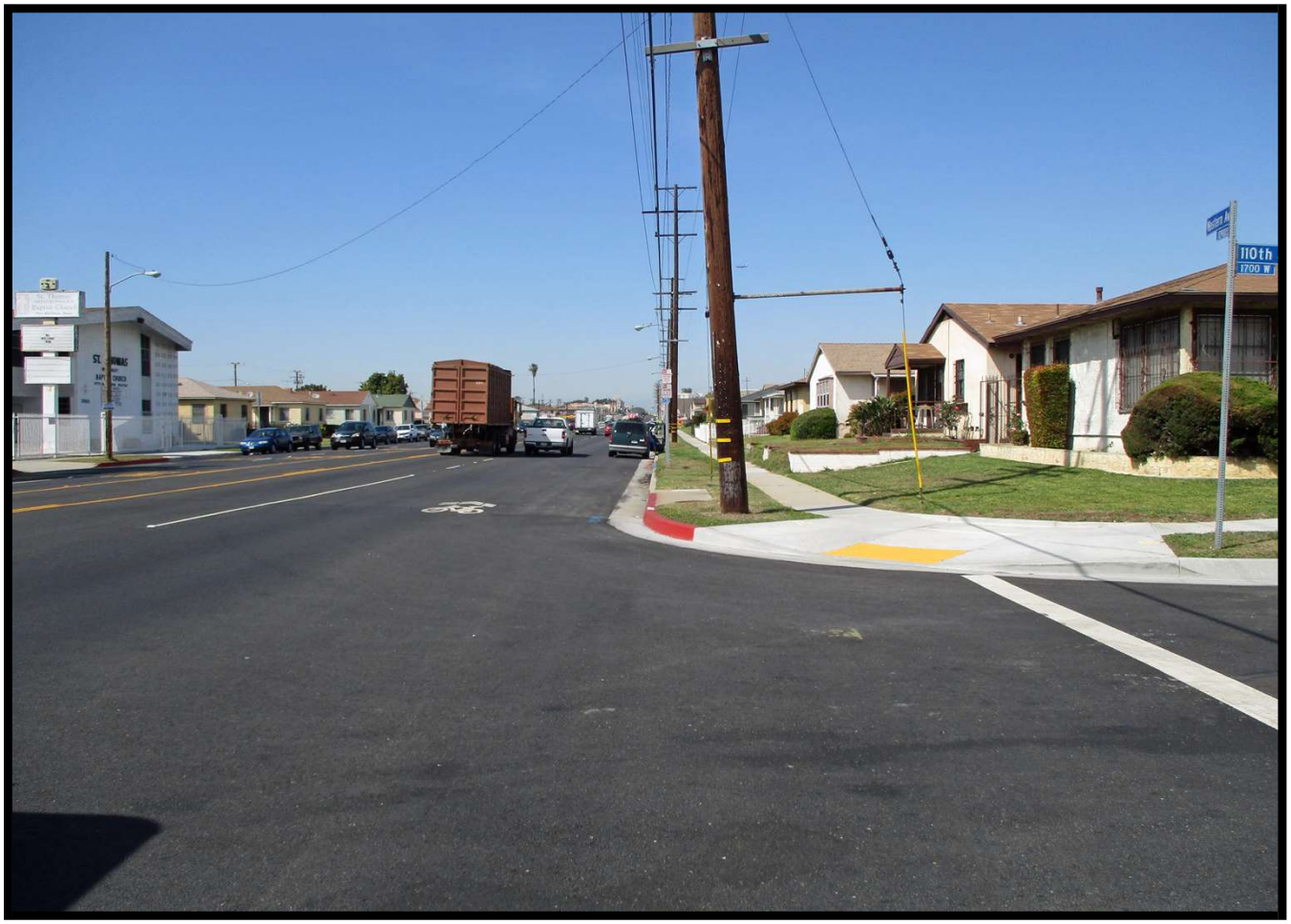
Wilton Avenue at 120th Street (E)

Wilton Avenue from 120th Street (N)

Eastern Extent of Loganside Drive (Flood Control; E)

Overview of St. Andrew's Place (N)

St. Andrew's Place at 117th Street (W)



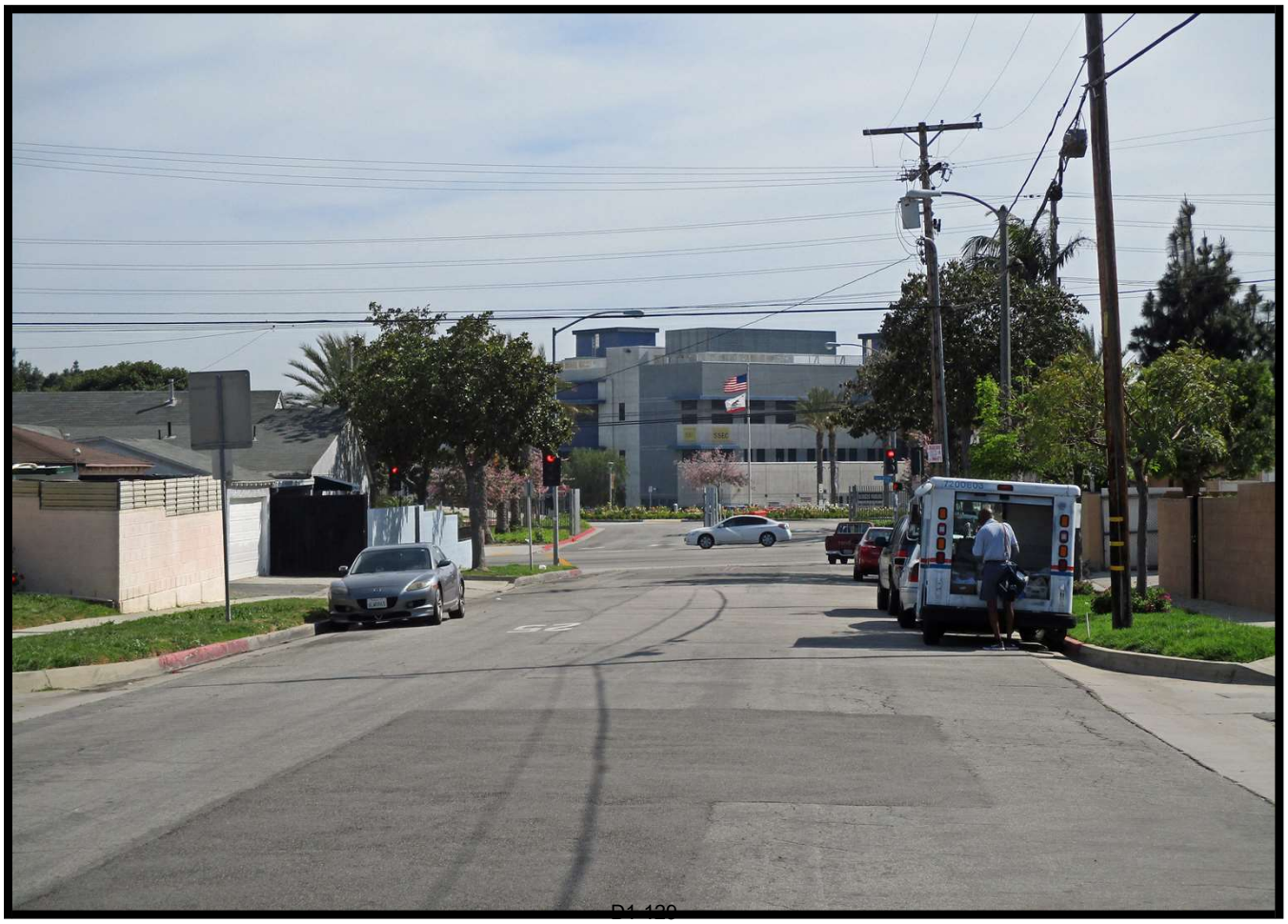
Overview of Western Avenue from 110th Street (N)

Overview of Western Avenue from 110th Street (S)

Overview of 110th Street from Western Avenue (E)

1628 110th Place (SSW)

1713 110th Place (NW)



Denker Avenue South of 113th Street (S)

APPENDIX F:

Supplemental Research Data

M.R. 22-59

+22+59

NAME CHANGED TO TOWNSITE OF HOWARD
M.R. 51-176

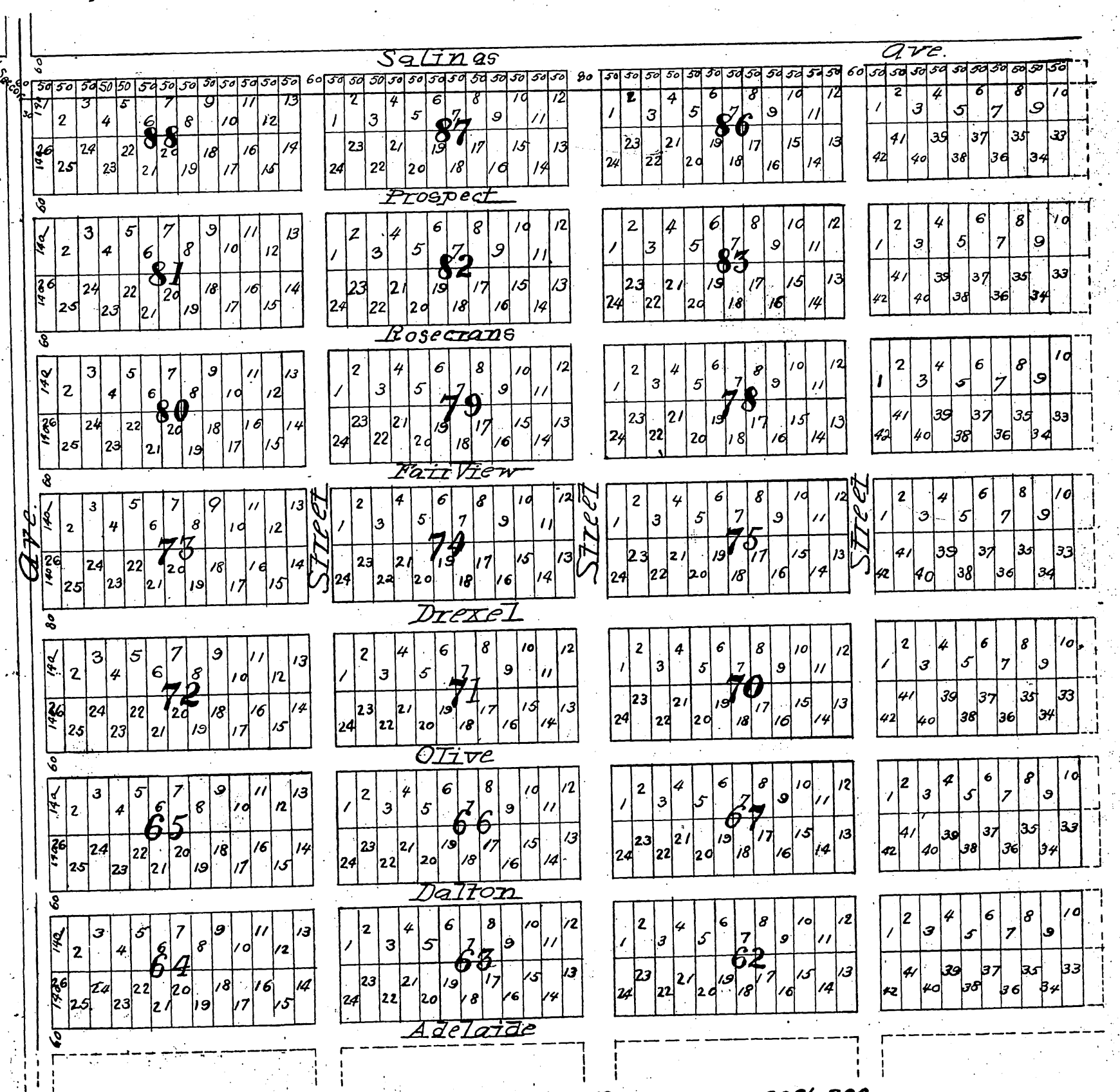
MAP
of the
TOWNSITE OF ROSECRANS
Los Angeles County

Being a Artois & Webb's Subdivision of the south ½ and a strip 107 3/10 feet in width on the south line of the N.W. ¼ and the W. ½ of the N.E. ¼ of Sec. 12 and the N. ½ of Sec. 13 Township 3 South Range 14 West S.B.M.

Scale 250 feet to the inch.

C. Elliott
Surveyor.

For order changing name to Howard see Book 51 - Page 176 Misc. Records.



Deed per. Blk. 73 for Western Ave. D: 19-194 D: 6081-300

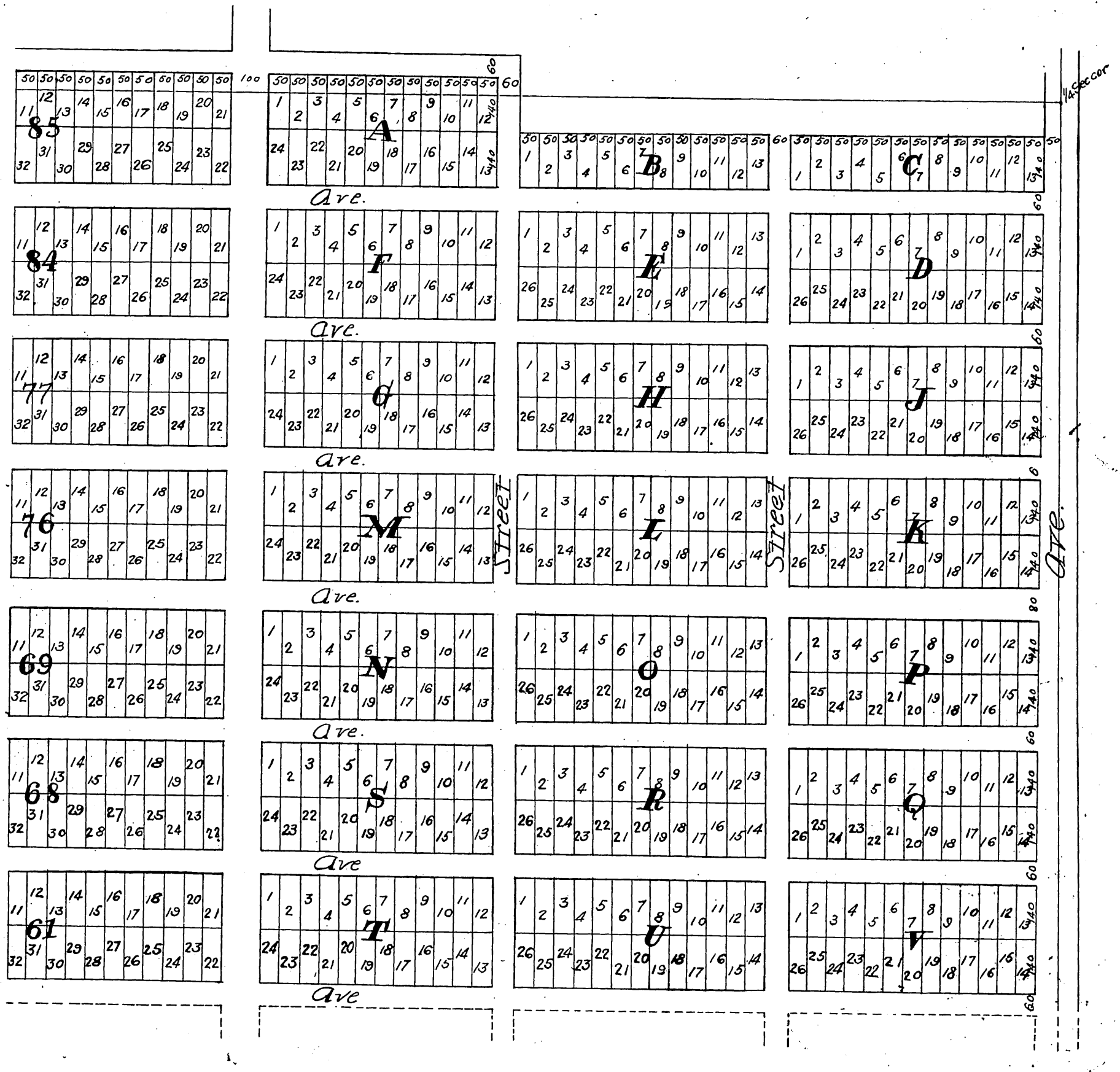
Widening Western Ave. see C.S. 7995 Sht. 2

W'ly. 10' lot 26 Block 72 D: 6487-224 D: 24-224
" " " 1-26 " 64 D: 6491-91 D: 24-245

M.R. 22 - 60

+22+60

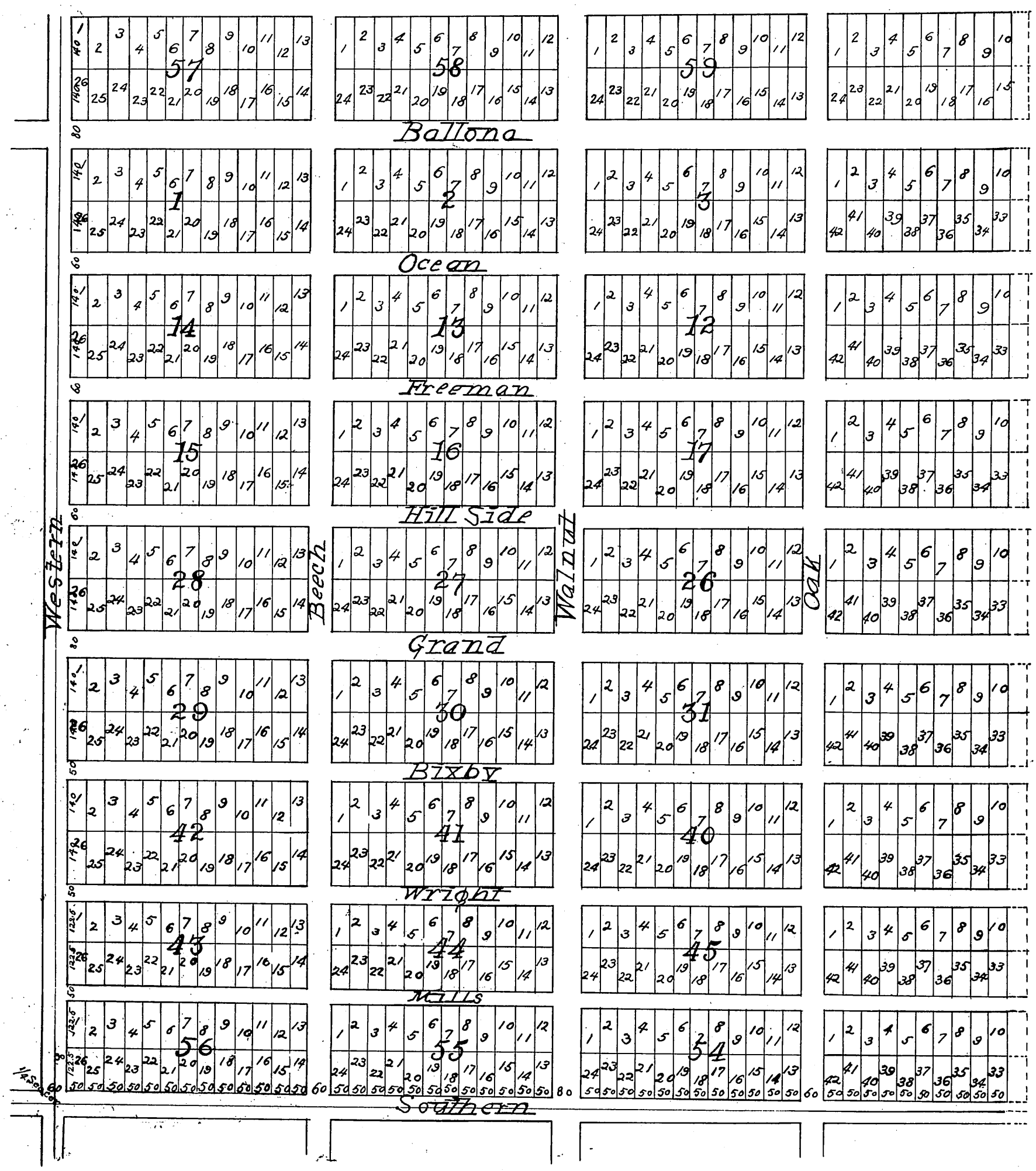
Salinas Ave. changed to 120th St. D:13-123
Prospect " " " 121st " " "
Rosecrans " " " 122nd " " - 126



Vac. of Streets, M.R. 60-67.
Lots 13, 14, Blk. J & lots 13, 14 Blk. "K" & lots 13 & 14 Blk "P" & lot 13, 14 Blk "Q" lots 14, Blks V & W
D:52-190 OR. 5684-70

M. R. 22-61

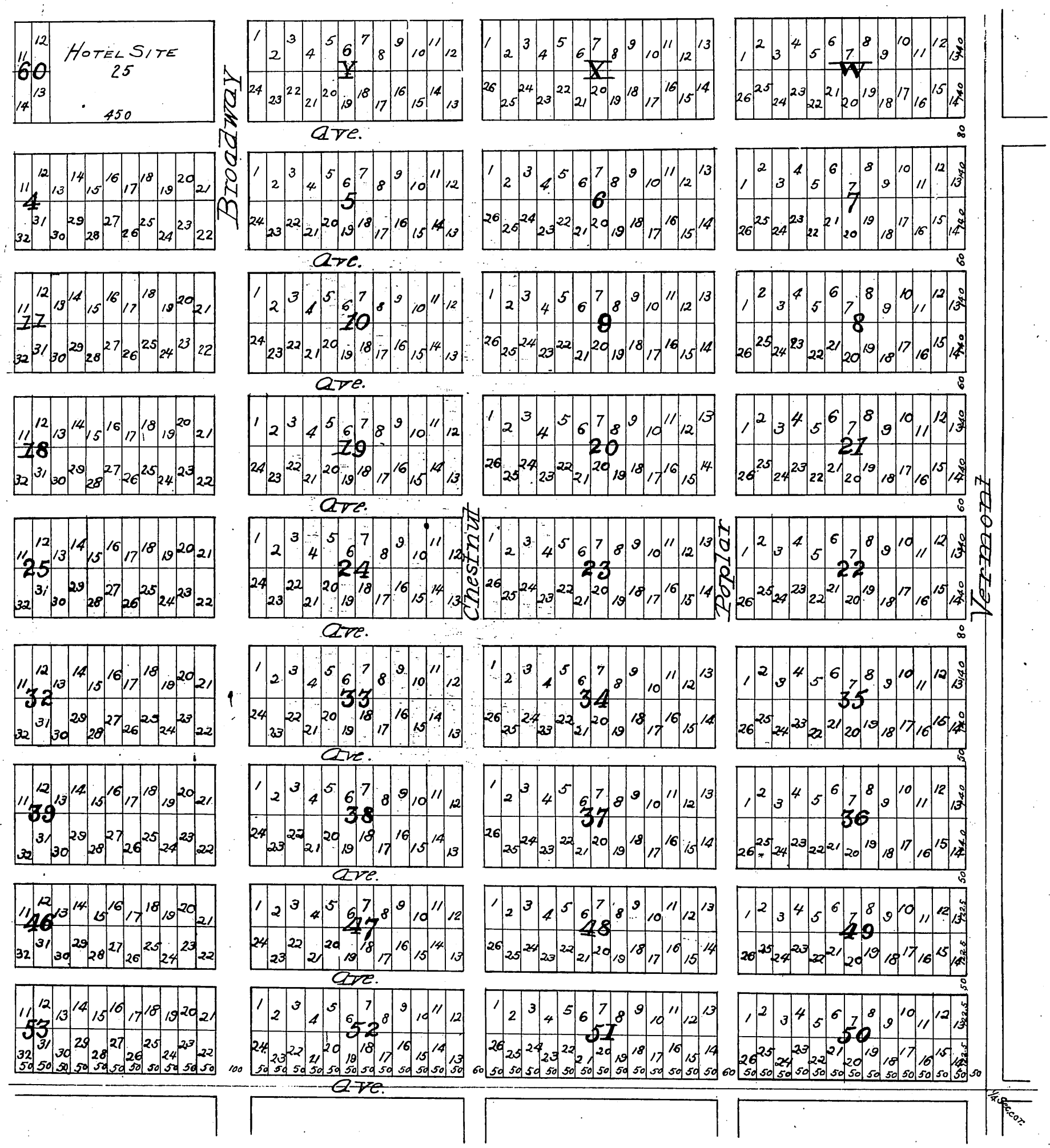
+22+61



Wly. 10' Lot 1 Block 57 D: 24-243 D: 6434-292

M.R. 22-62

22-62



reduced to a scale of 300 feet to the inch recorded Aug 29, 1887, at 2.12 P.M. at request of D'Arcy & Webb.

Vacation of Streets M.R. 52-36.
" " 42-41
" " Sec. D: 12-59 RB 11-109

+59+82

R.W. Poindexter's Subdivision

82

of

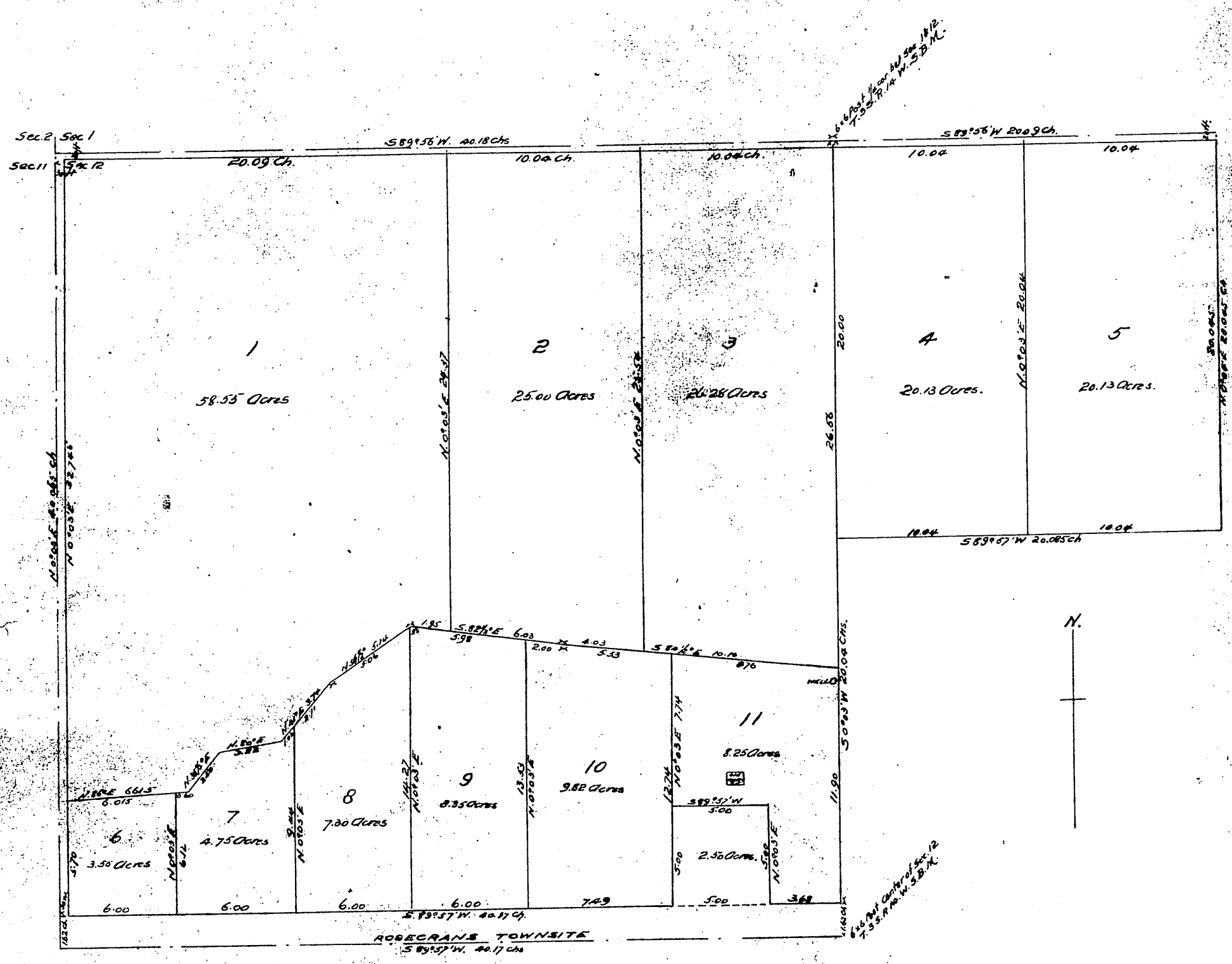
a portion of Sec. 12 T3S. R14W.

Los Angeles Co. Cal.

Surveyed by Pillsbury and Skinner.

May 1896

SCALE = 3 CHS = 1 IN.



Owner: R. W. Poindexter.

A full, true and correct copy of the original
(Scale reduced to 6 chains to 1 inch)
Recorded June 5. 1896, at 47 min. Past 4. P.M.
at request of T.I. & T. Co.
E.C. Hodgman.
County Recorder
By E.T. Wright.
Co. Sur. and ex-officio Dep. Co. Rec.

Sh 26
A-318
3-5-14

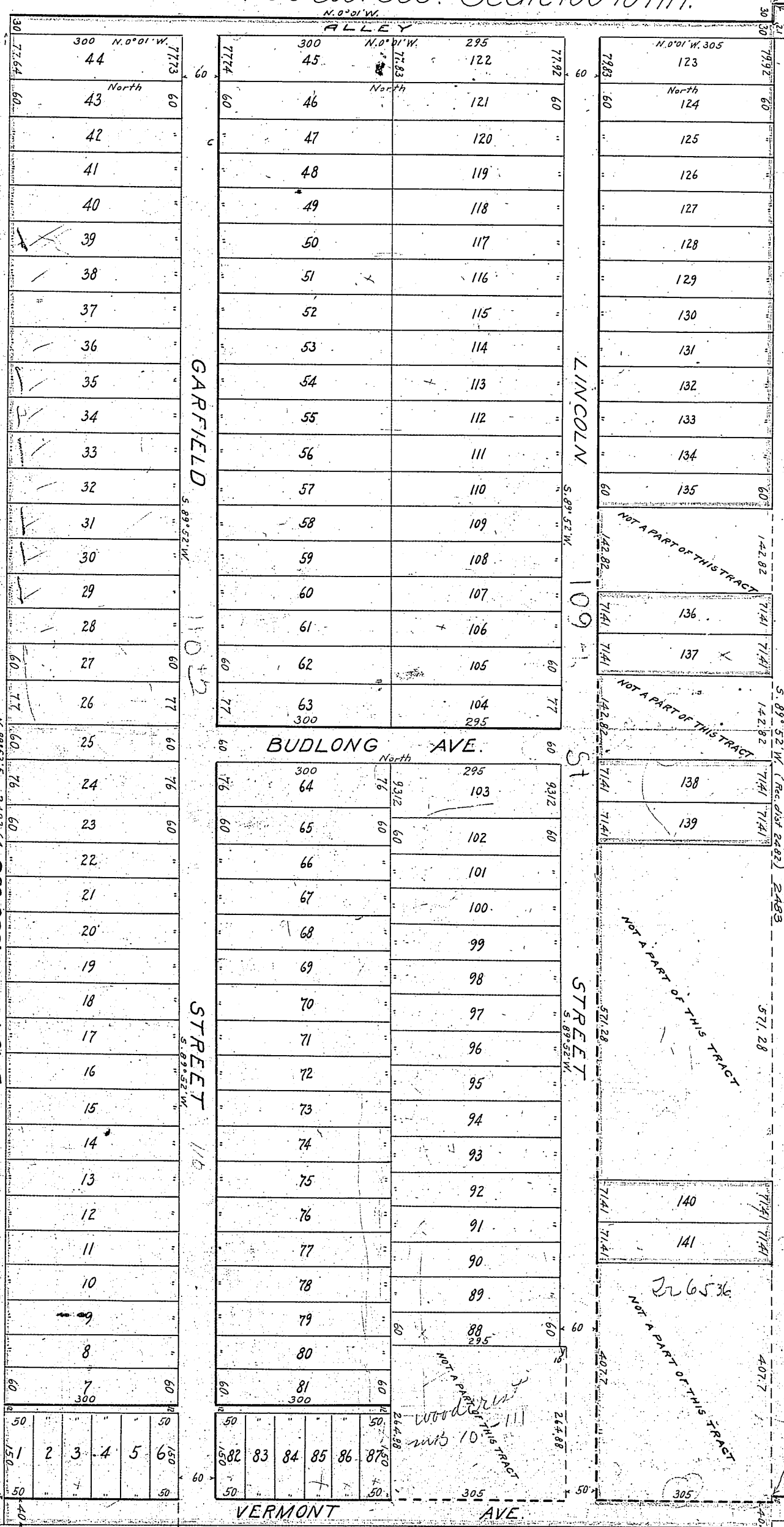
Map of the WOODCREST TRACT

Being a subdivision of a portion of the S.E. 1/4 of Sec. 1 T.3S. R.14W. S.B.M. including Lots 239-240 of the Original Sunnyside

Surveyed by R. B. Martin Jan. 06

True courses. Scale 100' to 1 in.

Lot 114 for 109th Pl. D:55-250, O.R. 6143-34.
Lot 59 " " " D:55-251, O.R. 6081-214.
Lot 45 " " " D:55-251, O.R. 6074-309.
Lot 107 " " " D:55-251, O.R. 6034-368.
Lot 61 " " " D:55-252, O.R. 6114-148.
Lot 63 " " " D:55-259, O.R. 6070-334.
Por. Lot 122 for 109th Pl. D:55-86, O.R. 6266-316
Por. lot 105 " " D:55-95, O.R. 6238-392
Por. lot 120 " " D:55-95, O.R. 4634-296.
Por. Lot 57 for 109th Pl. D:55-21, O.R. 5978-336
Por. lot 62 " " " D:55-22, O.R. 6057-43.
Por. lot 118 " " " D:55-45, O.R. 6051-95
Por. lots 52 & 53 " " D:55-45, O.R. 4684-22.
Por. lot 119 " " D:55-51, O.R. 6032-195.
Por. lot 50 " " D:55-263, Cert. DE-36200.



Por. lot 46 for 109th Place D:52-225, O.R. 6024-7.
Por. lot 121 " " " D:52-225, O.R. 5632-387.
Por. lot 47 " " " D:52-225, O.R. 4636-150.
Por. lot 109 " " " D:52-226, O.R. 5837-326.
Por. lot 112 " " " D:52-226, O.R. 4636-151.
Por. lot 104 " " " D:52-236, O.R. 5901-286.
Por. lot 110 " " " D:52-345, O.R. 5666-295
Por. lot 111 " " " D:52-246, O.R. 4665-11.
Por. lot 54 " " " D:52-271, O.R. 5677-263.
Por. lot 55 " " " D:52-271, O.R. 6059-18.
Por. Lot 48 " " " D:55-1, O.R. 6059-18.
Por. Lot 50 " " " D:67-310 Dist. D:67-310 See L.A. Co. Water Works Dist.

Por. of lot 101 for 109th Place D:39-200-O.R. 3012-351
Por. " 102 " " " D:39-200-O.R. 3011-382
Por. of lot 5 for Vermont Ave. D:37-143 O.R. 2524-227
Por. " 88 " 109th Place D:39-195-O.R. 3020-389
Por. " 76 & 77 " " " D:39-196-O.R. 3172-43
Por. " 91 " " " D:39-197-O.R. 3702-274
Por. " 75 " " " D:39-197-O.R. 2875-383
Por. " 74 " " " D:39-197-O.R. 3136-95
Por. " 73 " " " D:39-198-O.R. 3404-17
Por. " 95 " " " D:39-198-O.R. 3702-256
Por. " 72 " " " D:39-198-O.R. 3116-180
Por. " 71 " " " D:39-199-O.R. 2875-383
Por. " 87 " " " D:39-199-O.R. 3404-16
Por. " 70 " " " D:39-199-O.R. 3419-3
Por. " 99 for " " D:48-140 O.R. 5129-250
Por. Lot 48 " " " D:48-139 O.R. 5129-250
Por. Lot 60 " " " D:48-139 O.R. 5129-250

Por. lot 1 for Vermont Ave. D:42-370 O.R. 3162-357
Por. " 2 " " " D:42-32-O.R. 3173-323
Lot 25 declared pub. highway D:42-54 O.R. 3473-158
Por. lot 68 for 109th Place D:48-169 O.R. 5137-366
Por. lot 67 for 109th Place D:48-170 O.R. 5158-301
Por. lot 100 for 109th Place " " " "
Por. lot 78 " " " " " " "
Por. " 99 " " " " " " "
Por. " 103 " " " " " " "

Lot 138 deeded to L.A. City Sch. Dist. D:31-50 O.R. 9-197
Por. of lot 85 for Vermont Ave. D:32-115 O.R. 890-155
Por. " 82 " " " D:37-40 O.R. 2256-115
Por. " 86 & 87 " " " D:37-41 O.R. 2313-44
Por. " 3 " " " D:37-41 O.R. 2128-233
Por. " 83 " " " D:39-222 O.R. 3091-275
Por. " 82 " " " D:45-205 O.R. 4865-356

Por. lot 59 for 109th Pl. D:55-277 O.R. 6152-43.
Por. lot 49 " " " D:55-278, O.R. 6087-232.
Por. lot 117 " " " D:55-289 O.R. 6108-194.
Por. lot 108 " " " D:55-290, O.R. 6145-65
Por. lot 113 " " " D:58-37, O.R. 4713-208.
Por. lot 106 " " " D:58-37, O.R. 6139-183.
Por. lot 51 " " " D:58-169, O.R. 6160-278.

Por. for Drainage Purp. D:58-80, O.R. 6142-253
Por. " " " D:58-81, O.R. 6144-27
Por. Lot 56 for 109th Place D:60-174, O.R. 6702-132.
For 108th St. see C.S. 8971
" Normandie Ave. see 8921-1
For 111th St. through Lots 28 to 39 See E:118-35 to 39, E:118-73, O.R. 38681-253,
Proprietor: Emil Firth E:118-48, O.R. 38597-396; E:118-75, O.R. 38681-283
Por. Lot 36 for 111th St. ~ E:118-84, O.R. 38785-369
Recorded Feb. 6 1906.
(Scale reduced to 200' 1")

26-A, B-1
Sht. ~~26~~, ~~A-318~~

AMENDED MAP OF ATHEN HEIGHTS

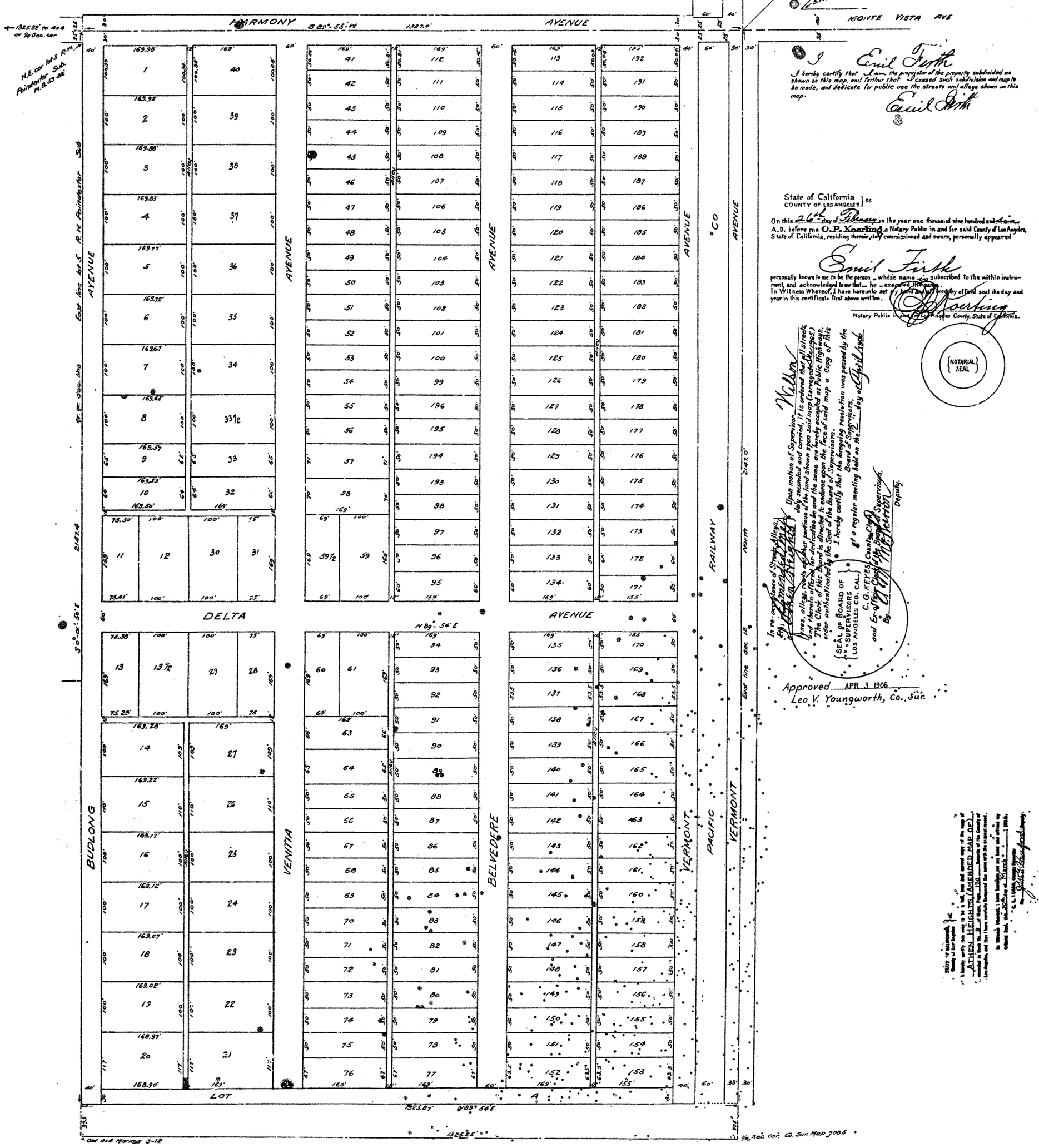
M.B. 9-6 and 107-138

Being a subdivision of a portion of the East one half of the North East one quarter of Section 12 T3S R14W S.B.M. Los Angeles Co. Cal
Surveyed December 1905
Scale 1 inch = 100 ft.

Geo. H. Tuttle Surveyor

Also a portion of the South 1/2 of the South East 1/4 of Section 1 T3S R14W S.B.M.

RECORDED AT REQUEST OF Owner
April 3 - 1906
At 23 min past 12 M
In Book 9 page 170
Of Maps
Los Angeles County Records
CALVIN HARTWELL
County Recorder
By R. L. Rayner
50



I Emil Firth hereby certify that I am the proprietor of the property subdivided as shown on this map, and further that I caused such subdivision and map to be made, and dedicate for public use the streets and alleys shown on this map.

Emil Firth

State of California
COUNTY OF LOS ANGELES } ss

On this 26th day of February in the year one thousand nine hundred and six A.D. before me O.P. Koerting a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared

Emil Firth

personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.
In Witness Whereof, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

O.P. Koerting
Notary Public in and for Los Angeles County, State of California.

(NOTARIAL SEAL)

In re-acceptance of Streets, Alleys, Lines, alleys, roads and other portions of the land shown upon said map (surveyed Dec. 1905) and therein offered for dedication be and the same are hereby accepted as Public Highways.
The Clerk of this Board is directed to endorse upon the face of said map a Copy of this order authenticated by the Seal of the Board of Supervisors.

Upon motion of Supervisor Wilson duly seconded and carried, it is ordered that all streets, alleys, roads and other portions of the land shown upon said map (surveyed Dec. 1905) and therein offered for dedication be and the same are hereby accepted as Public Highways.

I hereby certify that the foregoing resolution was passed by the Board of Supervisors at a regular meeting held on the 2 day of April 1906.

C. G. KEYES, County Clerk
and Ex-officio Clerk of the Board of Supervisors
By W. M. Peterson Deputy.

(SEAL OF BOARD OF SUPERVISORS LOS ANGELES CO. CAL.)

Approved APR 3 1906
Leo V. Youngworth, Co. Sur.

STATE OF CALIFORNIA } ss
County of Los Angeles }
I hereby certify this map to be a true and correct copy of the map of ATHEN HEIGHTS (AMENDED MAP OF) recorded in Book No. 9 of Maps, Page 170 Records of the County of Los Angeles, and that I have carefully compared the same with the original record.
In Witness Whereof, I have hereunto set my hand and affixed my official seal, this March 1, 1906 at Los Angeles, Cal.
C. L. LEMON, County Engineer
By [illegible]

9-170

For Vermont Widening SEE C.S.8218 Sheet 1
Por. of Lot 153 Qt. Claimed by L.A.CO. - B:1-21, O.R.12863-59
Por. of Lot 153 to County of Los Angeles - D:39-232, O.R.3061-201; D:6619-140; D:6550-312; D:6590-329; D:27-22-23
Por. of Lot 153 by " " " " - B:70-279, O.R.21990-33
Por. " " 153 for Vermont Ave. - D:39-222, O.R.3023-385; D:45-204, O.R.4882-126
Por. " "154,155 " " " - D:71-233, O.R.7301-360; D:71-294, O.R.7402-222
Por. " " 156 deeded to L.A.Co.- D:29-289, O.R.521-373
Por. " " 157 for Vermont Ave. - D:32-239, O.R.1088-192
Por. " " 158 " " " - D:42-110, O.R.3127-290
Por. " " 159 " " " - D:43-27, O.R.4240-249
Por. " "160 & 161" " " - D:42-94, O.R.3409-267
Por. " " 164 " " " SEE C.S.8218-1
Por. " " 165 " " " - D:42-68, O.R.4050-125
Por. " "166,168,169,170" " - D:42-31, O.R.4049-59; & D:45-104, O.R.5044-154
Por. " " 167 for " " - D:37-46, O.R.2306-94
Por. " " 168 " " " - D:42-174, O.R.3469-164
Por. " " 169,170" " " - D:42-249, O.R.3563-309 & O.R.3563-308
Por. " " 171 & 172 for Highway Purp. - D:48-207, O.R.4521-136
Por. " " 172 for Vermont Ave. - D:42-174, O.R.3416-385
Por. " " 173 " " " - D:39-213, O.R.4022-19; D:45-72, O.R.3970-183
Por. " " 174 " " " - D:34-257, O.R.2063-64
Por. " " 175 " " " - D:42-215, O.R.3580-51
Por. " " 176 " " " - D:34-259, O.R.1950-250
Por. " "178,179,180" " " - D:45-205, O.R.3996-169
Por. " "181,& 182 " " " - D:45-203, O.R.4875-249 & D:34-272, O.R.2071-128
Por. " "183 & 184 " " " - D:45-204, O.R.4447-67 & D:45-180, O.R.4882-24
Por. Lots 185,186,187 " " " - D:39-192, O.R.3401-20 & D:39-107, O.R.788-208
Por. of Lots 188 to 192" " " - D:42-31, O.R.4026-353
Por St. Lot A SEE D:4857-136 D:17-193
Por Imperial H'wy SEE C.S.E.1629, C.F.2253
Venitia Ave. changed to Berendo Ave.)
114th St. changed to Imperial Highway) D:49-127 -97
Belvedere Ave. " " New Hampshire St. - D:49-95
Harmony Ave. changed to 114th St.)
Delta Ave. " " 117th St.) D:13-123
119th St named - D:13-123
Harmony Ave. changed to 114th St. - D:13-269
New Hampshire St. chgd. to New Hampshire Ave. - D:49-277

COUNTY ENGINEERS COPY

I 84

MAP OF

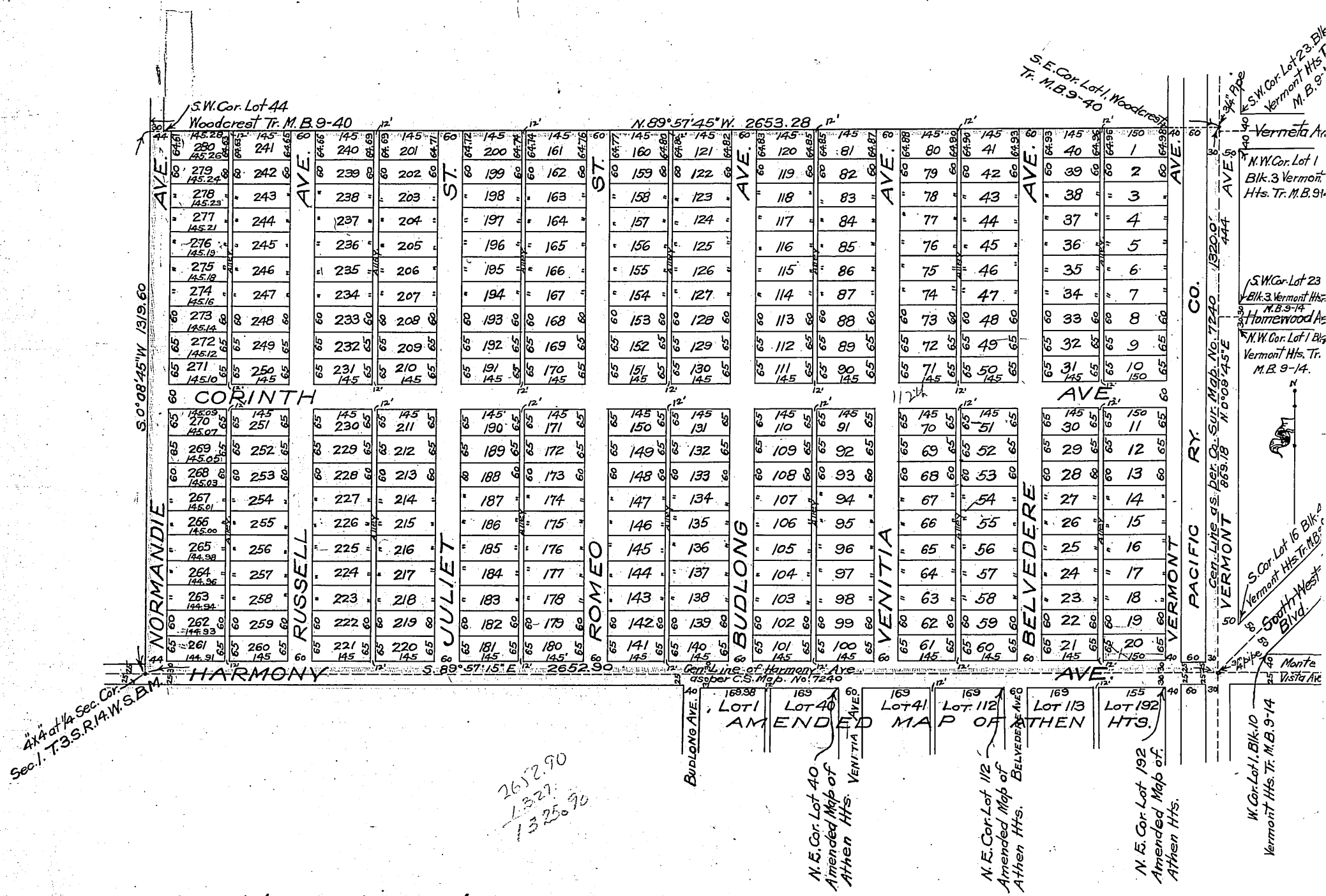
CORINTH HEIGHTS.

Being a Subdivision of a portion of the South one half of the South East quarter of Section 1. T.3.S.R.14.W.S.B.M. Los Angeles County, California.

Surveyed September, 1906.

Scale 1 inch = 100 feet

Geo. W. Tuttle, Surveyor.



Por. lot 11 for Vermont Ave. D:42-32-O.R.3457-50
Corinth Ave. changed to 112th St. D:13-119
Harmony " " " 114th " D:13-123
Por. Lot 10 for Vermont Ave. D:34-257 O.R.1637-189
Por. lots 5 & 6 " " " D:37-40 O.R. 2313-55
" " 4 " " " D:39-222 O.R.3033-382
" " 1 " 2 " " " D:39-223 O.R. 2866-351
" " 20 " " " D:42-31 - O.R.3184-249
Proprietor: Title Guarantee & Trust Co.
Por " 3 " " " D:42-50, O.R.3424-329
Recorded Oct. 23, 1906.
(Scale reduced to 300'=1")
Por. lot 11 for Vermont Ave. D:42-215 O.R.4207-196.
Por. Lots 1 & 2 for Vermont Ave. D:58-37, O.R.6110-286
Por lot 200 for Sewer Easement D:68-201, O.R. 7246-245
Belvedere Ave. changed to New Hampshire St. D:49-95
114th St. changed to Imperial Highway - D:49-97
Russell Ave. " " Mariposa Ave. D:49-125
Juliet St. " " Raymond Ave. D:49-126
Romeo St. " " Van Buren Ave. D:49-126
Venitia Ave. " " Berendo Ave. D:49-127
New Hampshire St. " " New Hampshire Ave. - D:49-277
For Imperial Hwy. see C.S. B-1629, C.F. 2253

~~A.95.~~ ~~Sht. 10~~.

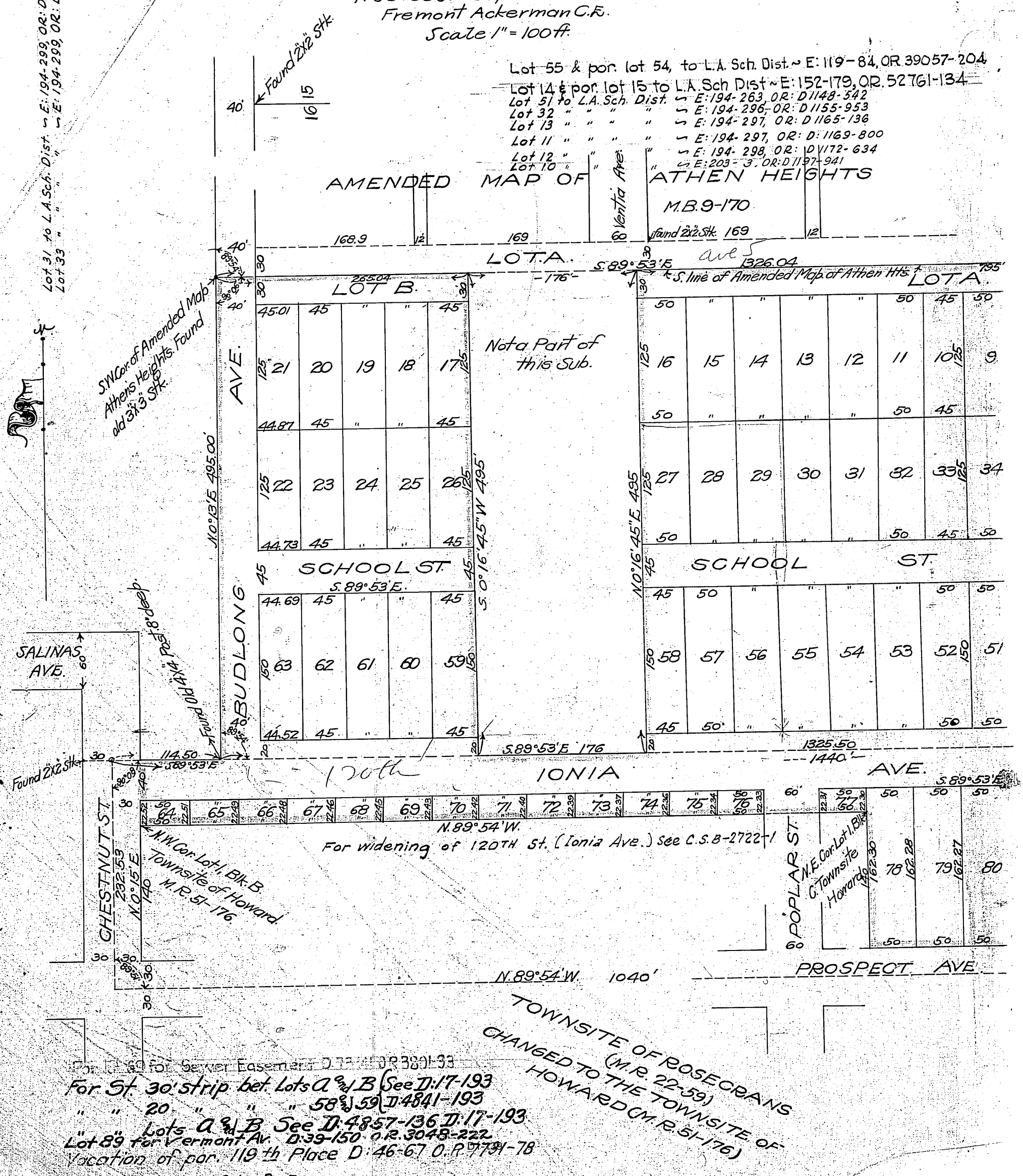
26-A, B-1
Sht. ~~26, A 443~~

TRACT № 25

Being a Subdivision of a portion of the S.E. 1/4, of the N.E. 1/4, and a portion of the S.E. 1/4, of Sec. 12, T.3.S., R.14.W., S.B.M; and a Re-Subdivision of Lots 2, 3, 4, 5 and 6 of Blk. C. and Lots 7, 8, 9, 18, 19, 20, and a portion of 14, 15, 16, 17, Blk. D.; and Lots 6, 7 and 8 Block J. Townsite of Howard as recorded in Book 22, Page 59 (and Book 51 - Page 176) Miscellaneous Records, and also "Resurvey of a Portion of the Town of Rosecrans" (M.R. 42-41)

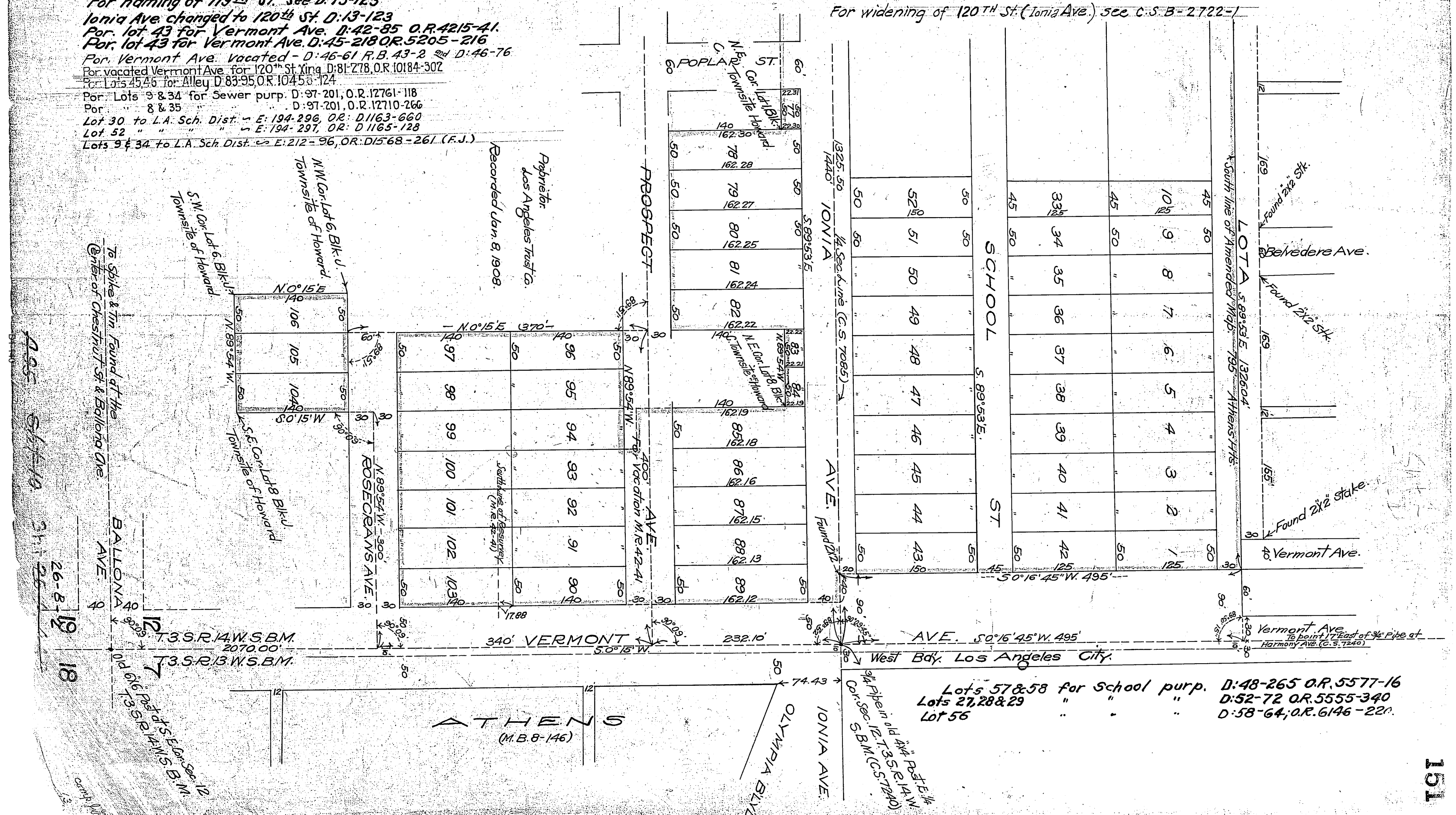
Los Angeles Co. Cal.

True Courses, Dec. 9th 1907.
Fremont Ackerman C.E.
Scale 1" = 100 ft.



School St. changed to 119th Pl. D:13-123
For naming of 119th St. see D:13-123
Ionia Ave. changed to 120th St. D:13-123
Por. lot 43 for Vermont Ave. D:42-85 O.R.4215-41.
Por. lot 43 for Vermont Ave. D:45-218 O.R.5205-216
Por. Vermont Ave. vacated - D:46-61 R.B.43-2 2nd D:46-76
Por vacated Vermont Ave for 120th St Xing D:81-278, O.R 10184-302
Por Lots 45,46 for Alley D 83-95, O.R 10450-124
Por. Lots 9 & 34 for Sewer purp. D:97-201, O.R.12761-118
Por. " 8 & 35 " " " D:97-201, O.R.12710-266
Lot 30 to L.A. Sch. Dist. ~ E:194-296, OR: D1163-660
Lot 52 " " " " ~ E:194-297, OR: D1165-128
Lots 9 & 34 to L.A. Sch. Dist. ~ E:212-96, OR: D1568-261 (F.J.)

For widening of 120TH St. (Ionia Ave.) see C.S. B-2722-1



151

18+20
37

Map of

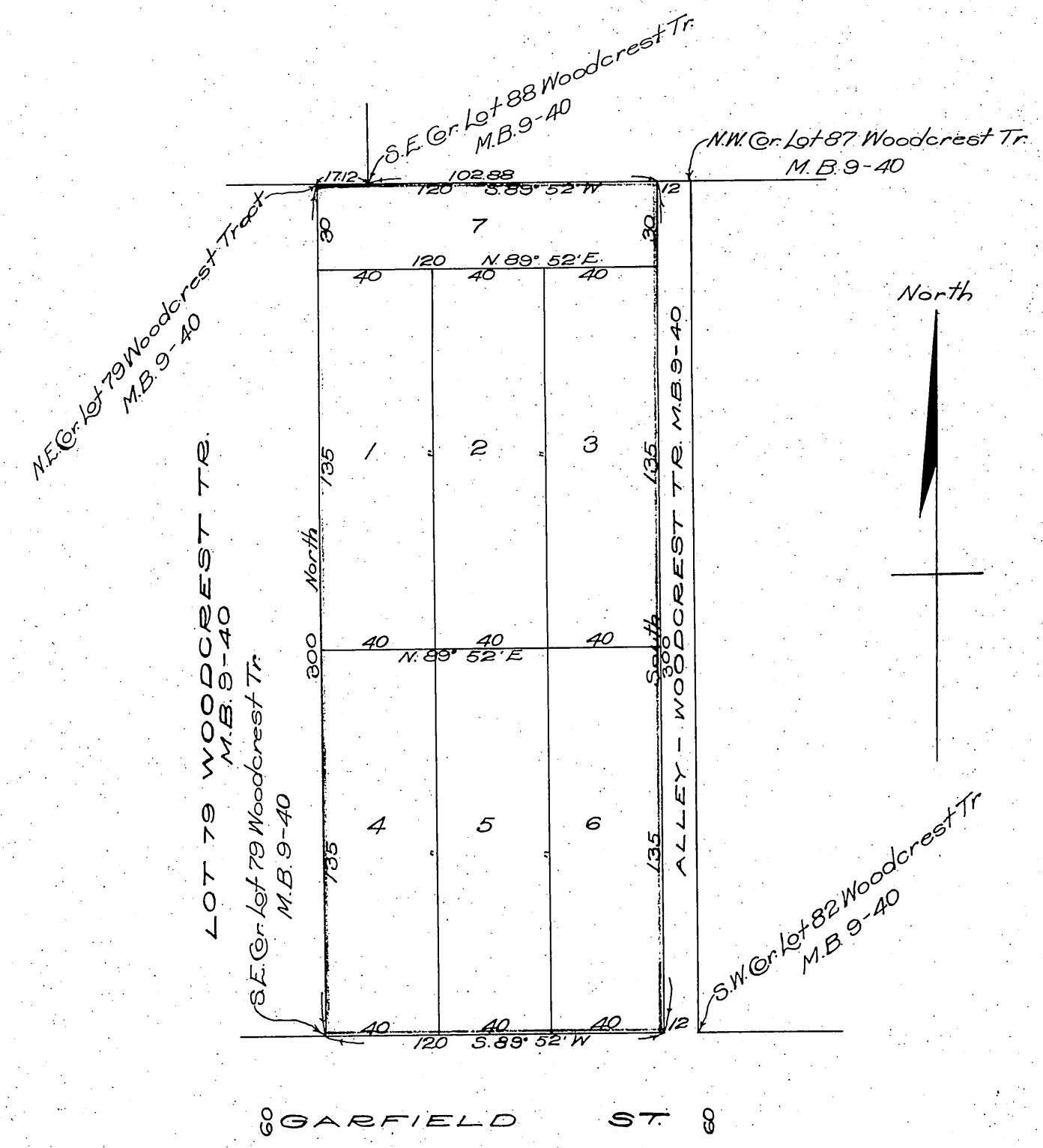
TRACT No. 1248

being a replat of Lots 80 and 81 of Woodcrest Tract as shown in Map Book 9-page 40 of Los Angeles County Records

True Courses

Surveyed April 1911 J.H. Mather Surveyor

Scale 50 Ft = 1 inch



Garfield St. changed to 110th St. D:13-119
Por. lot 7 for 109TH Place D:39-195-O.R.3056-323
Por. " 7 " " " D:39-196-O.R.3056-322

Owner:- F.H. Redpath

A95B Recorded June 9, 1911 Sht. 26.

comp. H.C.T.

18

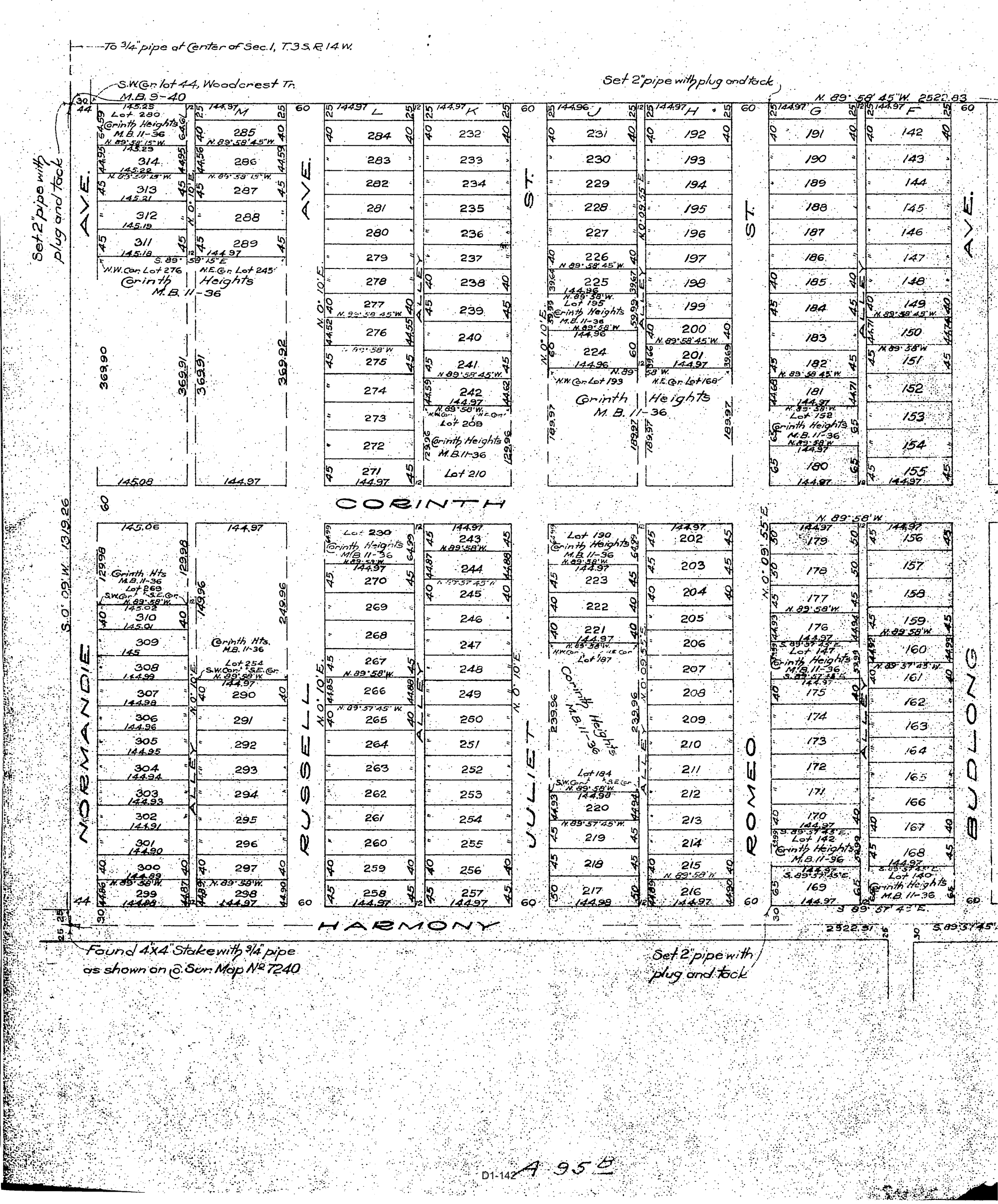
5

TRACT No. 2573

Being a resubdivision of a portion of Corinth Heights as recorded in book 11 page 36 of Maps, records of Los Angeles County

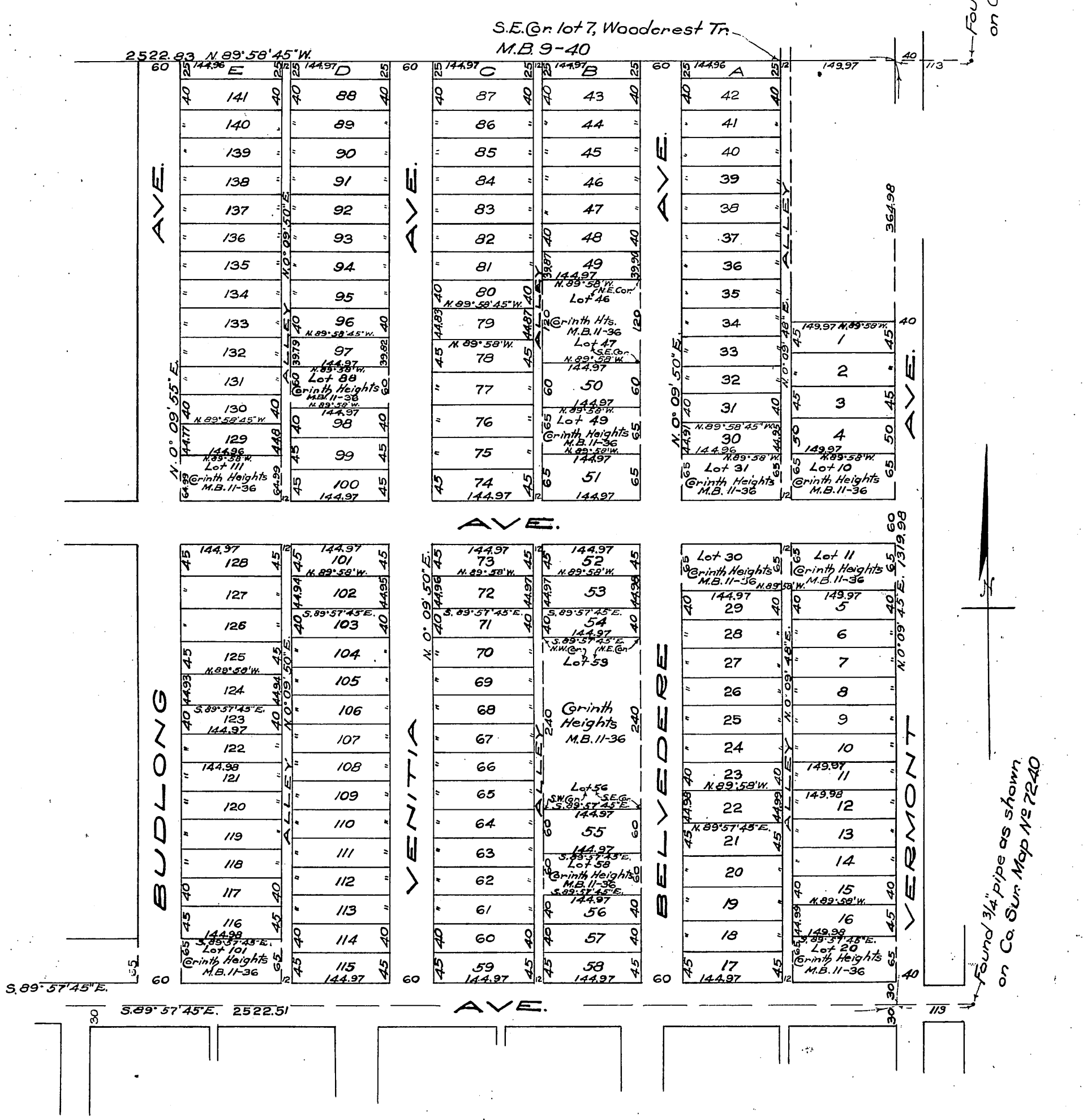
Surveyed June 1914 by Wm M. Jonson

Scale 1" = 150'



27-5

Por. of lot 10 to widening Vermont Ave. D:34-293 O.R. 1933-399
" " " 9 " " " " D:34-298 O.R. 1932-388



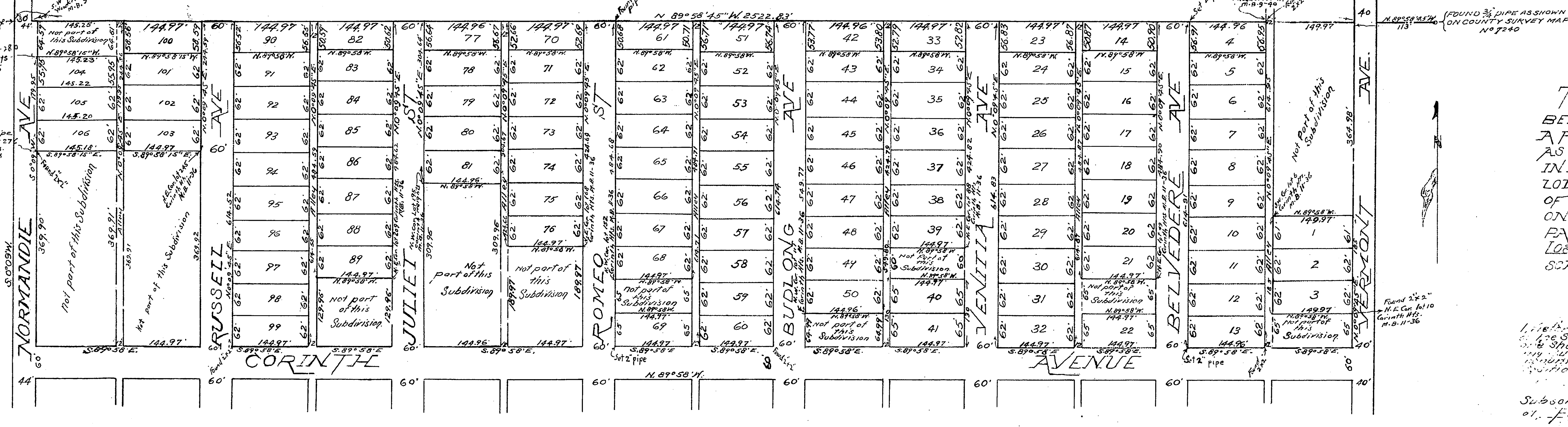
Owners:- San Pedro Land Co.

Recorded July 8, 1914

A-95B

D1-143

Sht. 26



TRACT No 2660

BEING THE RESUBDIVISION OF A PORTION OF TRACT No 2573, AS SHOWN ON MAP RECORDED IN MAP BOOK 27 PAGE 5, ALSO LOTS 31-46 & 47, OF CORINTH HEIGHTS AS SHOWN ON MAP RECORDED IN MAP BOOK 11 PAGE 36 RECORDS OF COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE 1 INCH 150 FEET

SURVEYED FEB 1917 BY VICTOR HAYES

I, Victor Hayes hereby certify that I am a licensed Surveyor of the State of California, and that this map consisting of one sheet correctly represents a survey made under my supervision February 1917, and that all of the monuments shown hereon actually exist and their positions are correctly shown.

Victor Hayes

Subscribed and sworn to before me, this 5th day of February 1917.

Herbert E. Culler
Notary Public in and for County of Los Angeles, State of California

We hereby certify that we are the owners of or interested in the land included in the subdivision shown on the annexed map and that we are the only persons whose consent is necessary to pass a clear title to said land and we consent to the making of said map and subdivision as shown within the colored border line.

SAN PEDRO LAND COMPANY
By Geo. H. Peck President
Chas. T. Wilder Secretary

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } S.S.

On this Fifth day of February in the Year Nineteen Hundred and Seventeen (1917) before me Herbert E. Culler, A Notary Public in and for the Said County of Los Angeles, State of California, personally appeared Geo. H. Peck known to me to be the President, and Chas. T. Wilder known to me to be the Secretary of the SAN PEDRO LAND COMPANY, the Corporation that executed the within and annexed instrument and known to me to be the persons who executed the within and annexed instrument on behalf of the Said Corporation, and they acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Herbert E. Culler
Notary Public in and for County of Los Angeles State of California

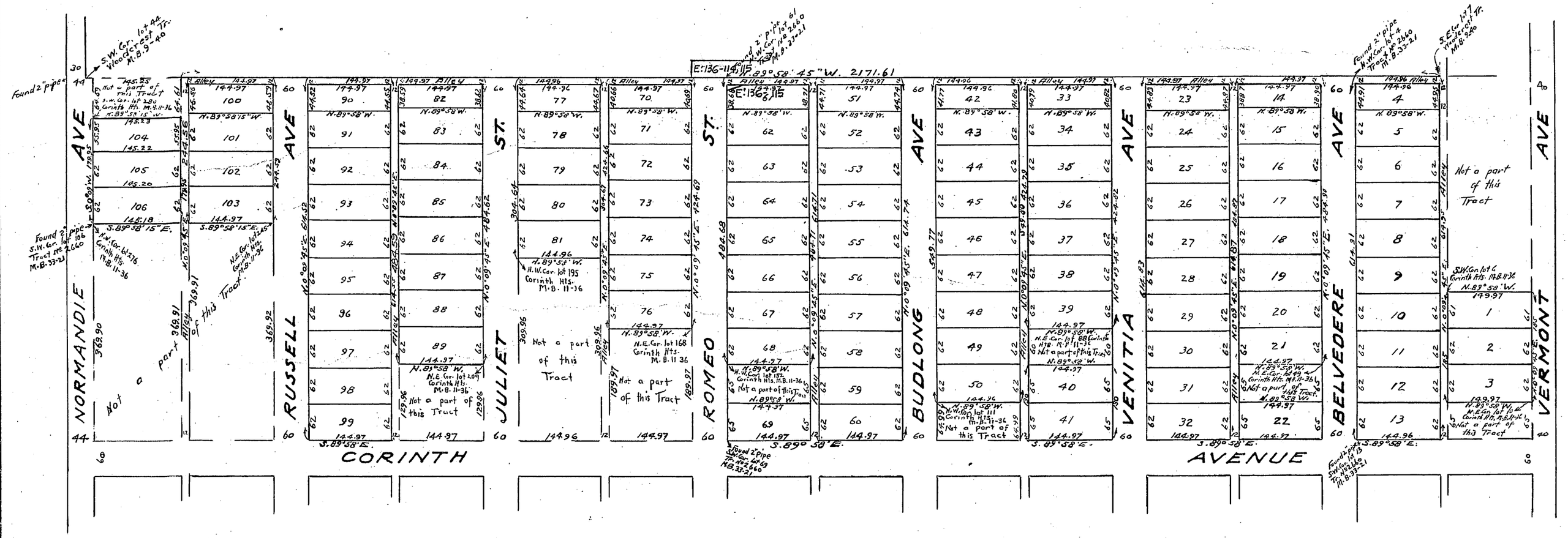
owner
FEB 27 1917
40 11 AM
33 21
Maps

E E Sallady
500/100

Feb 17

33+21

D1-144



TRACT No 2871

Being a resubdivision of Tract No 2660 as shown on map recorded in Book 33 page 21 of Maps, records of Los Angeles County.
Scale 1"=150' Surveyed June 1917
by Victor Hayes.

We we are s we are
we s
Alley

June 26, 1917
Albert E. [illegible]

Owner
JUN 26 1917
27 27 3PM
33
Maps

[illegible]

[illegible]
Licensed Surveyor
one
June
1917

[illegible]

D1-145

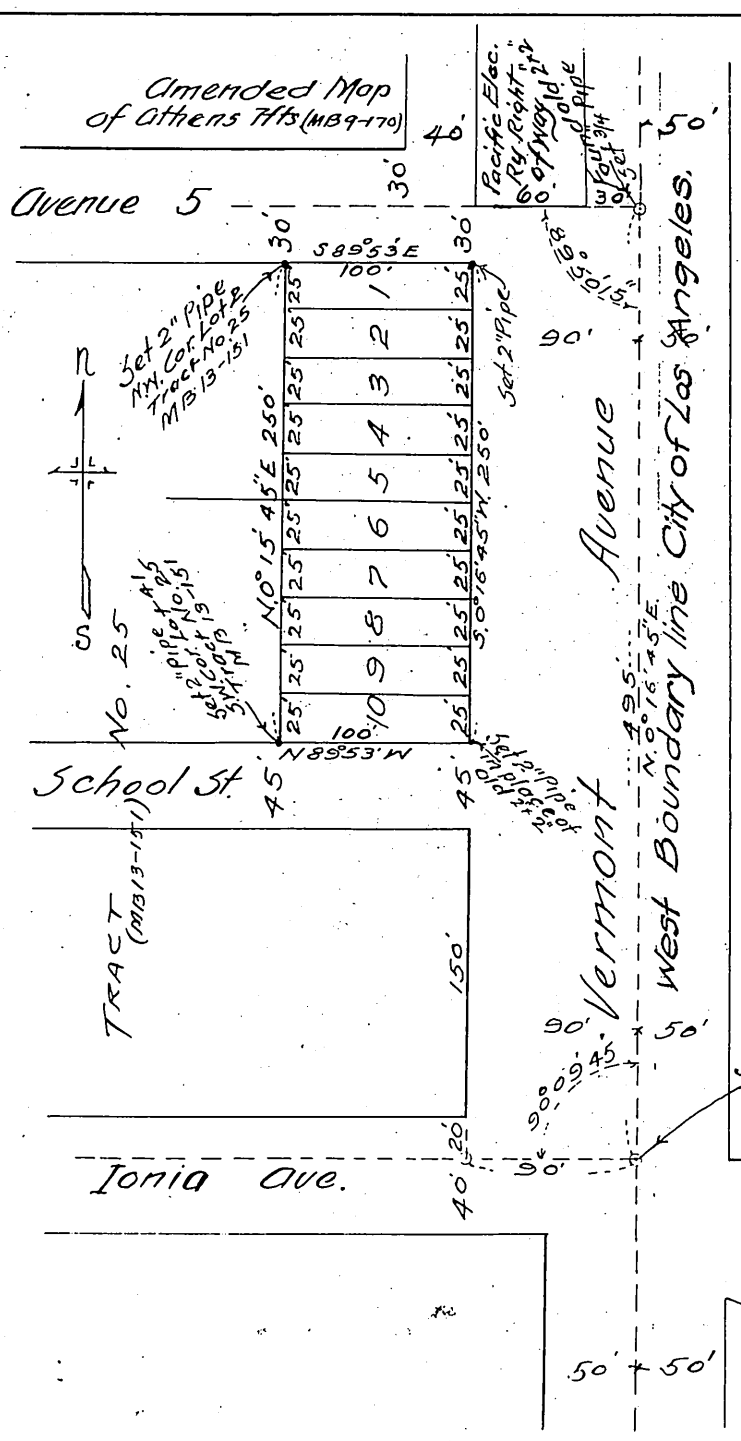
Tract No. 3214.

29-91

Being a re-subdivision of Lots 1, 2, 41, and 42 of Tract No. 25 as per Map recorded in Map Book 13 Page 151 records of Los Angeles Co. Calif.

True courses. Scale 1" = 100 ft. March 1st 1917.

Fremont Ackerman CE.



SURVEYOR'S AFFIDAVIT

I, Fremont Ackerman hereby certify that I am a Civil Engineer and that this Map consisting of one sheet correctly represents a survey made under my supervision Feby 26th 1917, and that all of the monuments shown hereon actually exist and their positions are correctly shown.

Fremont Ackerman

STATE OF CALIFORNIA } S.S.
COUNTY OF LOS ANGELES } On this 10th day of March in the year one thousand nine hundred and seventeen before me Jeanette Brown a Notary Public in and for said County of Los Angeles State of California, duly Commissioned and Sworn, personally appeared Fremont Ackerman known to me to be the person whose name is subscribed to the annexed instrument and acknowledged to me that he executed the same.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal at my office in Los Angeles County of Los Angeles the day and year in this certificate first above written.

Jeanette Brown
Notary Public in and for said Los Angeles Co. State of Cal.

OWNERS CERTIFICATE

We hereby certify that we are the owners of, or interested in the land included within the subdivision shown on the annexed map, and that we are the only persons whose consent is necessary to pass a clear title to said land and we consent to the making of said map and subdivision as shown within the colored borderlines.

_____ Pres.
_____ Secy.

State of California } SS
County of Los Angeles } On this 7th day of March in the year one thousand nine hundred and seventeen before me Jeanette Brown a Notary public in and for said County of Los Angeles State of California duly commissioned and sworn personally appeared H. G. Watkins known to me to be the President and C. W. Howard known to me to be the Secretary of the "Howard Park Company" the Corporation that executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal at my office in Los Angeles County of Los Angeles the day and year in this certificate first above written.

Jeanette Brown
Notary Public in and for said Los Angeles Co. State of Cal.

Owner
MAR 20 1917
59 11 AM
29 91
Maps

G W Taylor
5.00

24-47

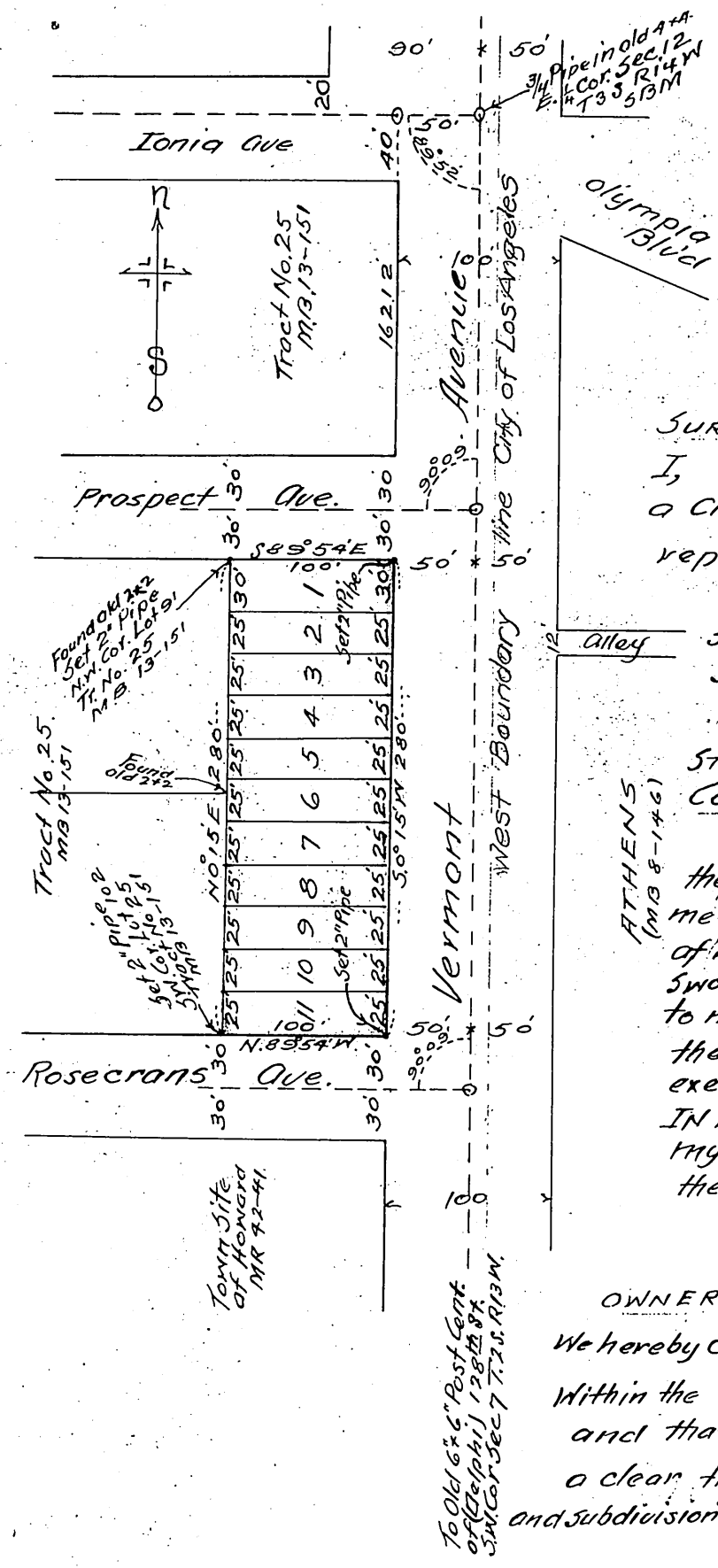
Tract No. 3217.

29-92

Being a re-subdivision of Lots 90, 91, 102 and 103 of Tract No. 25 as per Map recorded in Map Book 13 Page 151 records of Los Angeles Co. Calif.

True courses Scale 1" = 100 ft. March 1st 1917.

Fremont Ackerman C.E.



SURVEYOR'S AFFIDAVIT

I, Fremont Ackerman hereby certify that I am a Civil Engineer and that this Map Consisting of One Sheet Correctly represents a survey made under my supervision March 6th 1917 and that all of the monuments shown hereon actually exist and their positions are correctly shown

Fremont Ackerman

STATE OF CALIFORNIA } S.S.
COUNTY OF LOS ANGELES }

On this 10th day of March in the year one thousand nine hundred and Seventeen before me Jeanette Brown a Notary public in and for said County of Los Angeles State of California duly Commissioned and Sworn, personally appeared Fremont Ackerman known to me to be the person whose name is subscribed to the annexed instrument and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official Seal at my office in Los Angeles, County of Los Angeles the day and year in this Certificate first above written.

Jeanette Brown

Notary Public in and for said Los Angeles Co. State of Cal.

OWNERS CERTIFICATE

We hereby certify that we are the owners of or interested in the land included Within the subdivision shown on the annexed Map, and that we are the only persons whose consent is necessary to pass a clear title to said land and we consent to the making of said Map. and subdivision as shown Within the Colored border lines

_____ President.
_____ Secretary.

State of California } SS
County of Los Angeles }

on this 2d day of March in the year one thousand nine hundred and Seventeen before me Jeanette Brown a Notary Public in and for said County of Los Angeles, State of California duly Commissioned and Sworn personally appeared H. S. Mathews Known to me to be the President and C. W. Harper known to me to be the Secretary of the "Howard Park Company" the Corporation that executed the Within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the Same.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my Official Seal at my office in Los Angeles County of Los Angeles the day and year in this Certificate first above written.

Jeanette Brown

Notary Public in and for said Los Angeles Co State of Cal.

Owner

MAR 20 1917
11 AM
29 92
Maps
G W Taylor
500

MAR 23 1928
35
147 87
maps
E E Gallagher Cashier
Fee

SHEET No 1

147+87

TRACT-NO. 10124

IN THE COUNTY OF LOS ANGELES.

BEING A SUBDIVISION OF A PORTION OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 14 WEST - SAN BERNARDINO BASE AND MERIDIAN; LOTS 27, 28, 29, 56, 57 AND 58 OF TRACT NO. 25, AS PER MAP RECORDED IN BOOK 13, PAGE 151 OF MAPS, RECORDS OF LOS ANGELES COUNTY; ALSO THAT CERTAIN PORTION OF 119TH PLACE AS VACATED BY BOARD OF SUPERVISORS AND RECORDED IN BOOK , PAGE , OFFICIAL RECORDS OF LOS ANGELES COUNTY.

SEPTEMBER 1927

We hereby certify that we are the owners of the land included within the subdivision shown on the annexed map and that we are the only persons whose consent is necessary to pass a clear title to said land and we consent to the making of said map and subdivision as shown within the colored border lines.

LOS ANGELES CITY SCHOOL DISTRICT OF LOS ANGELES COUNTY.
BY BOARD OF EDUCATION OF THE CITY OF LOS ANGELES.

John B Beman
PRESIDENT.

Wm A Sheldon
SECRETARY.

State of California } S.S.
County of Los Angeles }

On this 29th day of September in the year One Thousand Nine Hundred and Twenty-seven, before me, L.L. Cunningham, a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared John B. Beman, known to me to be the President, and Wm. A. Sheldon, known to me to be the Secretary, of the Board of Education of the City of Los Angeles, for the Los Angeles City School District of Los Angeles County, the corporation that executed the within instrument, known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same.

In witness whereof, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

L L Cunningham
NOTARY PUBLIC IN AND FOR THE COUNTY OF LOS ANGELES.
STATE OF CALIFORNIA.

Wm. A. Sheldon, being duly sworn, says he is the Secretary of the Board of Education of the City of Los Angeles, that he is familiar with the facts concerning this map, that the property included in this TRACT is owned by the Los Angeles City School District of Los Angeles County, and is used exclusively for school purposes.

This affidavit is made on behalf of the Board of Education of the City of Los Angeles, and is in lieu of any bond guaranteeing any payment of taxes on property included in this Tract.

Wm A Sheldon
SECRETARY.

Tract No 10124 (1-2)
~~Tract No 10124~~

Wright

March 12, 1928

M Klemm

State of California } S.S.
County of Los Angeles }

On this 29th day of September in the year One Thousand Nine Hundred and Twenty-seven, before me, L.L. Cunningham, a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared, Wm. A. Sheldon, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same.

In witness whereof, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

L L Cunningham
NOTARY PUBLIC IN AND FOR THE COUNTY OF LOS ANGELES.
STATE OF CALIFORNIA.

I, C.F. HELMAN, hereby certify that I am a Civil Engineer, and that this map consisting of two sheets correctly represents a survey made under my supervision September 1927, and that all the monuments shown hereon actually exist and their positions are correctly shown.

C. F. Helman

State of California } S.S.
County of Los Angeles }

On this 29th day of September in the year One Thousand Nine Hundred and Twenty-seven, before me, L.L. Cunningham, a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared C. F. Helman, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same.

In witness whereof, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

L L Cunningham
NOTARY PUBLIC IN AND FOR THE COUNTY OF LOS ANGELES.
STATE OF CALIFORNIA.

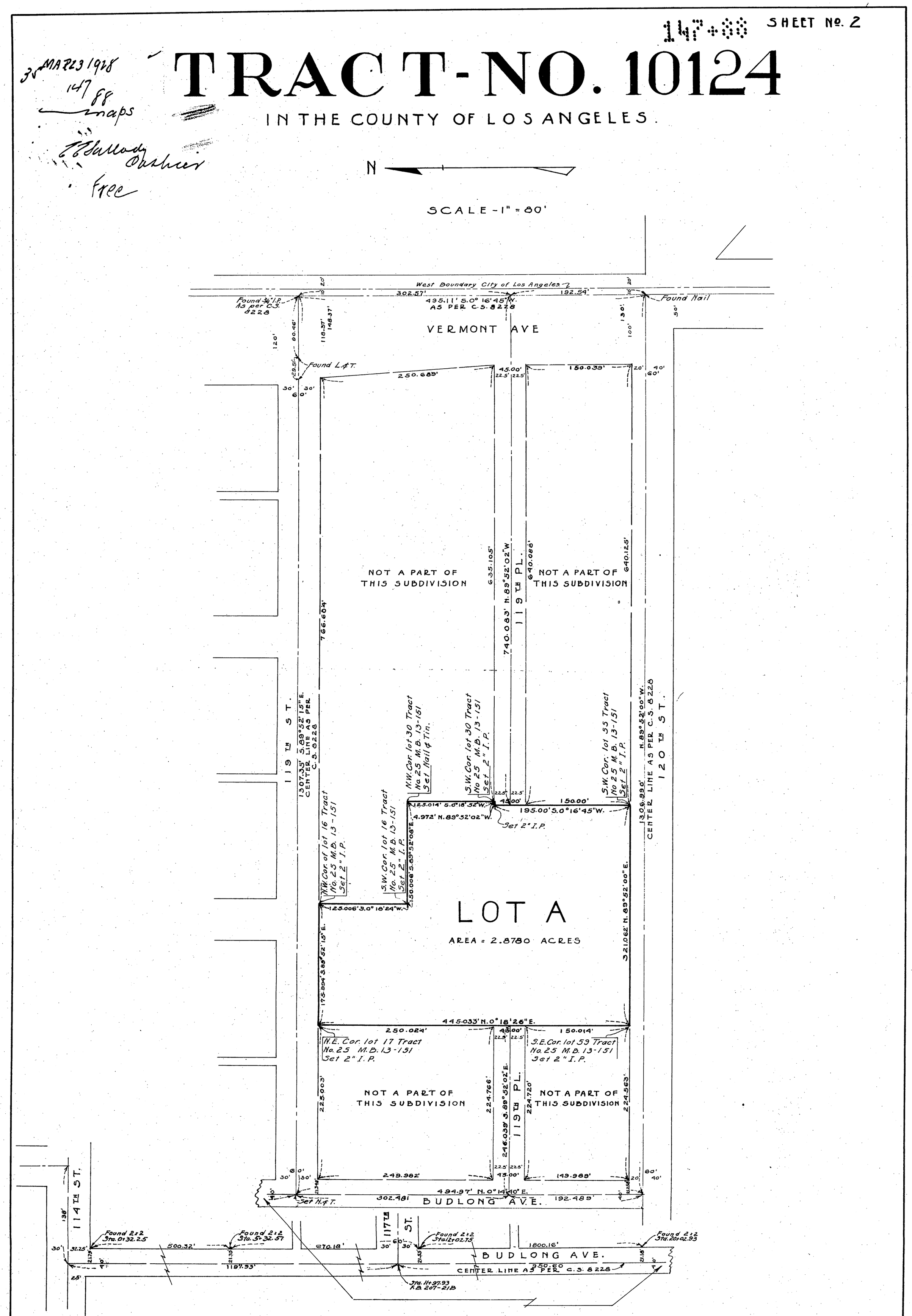
The bearing of Vermont Avenue as shown on the Map of Tract No. 25 recorded in Map Book 13 page 151 was taken as basis of bearings shown upon this map.

147+88 SHEET No. 2

3 MAR 23 1928
147 88
maps
T T Gallody
Cashier
Free

TRACT NO. 10124

IN THE COUNTY OF LOS ANGELES.



272-22

SHEET 1 OF 2 SHEETS

TRACT № 13650

IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES

BEING A SUBDIVISION OF A PORTION OF THE S.W.1/4 OF SECTION 1, T-3-S, R-14-W, S.B.B.&M.

SCALE : 1"=100'

FEB 1 1946
19 4 P.M.
272
22

I, Harold M. Tegart, hereby certify that I am a Registered Civil Engineer of the State of California, and that this map consisting of two sheets correctly represents a survey made under my supervision in June, 1945, and that the survey is true and complete as shown, that all of the monuments shown hereon will be placed not later than March 1, 1946, that their position and character are correctly shown and that said monuments are sufficient to enable the survey to be retraced.

Harold M. Tegart
R.E. 2151.

We hereby certify that we are the owners of or interested in the land included within the subdivison show on the annexed map, and that we are the only persons whose consent is necessary to pass a clear title to said land, and we consent to the making and recordation of said map and subdivision as shown within the colored border line, and hereby dedicate to the public use all of the Streets Avenue, Boulevard and Alley shown on said map and also grant to the County of Los Angeles the easements for sanitary sewers so designated on said map and all uses incident thereto, including the right to make connections therewith from adjoining properties; we further certify that except as shown on a copy of this map on file in the office of the County Road Commissioner, we know of no easement or structure existing within the easements hereby offered for dedication to the public, other than publicly owned water lines, sewers or stormdrains; that we will grant no right or interest within the boundaries of said easements offered to the public, except where such right or interest is expressly made subject to the said easements; and we hereby grant and dedicate to the County of Los Angeles for public use the sanitary sewers and appurtenant structures within (and without) said subdivision constructed as a part of the improvement thereof.

SUNSET HOMES, INC., a corporation.

By Spiros G. Ponty SPIROS G. PONTY President.

By Sylvia Kerner SYLVIA KERNER Secretary.

TITLE INSURANCE AND TRUST COMPANY, a corporation
(Trustee in deed of trust recorded in Book 21964 Page 359 O.R. Los Angeles County, California)

By C. A. Booth Vice-President.

By G. G. Traxler Ass't. Secretary.

State of California
County of Los Angeles } S.S.

On this 4-6 day of December, in the year one thousand nine hundred and 45, before me, Maynard B. Henry, a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared Spiros G. Ponty, known to me to be the President, and Sylvia Kerner known to me to be the Secretary, of Sunset Homes, Inc., the corporation that executed the within instrument, and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same.

In witness whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Maynard B. Henry
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY
My commission expires

State of California
County of Los Angeles } S.S.

On this 21st day of January, in the year one thousand nine hundred and 46, before me M. P. Peace a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared C. A. Booth Jr., known to me to be the Vice President, and A. A. Martin, known to me to be the Ass't. Secretary, of the Title Insurance and Trust Company, the corporation that executed the within instrument, and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same.

In witness whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

M. P. Peace
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY
My commission expires

Darby

TRACT NO. 13650

TRACT NO. 13650

; also the grant of the physical sewers and appurtenant structures offered hereon be and the same is hereby accepted on behalf of the public.

January 29, 1946
E. C. Thoring

Jan. 29, 1946

E. E. Gerung

272-23

SHEET 2 OF 2 SHEETS

TRACT № 13650

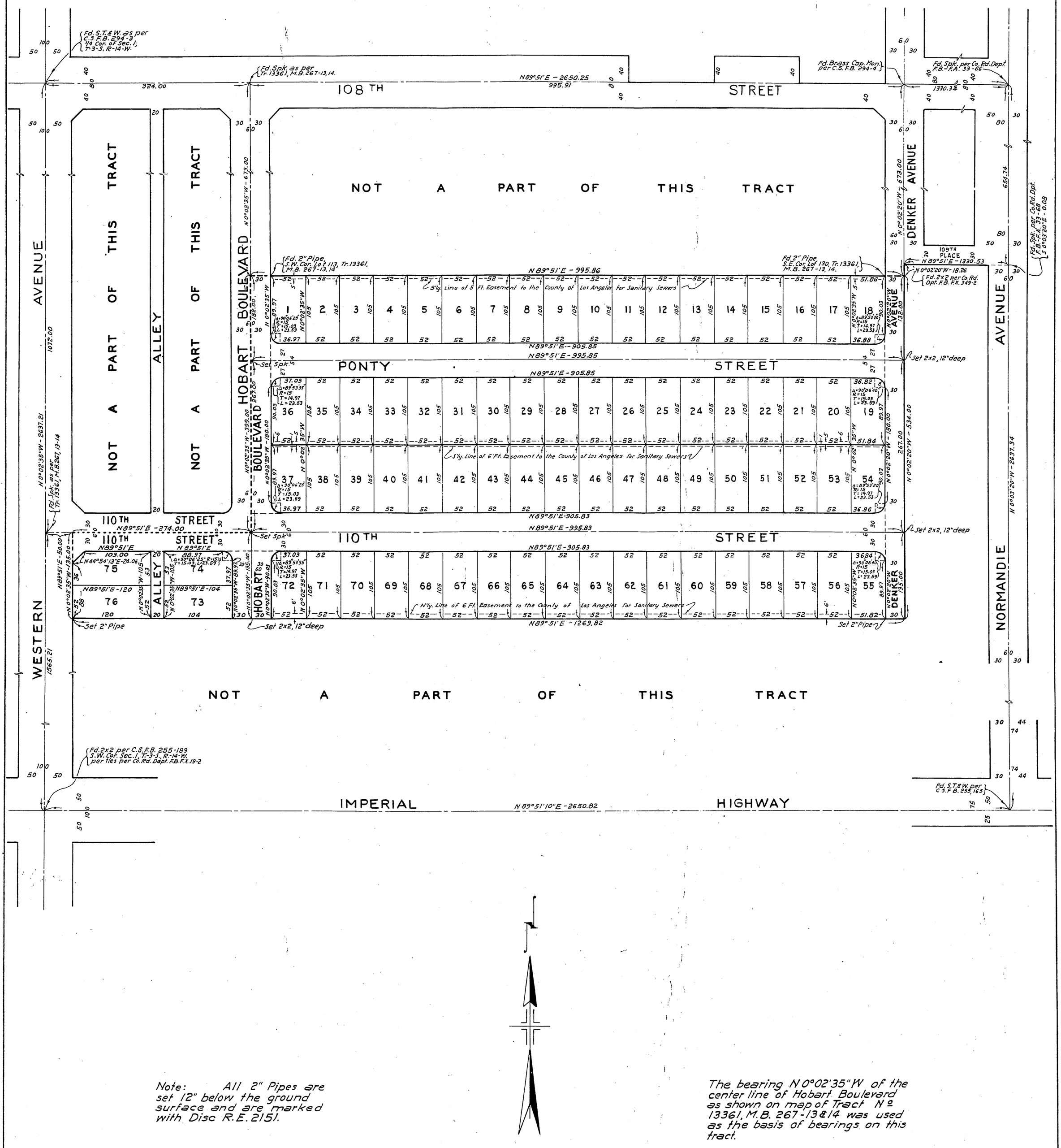
IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES

HAROLD M TEGART REGISTERED CIVIL ENGINEER

SCALE : 1" = 100'

FEB 19 1946 4 P.M. 272 23

E. B. Mutschler
Fee



Note: All 2" Pipes are set 12" below the ground surface and are marked with Disc R.E. 2151.

The bearing N 0°02'35" W of the center line of Hobart Boulevard as shown on map of Tract № 13361, M.B. 267-13 & 14 was used as the basis of bearings on this tract.

276-3

SHEET 1 OF 2 SHEETS

TRACT № 13651

IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES

BEING A SUBDIVISION OF A PORTION OF THE S.W. 1/4 OF SECTION 1, T. 3 S., R. 14 W., S.B.B.&M.

SCALE : 1"=100'

APRIL 10 1946
53 3 PM
276
3

J. E. McMillen
5.00

I, Harold M. Tegart, hereby certify that I am a Registered Civil Engineer of the State of California, and that this map, consisting of two sheets, correctly represents a survey made under my supervison in December 1945, and that the survey is true and complete as shown, that all of the monuments shown hereon will be in place not later than July 1, 1946, that their position and character are correctly shown and that said monuments are sufficient to enable the survey to be retraced.

Harold M. Tegart
R.E. № 2151

We hereby certify that we are the owners of, or interested in the lands included within the subdivision shown on this map within the colored border lines, and we consent to the preparation and recordation of said map and subdivision and hereby dedicate to the public use all Avenues, Streets, Places and Alley shown on said map; we further certify that, except as shown on a copy of this map on file in the office of the County Road Commissioner, we know of no easement or structure existing within the easements hereby offered for dedication to the public, other than publicly owned water lines, sewers or storm drains; that we will grant no right or interest within the boundaries of said easements offered to the public, except where such right or interest is expressly made subject to the said easements.

We also hereby grant to the County of Los Angeles, the easements for sanitary sewer purposes so designated on said map and all uses incident thereto, including the right to make connections therewith from any adjoining properties.

SUNSET HOMES, INC. a corporation

By Spiros G. Ponty SPIROS G. PONTY President

By Sylvia Kerner SYLVIA KERNER Secretary

TITLE INSURANCE AND TRUST COMPANY, a corporation
(trustee in deed of trust recorded in Book 21964 Page 359 Official Records Los Angeles County, California.)

By E. H. Booth Vice-President

By H. L. Sheldon Ass't. Secretary

State of California
County of Los Angeles } ss.

On this 4 day of MARCH in the year one thousand nine hundred and 46, before me Marie L. Van Buskirk a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared Spiros G. Ponty, known to me to be the President and Sylvia Kerner known to me to be the Secretary of SUNSET HOMES, INC., the corporation that executed the within instrument, and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same.

In witness whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Marie L. Van Buskirk
Notary Public in and for Los Angeles County, State of California.

State of California
County of Los Angeles } ss

On this 4th day of March in the year one thousand nine hundred and 46, before me, M. P. Peace a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared E. H. Booth Jr. known to me to be the Vice President, and H. L. Sheldon known to me to be the Asst. Secretary of the TITLE INSURANCE AND TRUST COMPANY, the corporation that executed the within instrument as trustee, and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same as trustee.

In witness whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

M. P. Peace
Notary Public in and for Los Angeles County, State of California.

In consideration of the Public Ways, etc., in Tract No. 13651 that the map of Tract No. 13651 hereby approved, that the [illegible] for the [illegible] the same is also hereby [illegible] hereby fixed at the [illegible] of [illegible] ways, [illegible]

Darby

1,500.00

The Clerk of the [illegible] a copy of this order [illegible]

I hereby certify that the [illegible] Supervisors at a meeting of said Board [illegible] J. E. McCONNEY, County Clerk [illegible] County of Los Angeles, State of California.

April 9, 1946

Inez Fotmson

[illegible] forms that [illegible] correct.

Dated April 9, 1946.

County Surveyor

C. E. Gemung Engineer

276/4 Free

276-4

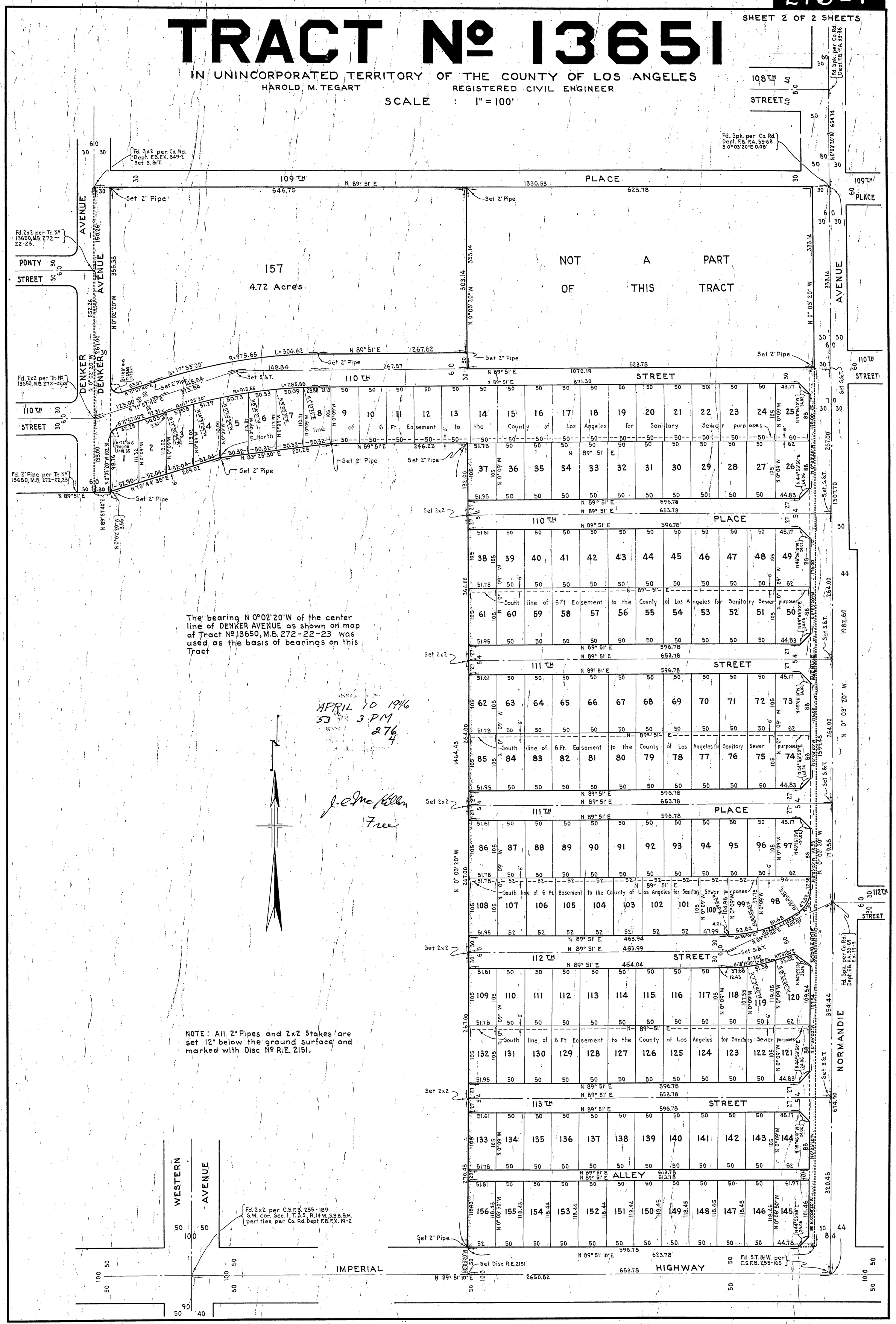
TRACT № 13651

SHEET 2 OF 2 SHEETS

IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES

HAROLD M. TEGART REGISTERED CIVIL ENGINEER

SCALE : 1" = 100'



The bearing N 0°02'20"W of the center line of DENKER AVENUE as shown on map of Tract № 13650, M.B. 272-22-23 was used as the basis of bearings on this Tract

NOTE: All 2" Pipes and 2x2 Stakes are set 12" below the ground surface and marked with Disc № R.E. 2151.

304-43

SCALE 1"= 40'

SHEET 1 OF EIGHT SHEETS

TRACT Nº 13796

IN UNINCORPORATED TERRITORY IN THE COUNTY OF LOS ANGELES

BEING A SUBDIVISION OF A PORTION OF THE SE 1/4 OF SEC. 2
T. 3. S. R. 14. W. S. B. B. & M.

June 18, 1947
4.5 3 Pm
304
43

SEABOARD ENGINEERING CO.

MARK A. ROBIN, REGISTERED CIVIL ENGINEER Nº 2059

BASIS OF BEARINGS

THE BEARING S89°56'56" E OF THE CENTER LINE OF IMPERIAL HIGHWAY AS SHOWN ON MAP OF TRACT Nº 13795 RECORDED IN BOOK 291 PAGES 1 TO 4 OF MAPS LOS ANGELES COUNTY RECORDS WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP

W. H. Taylor
$5.00

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF OR ARE INTERESTED IN THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN ON THE ANNEXED MAP AND THE TITLE OF SAID LAND IS REGISTERED UNDER THE TORRENS SYSTEM IN THE OFFICE OF THE REGISTRAR OF TITLES IN AND FOR THE COUNTY OF LOS ANGELES, AS SHOWN BY CERTIFICATE NO. QJ 33906 OF THE REGISTER OF TITLES, AND THAT SAID CERTIFICATE SHOWS THAT WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID LAND, AND WE CONSENT TO THE MAKING AND RECORDATION OF SAID MAP AND SUBDIVISION AS SHOWN WITHIN THE COLORED BORDER LINE, AND HEREBY DEDICATE TO THE PUBLIC USE ALL OF THE STREETS, PLACES, ALLEYS, AVENUE, AND HIGHWAY SHOWN ON SAID MAP WITHIN SAID SUBDIVISION; WE FURTHER CERTIFY THAT, EXCEPT AS SHOWN ON A COPY OF THIS MAP ON FILE IN THE OFFICE OF COUNTY ROAD COMMISSIONER, WE KNOW OF NO EASEMENT OR STRUCTURE EXISTING WITHIN THE EASEMENTS HEREBY OFFERED FOR DEDICATION TO THE PUBLIC OTHER THAN PUBLICLY OWNED WATER LINES, SEWERS, OR STORM DRAINS; THAT WE WILL GRANT NO RIGHT OR INTEREST WITHIN THE BOUNDARIES OF SAID EASEMENTS OFFERED TO THE PUBLIC, EXCEPT WHERE SUCH RIGHT OR INTEREST IS EXPRESSLY MADE SUBJECT TO THE SAID EASEMENTS.

Richard S. Diller
RICHARD S. DILLER

SOUTHERN CALIFORNIA WATER COMPANY

C. P. Harnish
EXECUTIVE VICE PRESIDENT

George R. Henry
Asst. SECRETARY

I, Mark A. Robin, hereby certify that I am a Registered Civil Engineer [illegible] the State of California, and that this map, consisting of [illegible] correctly represents a survey made under my supervision [illegible] that the survey is true and complete as shown, that the [illegible] shown hereon actually exist or will be in place not later [illegible] 1947 that their position and character are correct[illegible] that said monuments are sufficient to enable the survey to [illegible]

Mark A. Robin
MARK A. ROBIN REG. C.E. Nº 2059

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss

On this 13th day of MAY 1947, before me Irene C. Simmons a Notary Public in and for said county personally appeared C. P. Harnish known to me to be the Executive Vice President, and George R. Henry known to me to be the Assistant Secretary of SOUTHERN CALIFORNIA WATER COMPANY the corporation that executed the within instrument and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged that said Corporation executed the same.

Irene C. Simmons
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY, STATE OF CALIFORNIA

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss

On this 30 day of April 1947, before me a Notary Public in and for said county personally appeared Richard S. Diller known to me to be the person whose name is subscribed to the within instrument, and acknowledged that he executed the same.

Elaine H. Hagman
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY, STATE OF CALIFORNIA

I hereby certify that I have examined this map, [illegible] map and am approved [illegible] that [illegible] of [illegible] have [illegible] satisfied that [illegible] ically correct

June 18, 1947

ALFRED [illegible]
COUNTY [illegible]

Lee H. Lucas [illegible]

In re Acceptance of Highways, Public Ways, etc., in Tract No. 13796

On motion of Supervisor Smith duly seconded and carried, it is ordered that the map of Tract No. 13796 [illegible] and the same is hereby [illegible] collected [illegible] hereby approved in the [illegible] of $ 5050.00 [illegible] map

June 17, 1947

Inez Robinson [illegible]

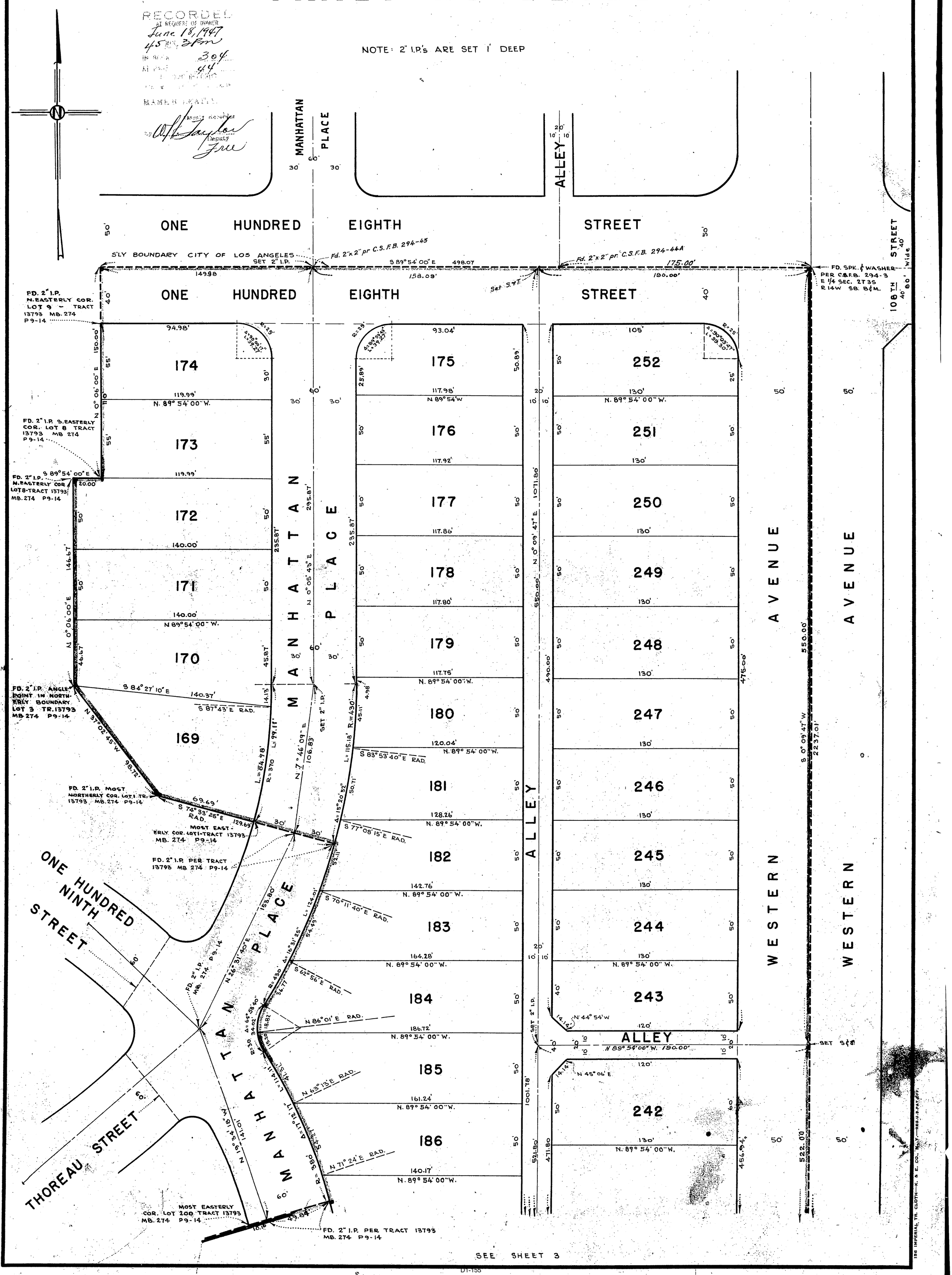
156 IMPERIAL TR. CLOTH K. & E. CO., N. Y. REG. U.S. PAT. OFF.

SCALE 1" = 40'

TRACT № 13796

RECORDED
AT REQUEST OF OWNER
June 18, 1947
45 MIN. 3 PM
IN BOOK 304
AT PAGE 44
OFFICIAL RECORDS
LOS ANGELES COUNTY, CALIFORNIA
MARSH GRADY
County Recorder
By W. H. Taylor Deputy
Free

NOTE: 2" I.P.'s ARE SET 1' DEEP



SCALE 1" = 40'

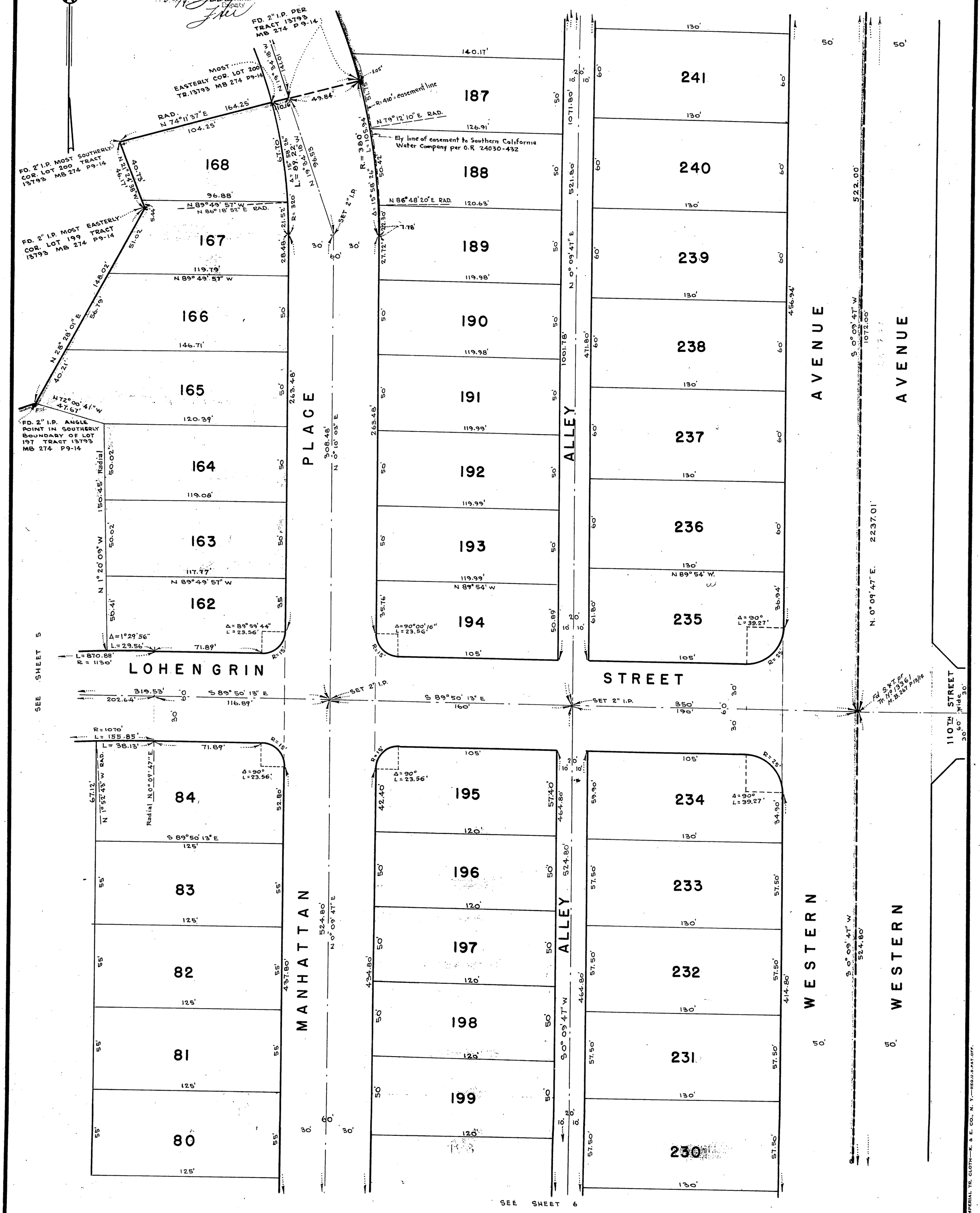
SHEET 3 OF EIGHT SHEETS

TRACT Nº 13796

RECORDED
AT REQUEST OF OWNER
June 18, 1947
4 5 min 3 Pm
IN BOOK 304
AT PAGE 45
OF MAP MAPS
LOS ANGELES COUNTY, CALIF.
MAME B. PRATTY,
County Recorder
By W. H. Taylor
Deputy

NOTE: 2" I.P.'s ARE SET 1' DEEP

SEE SHEET 2



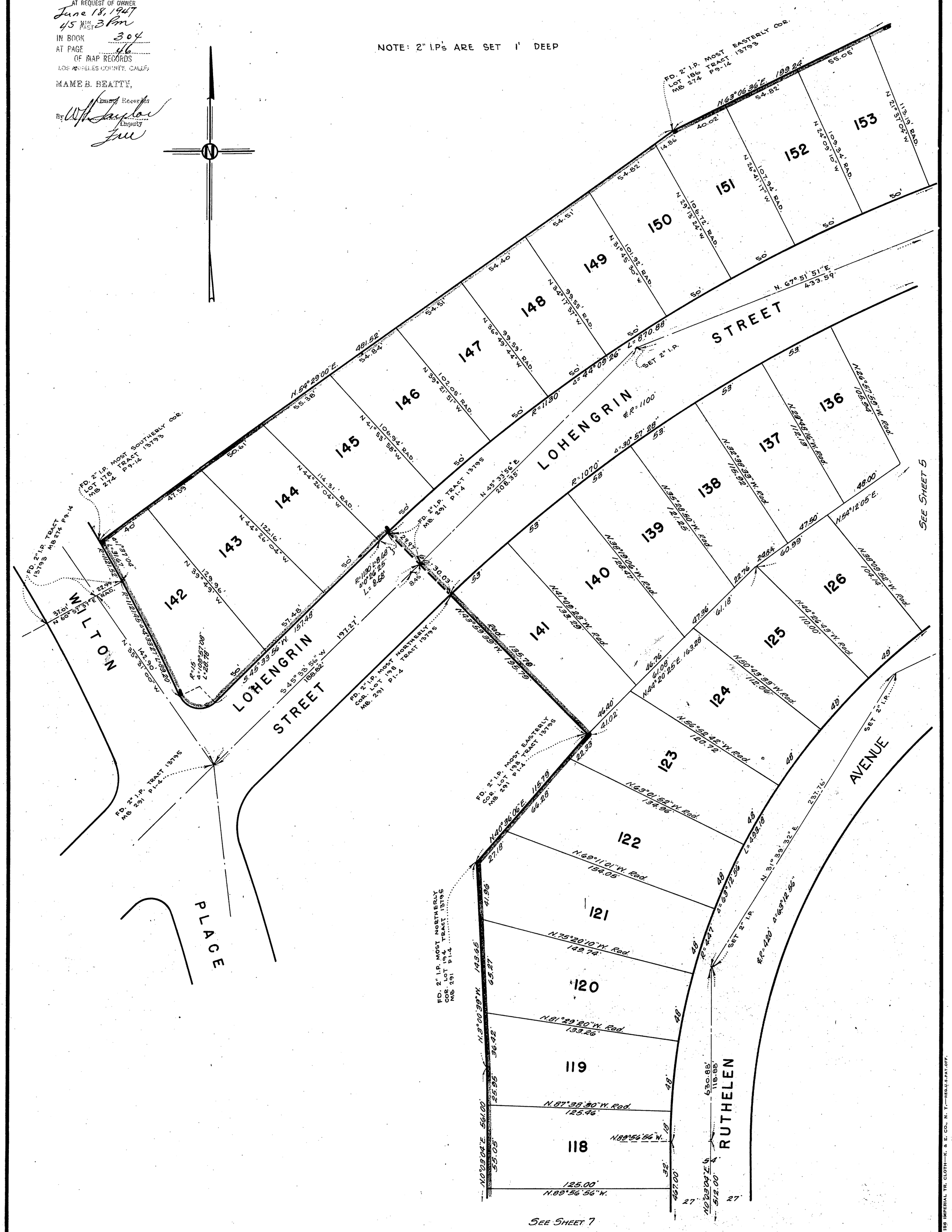
156 IMPERIAL TR. CLOTH—K. & E. CO., N. Y.—REG. U.S. PAT. OFF.

SCALE 1" = 40'

TRACT № 13796

RECORDED
AT REQUEST OF OWNER
June 18, 1947
45 MIN. PAST 3 PM
IN BOOK 304
AT PAGE 46
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
MAME B. BEATTY,
County Recorder
By W. H. Taylor
Deputy
Fee

NOTE: 2" I.P's ARE SET 1' DEEP



198 IMPERIAL TR. CLOTH—K. & E. CO., N. Y.—REG. U.S. PAT. OFF.

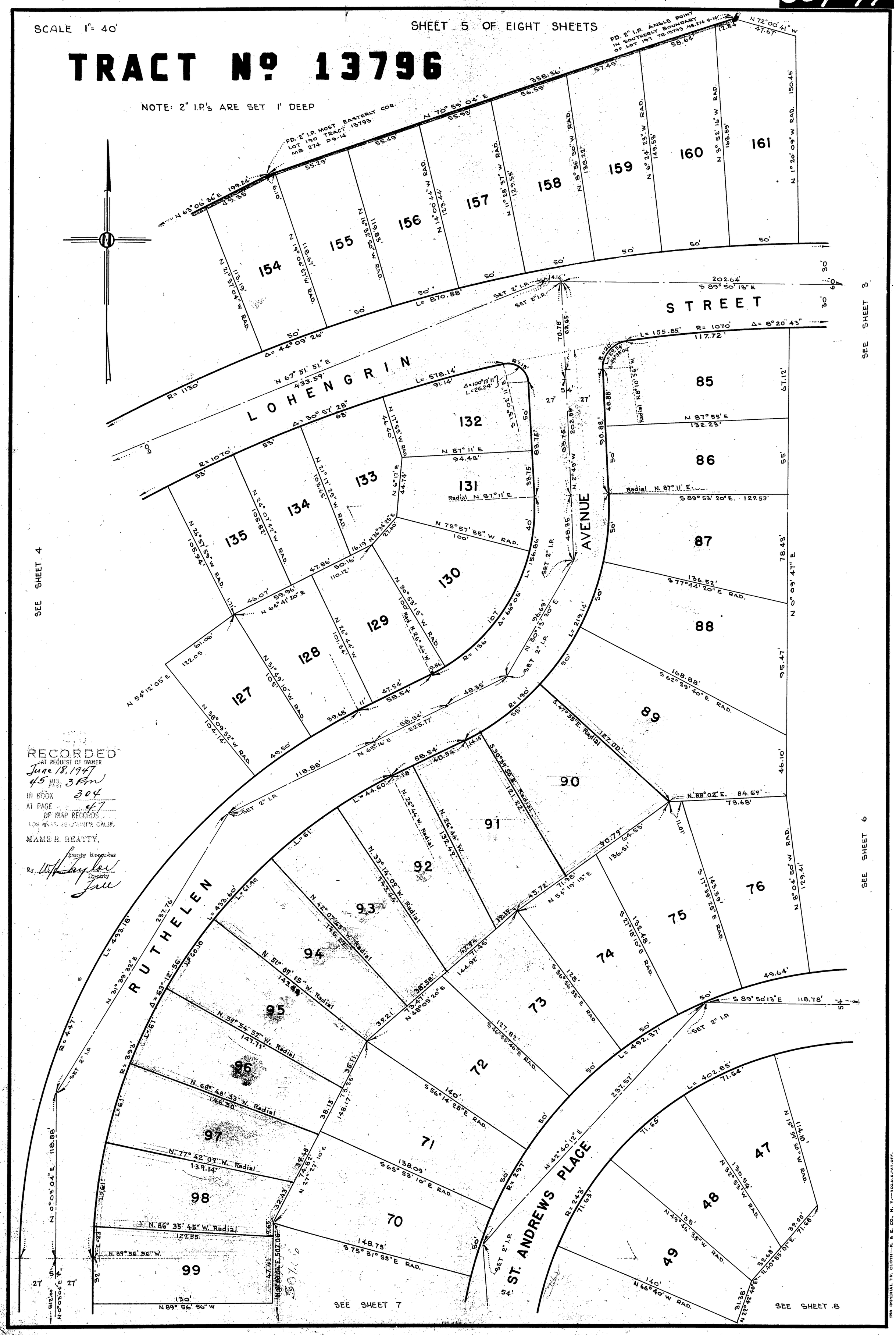
304-47

SCALE 1" = 40'

SHEET 5 OF EIGHT SHEETS

TRACT Nº 13796

NOTE: 2" I.P.'s ARE SET 1' DEEP



RECORDED
AT REQUEST OF OWNER
June 18, 1947
45 MIN. PAST 3 PM
IN BOOK 304
AT PAGE 47
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
MAME B. BEATTY,
County Recorder
By W. F. Taylor
Deputy

186 IMPERIAL TR. CLOTH—K. & E. CO., N. Y.—REG. U.S. PAT. OFF.

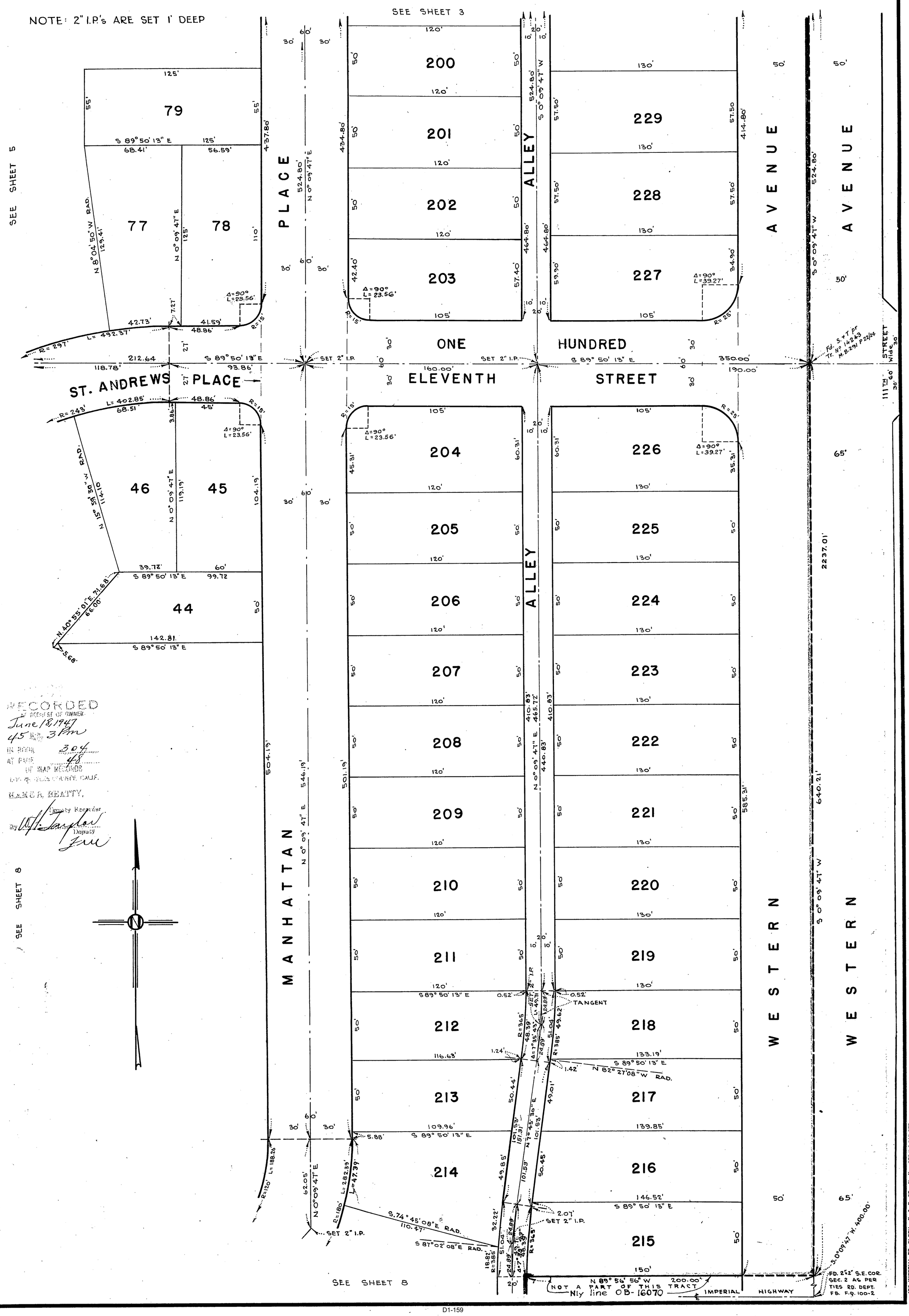
304-48

SCALE 1" = 40'

SHEET 6 OF EIGHT SHEETS

TRACT Nº 13796

NOTE: 2" I.P.'s ARE SET 1' DEEP



RECORDED
AT REQUEST OF OWNER
June 18, 1947
45 min 3 Pm
IN BOOK 304
AT PAGE 48
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
NAMES R. BEATTY,
County Recorder
By W. J. Taylor
Deputy
FM

186 IMPERIAL TR. CLOTH—K. & E. CO., N. Y.—REG. U.S. PAT. OFF.

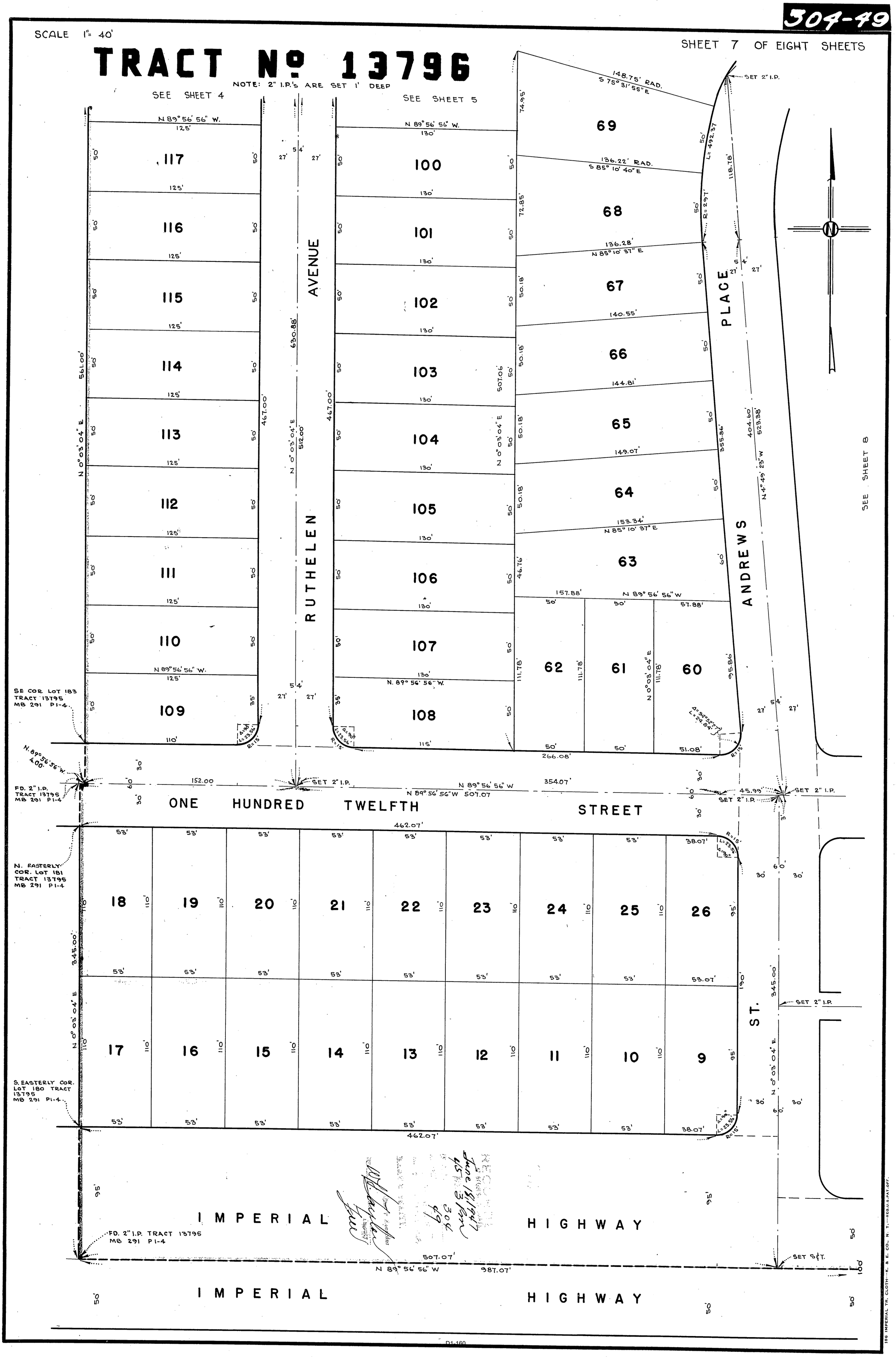
304-49

SCALE 1" = 40'

SHEET 7 OF EIGHT SHEETS

TRACT Nº 13796

NOTE: 2" I.P.'s ARE SET 1' DEEP

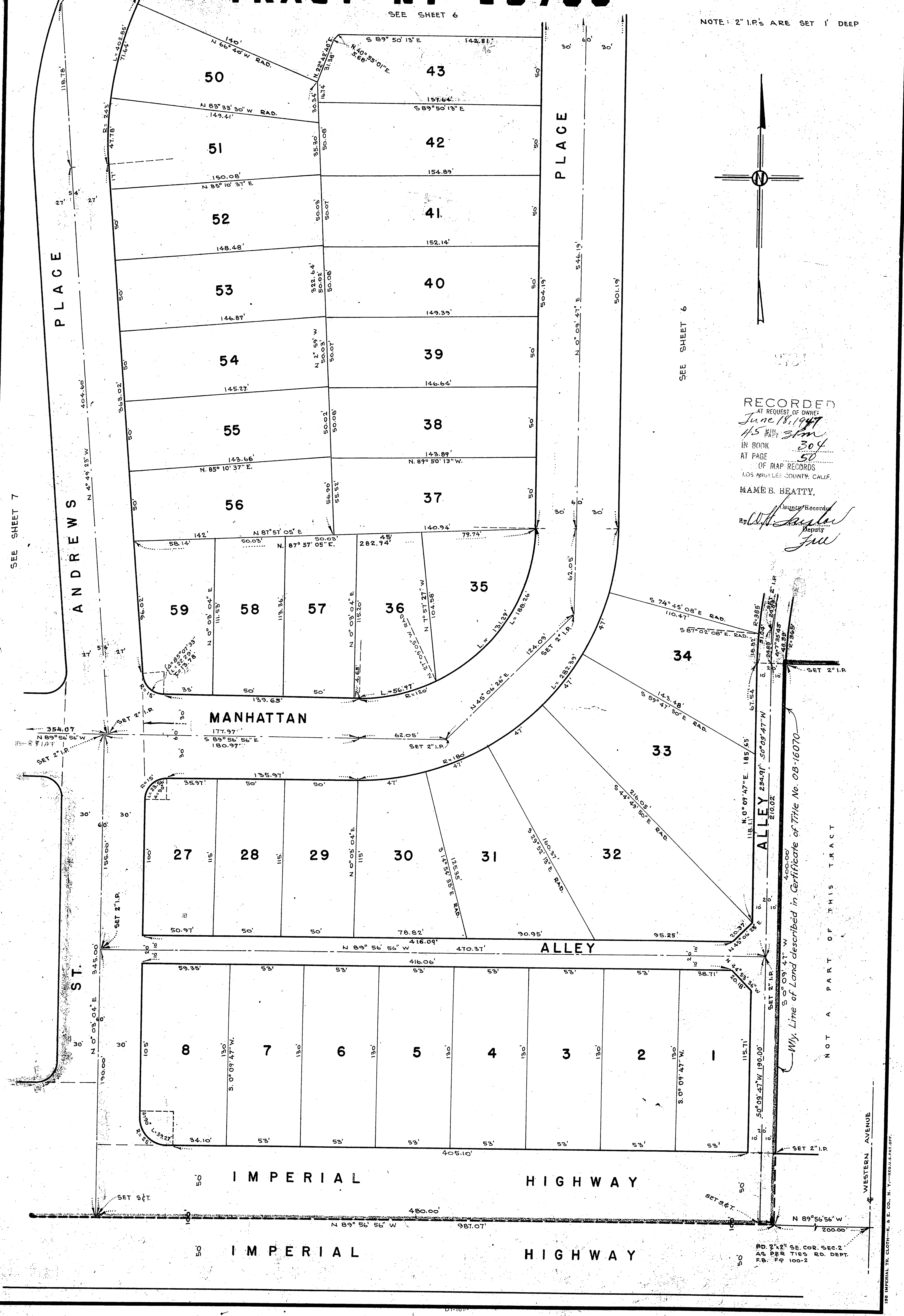


156 IMPERIAL TR. CLOTH—K. & E. CO., N. Y.—REG. U.S. PAT. OFF.

304-50

SCALE 1" = 40'

TRACT No 13796

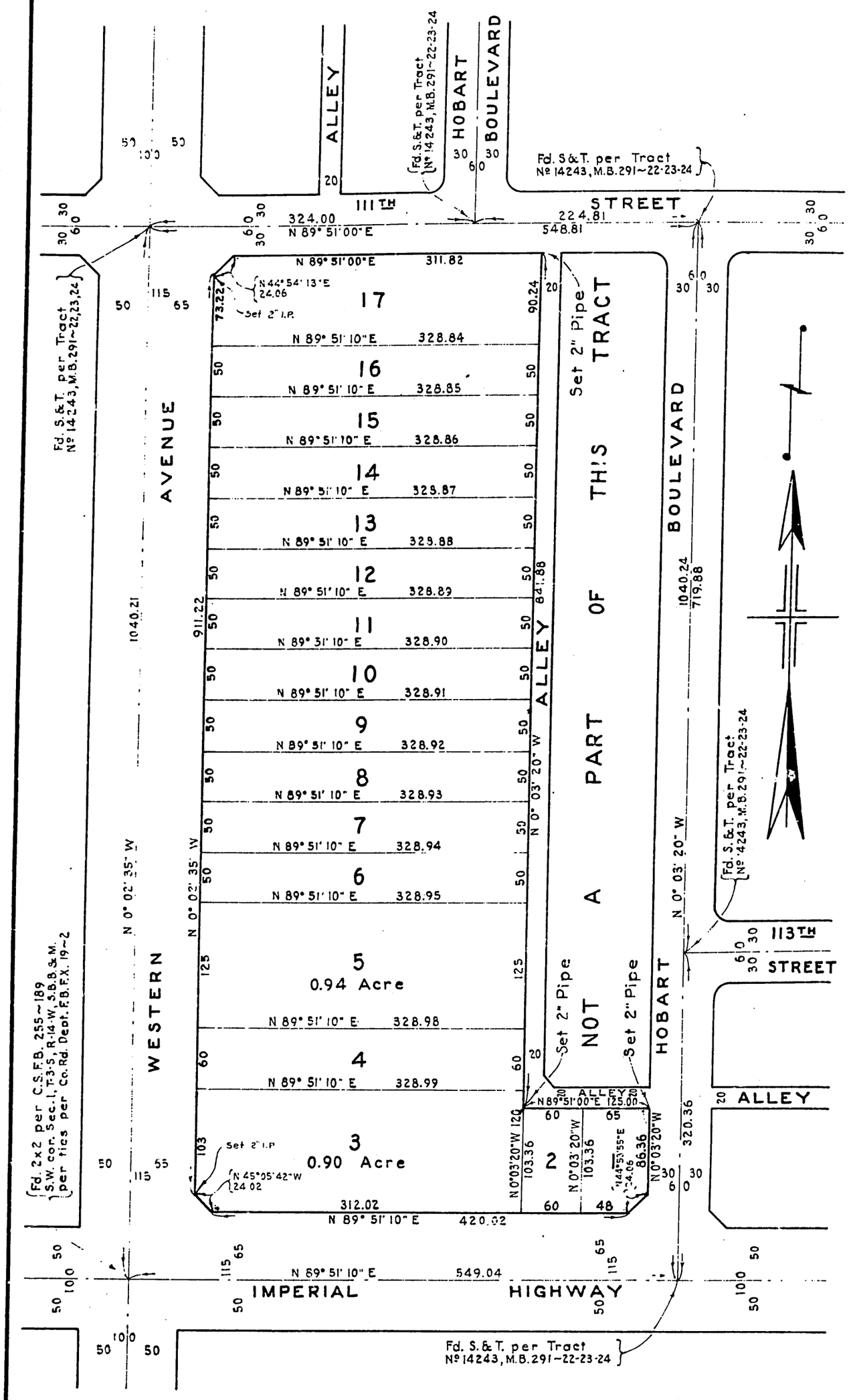


TRACT № 14933

IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES

BEING A SUBDIVISION OF LOT 328, TRACT № 14243 AS PER MAP RECORDED IN BOOK 291, PAGES 22, 23 AND 24 OF MAPS, RECORDS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.

SCALE : 1" = 100'



The bearing N 0° 02' 35" W of the center line of WESTERN AVENUE as shown on the map of Tract № 14243, M.B. 291~22-23 and 24 was used as the basis of bearings on this Tract.

Note: All 2' Pipes are set 12" below the ground surface and marked with Disc R.E. 2151.

I, Harold M. Tegart, hereby certify that I am a Registered Civil Engineer of the State of California, that this map, consisting of one sheet, correctly represents a survey made under my supervision in July 1947, that the survey is true and complete as shown, that all of the monuments shown hereon are in place, that their position and character are correctly shown and that said monuments are sufficient to enable the survey to be retraced.

Harold M. Tegart
R.E. 2151

We hereby certify that we are the owners of or are interested in the lands included within the subdivision shown on this map within the colored border lines and we consent to the preparation and recordation of said map.

Spiros George Ponty
SPIROS GEORGE PONTY

Oct. 15, 1947
27 4 Pm
310
44

BUILDERS BONDED MANAGEMENT CORPORATION, a corporation.

By Arthur E. Edmunds President

By Joseph Meyerson Secretary

W. H. Taylor $5.00

State of California } ss.
County of Los Angeles }

On this 2d day of Oct 1947, before me, the undersigned, a Notary Public in and for said County, personally appeared Spiros George Ponty, known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

Russell F. Hughes
Notary Public
My Commission expires 8/16/1950

State of California } ss
County of Los Angeles }

On this 24th day of September 1947, before me, E. K. ZUCKERMAN a Notary Public in and for said County, personally appeared ARTHUR E. EDMUNDS known to me to be the President and JOSEPH MEYERSON, known to me to be the Secretary of BUILDERS BONDED MANAGEMENT CORPORATION, the corporation that executed the within instrument and known to me to be the persons who executed the within instrument on behalf of the corporation named therein, and acknowledged to me that such corporation executed the same.

E. K. Zuckerman
Notary Public
My Commission expires JUNE 20, 1949

Tract No 14933 Smith
Tract No. 14933
1100.00

Earl Lippold October 14, 1947
Meyer Atmson

Oct 15, 1947

SCALE: 1" = 60'

TRACT Nº 13662

IN UNINCORPORATED TERRITORY IN THE COUNTY OF LOS ANGELES

BEING A SUBDIVISION OF A PORTION OF THE WEST HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 11, T. 3 S., R. 14 W. S. B. B. & M.

I hereby certify that I have examined this map; that it conforms substantially to the tentative map and all approved alterations thereof; that all provisions of applicable State law and local subdivision ordinances have been complied with; and that I am satisfied that this map is technically correct.

C. E. ARNOLD
COUNTY SURVEYOR
By F. A. Quinton Deputy

Dated: Oct. 20, 1948

RECORDED
AT REQUEST OF OWNER
Oct. 20, 1948
59 MIN. PAST 3 P.M.
IN BOOK 333
AT PAGE 33
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
MARK B. BEATTY
COUNTY RECORDER
BY Grace L. Bonard DEPUTY
$5.00

SEABOARD ENGINEERING CO.
MARK A. ROBIN, REGISTERED CIVIL ENGINEER Nº 2059

BASIS OF BEARINGS

THE BEARING S. 89° 56' 56" E. OF THE CENTER LINE OF IMPERIAL HIGHWAY AS SHOWN ON MAP OF TRACT Nº 13795 RECORDED IN BOOK 291, PAGES 1 TO 4, OF MAPS, LOS ANGELES COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

We hereby certify that we are the owners of, or are interested in the lands included within the subdivision shown on this map within the colored border lines, and we consent to the preparation and recordation of said map and subdivision; and we hereby dedicate to the public use, all streets, avenue, places, and alley, shown on said map; we further certify that, except as shown on a copy of this map on file in the office of the County Road Commissioner, we know of no easement or structure existing within the easements hereby offered for dedication to the public, other than publicly owned water lines, sewers or storm drains; that we will grant no right or interest within the boundaries of said easements offered to the public, except where such right or interest is expressly made subject to the said easements, and also grant to the County of Los Angeles the easement for sanitary sewer purposes so designated on said map and all uses incident thereto, including the right to make connections therewith from any adjoining properties.

Lawton Williams
Frances P. Williams
EASEMENT HOLDERS BY SUCCESSION O.R. BOOK 21980, PAGE 18

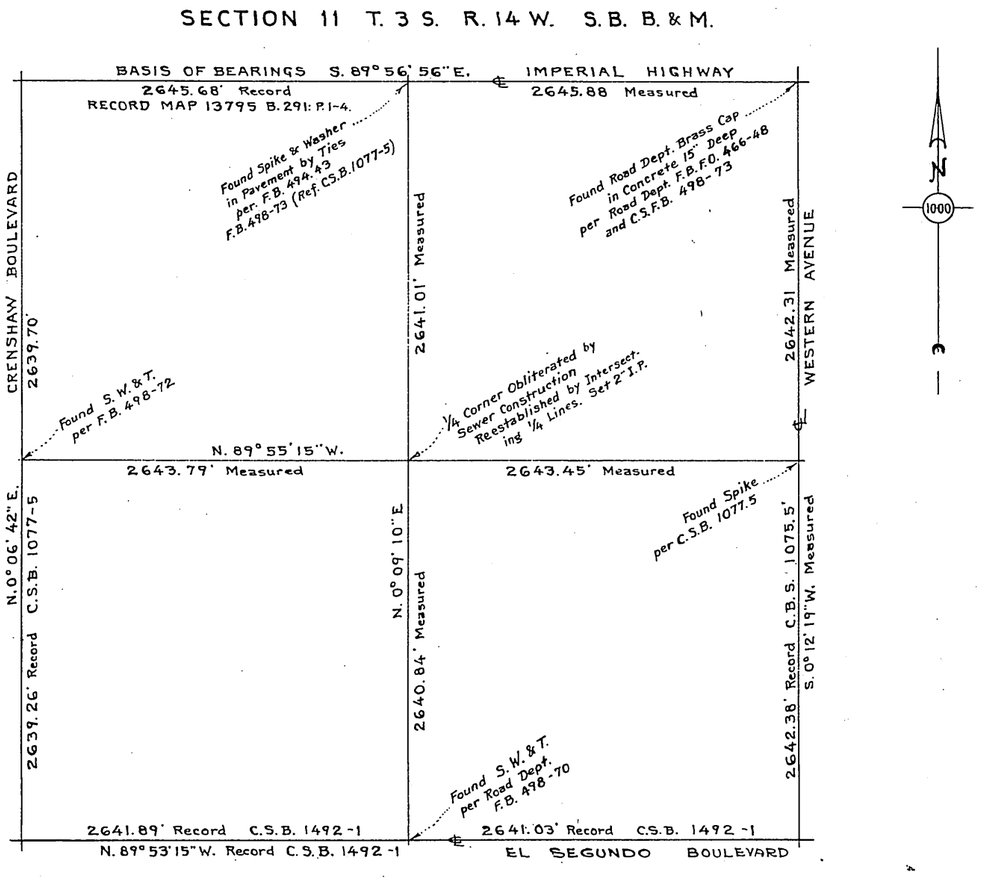
Henry M. Mertens
Ramona Mertens

TITLE INSURANCE AND TRUST COMPANY
TRUSTEE UNDER DEED OF TRUST O.R. 21887-377, & O.R. 21980-18. encumbrance on deed of trust recorded
E. H. Booth Jr. VICE PRESIDENT
H. L. Sheldon ASSISTANT SECRETARY

The undersigned SHELL OIL COMPANY, INCORPORATED, is the holder of an easement for ingress and egress (particularly described in Book 21980 at Page 18 of Official Records of Los Angeles County, California) pursuant to an Oil and Gas Lease of record in Book 24300 at Page 417, Official Records of said County and to the extent (but only to the extent) of its aforesaid interest, does hereby consent to the making and recordation of this map and subdivision shown thereon within the colored border lines, subject, however, to and reserving all rights of the undersigned under the aforesaid easement.

SHELL OIL COMPANY, INCORPORATED
By [signature] Vice President
By [signature] Assistant Secretary

SECTION 11 T. 3 S. R. 14 W. S. B. B. & M.



I, MARK A. ROBIN, hereby certify that I am a Registered Civil Engineer of the State of California, and that this map, consisting of three sheets, correctly represents a survey made under my supervision January 1948, that the survey is true and complete as shown, that the monuments shown hereon actually exist or will be in place not later than January 1st 1949, that their positions and character are correctly shown, and that said monuments are sufficient to enable the survey to be retraced.

Mark A. Robin
REGISTERED CIVIL ENGINEER, CERTIFICATE Nº 2059

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss
On this 25th day of March 1948, before me [signature] a Notary Public in and for said county, personally appeared HENRY M. MERTENS and RAMONA MERTENS known to me to be the persons whose names are subscribed to the within instrument, and acknowledged that they executed the same.
[signature]
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY, STATE OF CALIFORNIA

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss
On this ... day of 7th 1948, before me Marva Steele a Notary Public in and for said county, personally appeared LAWTON WILLIAMS and FRANCES P. WILLIAMS known to me to be the persons whose names are subscribed to the within instrument, and acknowledged that they executed the same, as Easement Holders.
Marva Steele
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY, STATE OF CALIFORNIA

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss
On this 1st day of April 1948, before me J. J. Woodruff a Notary Public in and for said county, personally appeared E. H. Booth Jr. known to me to be the Vice President, and H. L. Sheldon known to me to be the Assistant Secretary of the TITLE INSURANCE AND TRUST COMPANY, the corporation that executed the within instrument and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged that said Corporation executed the same. as Trustee
[signature]
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY, STATE OF CALIFORNIA

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss
On this 23rd day of April, 1948, before me, Mary A. Boland a Notary Public in and for said County and State residing therein, duly commissioned and sworn, personally appeared S. F. Beverly and R. T. Patton known to me to be the Vice President and Assistant Secretary, respectively, of SHELL OIL COMPANY, INCORPORATED, the corporation described in and that executed the within instrument, and also known to me to be the persons who executed it on behalf of the corporation therein named, and they acknowledged to me that such corporation executed the same.
In Witness Whereof, I have hereunto set my hand and affixed my official seal, at my office, in said County and State, the day and year last above written.
Mary A. Boland
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY, STATE OF CALIFORNIA.
MY COMMISSION EXPIRES Dec. 22, 1951

In re Acceptance of Highways, Public Ways, etc., in TRACT 13662 } On motion of Supervisor Smith duly seconded and carried, it is ordered that the map of TRACT Nº 13662 be and the same is hereby approved; that the bond filed in the office of this Board as security for the payment of taxes and special assessments collected as taxes be and the same is also hereby approved in the sum of $ 1,300.00 which is hereby fixed as the required amount of said bond; and that all highways, other public ways, places and easements shown upon said map and therein offered for dedication be and the same are hereby accepted on the behalf of the public.

The Clerk of this Board is directed to endorse on the face of said map a copy of this order authenticated by the seal of the Board of Supervisors.

I hereby certify that the foregoing order was adopted by the Board of Supervisors at a meeting of said Board held October 19, 1948.
WG Sharp County Clerk and Ex-officio Clerk of the Board of Supervisors of the County of Los Angeles, State of California.
By Inez Robinson Deputy

SCALE: 1" = 60'

SHEET 2 OF THREE SHEETS

TRACT Nº 13662

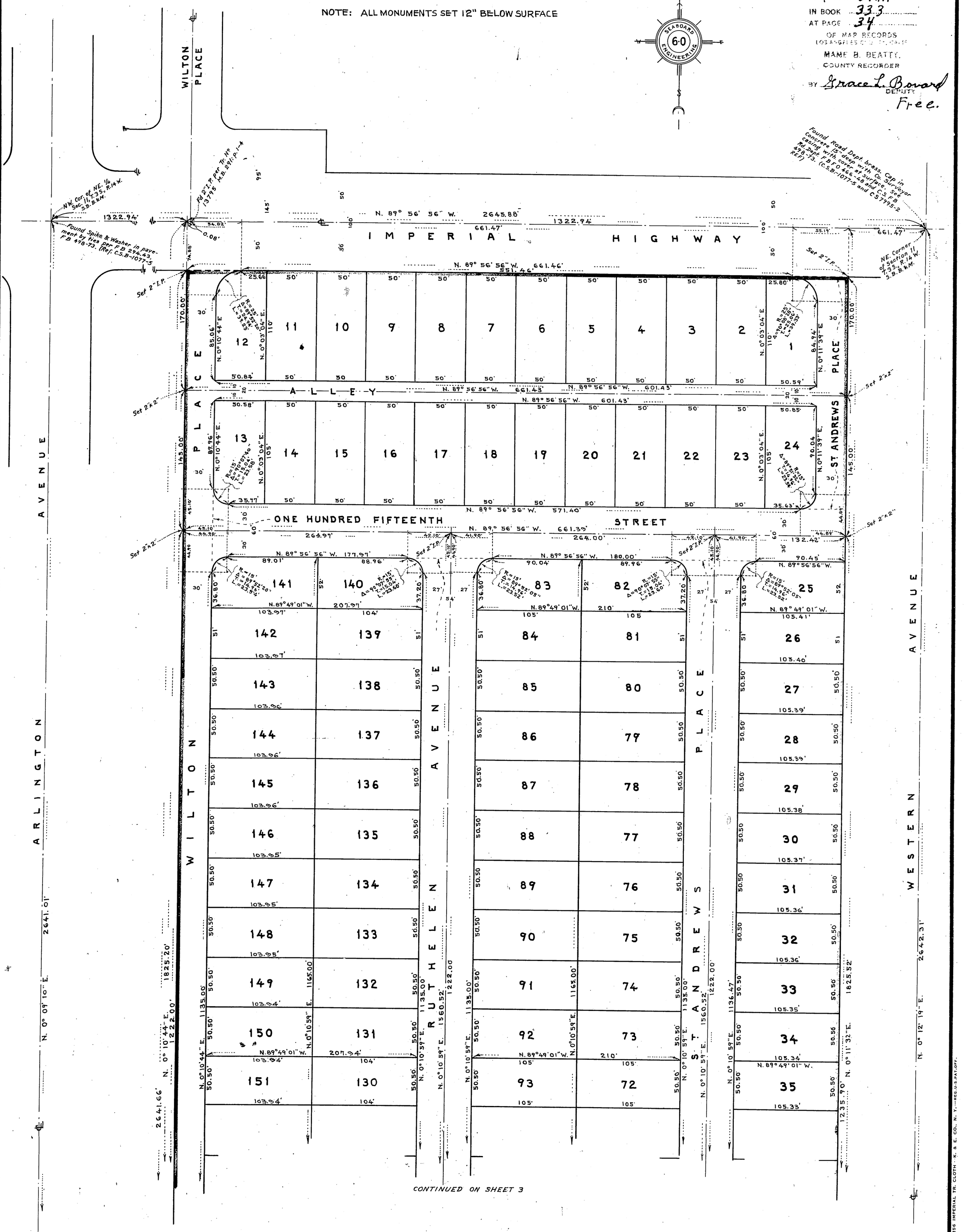
2704

RECORDED
AT REQUEST OF OWNER
Oct. 20, 1948
59 MIN. PAST 3 P.M.
IN BOOK 333
AT PAGE 34
OF MAP RECORDS
LOS ANGELES COUNTY, CALIFORNIA
MAME B. BEATTY,
COUNTY RECORDER
BY Grace L. Bovard DEPUTY
Free.

NORTH

SEABOARD ENGINEERING 6·0

NOTE: ALL MONUMENTS SET 12" BELOW SURFACE



CONTINUED ON SHEET 3

156 IMPERIAL TR. CLOTH - K. & E. CO., N. Y.—REG. U.S. PAT. OFF.

333-35

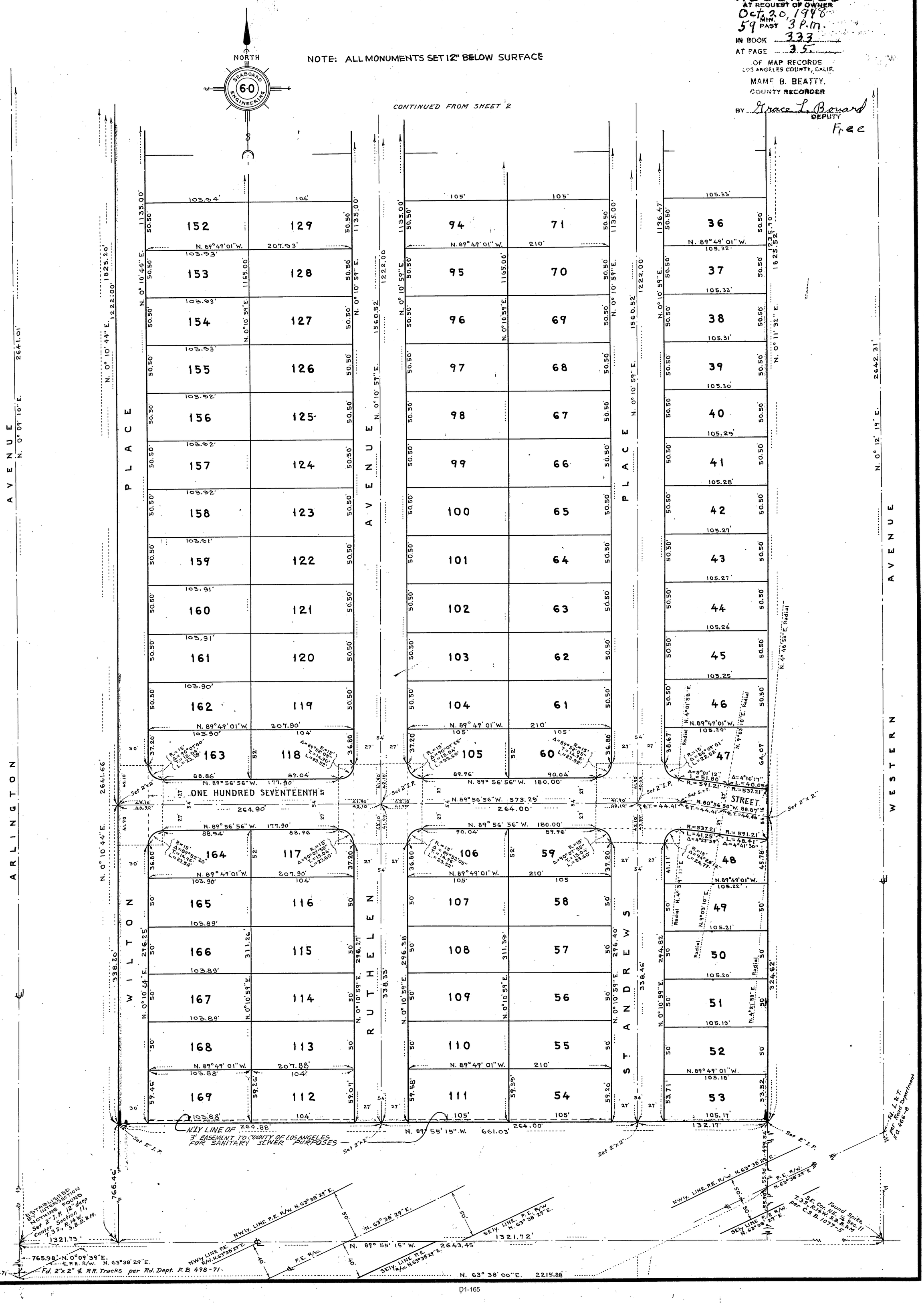
SCALE: 1" = 60'

SHEET 3 OF THREE SHEETS

TRACT Nº 13662

2705

RECORDED
AT REQUEST OF OWNER
Oct. 20, 1948
59 MIN. PAST 3 P.M.
IN BOOK 333
AT PAGE 35
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
MARK B. BEATTY,
COUNTY RECORDER
BY Grace L. Bovard DEPUTY
Fee



319-45

TRACT NO. 14299

SHEET 1 OF 5 SHEETS

TRACT NO. 14299

IN UNINCORPORATED TERRITORY OF LOS ANGELES COUNTY, CALIFORNIA.

BEING A SUBDIVISION OF A PORTION OF THE SW. 1/4 OF NE. 1/4 OF SECTION 12, T. 3 S., R. 14 W., S.B.B.M., COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND THAT PORTION OF 120TH STREET VACATED BY THE COUNTY BOARD OF SUPERVISORS, BY RESOLUTION DATED NOV. 18, 1947.

Mar 18 1948
57 3 P.M.
319
45

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF OR INTERESTED IN THE LANDS INCLUDED WITHIN THE SUBDIVISION SHOWN ON THIS MAP WITHIN THE COLORED BORDER LINES, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF SAID MAP AND SUBDIVISION AND HEREBY DEDICATE TO THE PUBLIC USE, ALL STREETS, AVENUES, AND ALLEYS SHOWN ON SAID MAP, AND ALSO GRANT TO THE COUNTY OF LOS ANGELES, THE EASEMENTS FOR SANITARY SEWER AND STORM DRAIN PURPOSES SO DESIGNATED ON SAID MAP AND ALL USES INCIDENT THERETO, INCLUDING THE RIGHT TO MAKE CONNECTIONS THEREWITH FROM ANY ADJOINING PROPERTIES; WE FURTHER CERTIFY THAT, EXCEPT AS SHOWN ON A COPY OF THIS MAP ON FILE IN THE OFFICE OF THE COUNTY ROAD COMMISSIONER, WE KNOW OF NO EASEMENT OR STRUCTURE EXISTING WITHIN THE EASEMENTS HEREBY OFFERED FOR DEDICATION TO THE PUBLIC OTHER THAN PUBLICLY OWNED WATER LINES, SEWERS, OR STORM DRAINS, THAT WE WILL GRANT NO RIGHT OR INTEREST WITHIN THE BOUNDARIES OF SAID EASEMENTS OFFERED TO THE PUBLIC, EXCEPT WHERE SUCH RIGHTS OR INTEREST IS EXPRESSLY MADE SUBJECT TO THE SAID EASEMENTS.

See Addendum Below

SIGNED Marshall G. Geddes
MARSHALL G. GEDDES

COUNTY SANITATION DISTRICT NO. 5 OF LOS ANGELES COUNTY

Raymond V. Darby
CHAIRMAN OF ITS BOARD OF DIRECTORS

K. H. Harding
SECRETARY OF ITS BOARD OF DIRECTORS

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } SS

ON THIS 9TH DAY OF JULY, 1947 BEFORE ME, J. F. MORONEY, COUNTY CLERK, AND EXOFFICIO CLERK OF THE SUPERIOR COURT IN AND FOR SAID COUNTY, RAYMOND V. DARBY KNOWN TO ME TO BE THE CHAIRMAN AND K. H. HARDING KNOWN TO ME TO BE THE SECRETARY OF BOARD OF DIRECTORS OF COUNTY SANITATION DISTRICT NO. 5, OF LOS ANGELES COUNTY, THE ORGANIZATION THAT EXECUTED THE WITHIN INSTRUMENT, KNOWN TO ME TO BE THE PERSONS WHO EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF THE ORGANIZATION HEREIN NAMED AND ACKNOWLEDGED THAT SUCH ORGANIZATION EXECUTED THE SAME.

IN WITNESS WHERE OF I HAVE HERE UNTO SET MY HAND AND AFFIXED THE SEAL OF THE SUPERIOR COURT THE DAY AND YEAR IN THIS CERTIFICATE FIRST WRITTEN.

J. F. MORONEY
COUNTY CLERK AND EXOFFICIO CLERK OF SAID SUPERIOR COURT.

BY Homer Teall
DEPUTY.

SEAL

WE HEREBY DEDICATE FOR PUBLIC USE FOR STREET PURPOSES THAT CERTAIN STRIP OF LAND DESIGNATED AS FUTURE STREET SHOWN ON SAID MAP WITHIN SAID SUBDIVISION; RESERVING TO OURSELVES, FOR THE USE OF OURSELVES AND SUCCESSIVE OWNERS OF THE RESPECTIVE LOTS SHOWN ON SAID MAP WITHIN WHICH SAID STRIP LIES ANY AND ALL ORDINARY USES OF SAID LAND EXCEPT THE ERECTION OR CONSTRUCTION THERE ON OF ANY STRUCTURE NOT ORDINARILY PLACED ON PUBLIC STREETS, UNTIL SUCH TIME AS THE PROPER LEGISLATIVE BODY SHALL OPEN SAID STREET FOR PUBLIC USE.

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } SS

ON THIS 12TH DAY OF FEBRUARY 1947 BEFORE ME PHILLIP ROSSI A NOTARY PUBLIC IN AND FOR SAID COUNTY, PERSONALLY APPEARED MARSHALL G. GEDDES KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO WITHIN INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME

G M Woodbury
$5.00

SIGNED Phillip Rossi
PHILLIP ROSSI

BASIS OF BEARING

THE BASIS OF BEARING IS THE PROPOSED CENTER LINE OF NORMANDIE AVENUE, N. 0° 10' 10" E. AS SHOWN ON THE COUNTY SURVEYOR'S MAP B-1841, COUNTY OF LOS ANGELES, CALIFORNIA.

I HEREBY CERTIFY THAT I AM A LICENSED SURVEYOR OF THE STATE OF CALIFORNIA; THAT THIS MAP CONSISTING OF FIVE SHEETS CORRECTLY REPRESENTS A TRUE AND COMPLETE SURVEY MADE UNDER MY SUPERVISION SEPTEMBER, 1946; THAT THE MONUMENTS SHOWN HEREON WILL BE IN PLACE NOT LATER THAN OCTOBER, 1947; THAT THEIR POSITIONS AND CHARACTER ARE CORRECTLY SHOWN AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

James R. McKenzie
JAMES R. McKENZIE
LICENSED LAND SURVEYOR NO. 2292

In re Acceptance of Highways, Public Ways, etc., in Tract No. 14299 } On motion of Supervisor Ford duly seconded and carried, it is ordered that the map of Tract No. 14299 be and the same is hereby approved; that the bond filed in the office of this Board as security for the payment of taxes and special assessments collected as taxes be and the same is also hereby approved in the sum of $ 1475.00 which is hereby fixed as the required amount of said bond; and that all highways, other public ways, places and easements shown upon said map are therein offered for dedication be and the same are hereby accepted on the behalf of the public.

Also the "Future Street" shown on said map and herein offered for dedication is hereby rejected under the provisions of Section 11616 of the Subdivision Map Act.

The Clerk of this Board is directed to endorse on the face of said map a copy of the order authorized by the seal of the Board of Supervisors.

I hereby certify that the foregoing order was adopted by the Board of Supervisors at a meeting of said Board held March 16, 1948

Earl Lippold, County Clerk and Ex-officio Clerk of the Board of Supervisors of the County of Los Angeles, State of California.

By Inez Robinson

I hereby certify that I have examined this map; that it conforms substantially to the tentative map and all approved alterations thereof; that all provisions of applicable State law and local subdivision ordinances have been complied with; and that I am satisfied that this map is technically correct.

Dated: March 18, 1948

C. E. ARNOLD
COUNTY SURVEYOR

By [illegible] Deputy

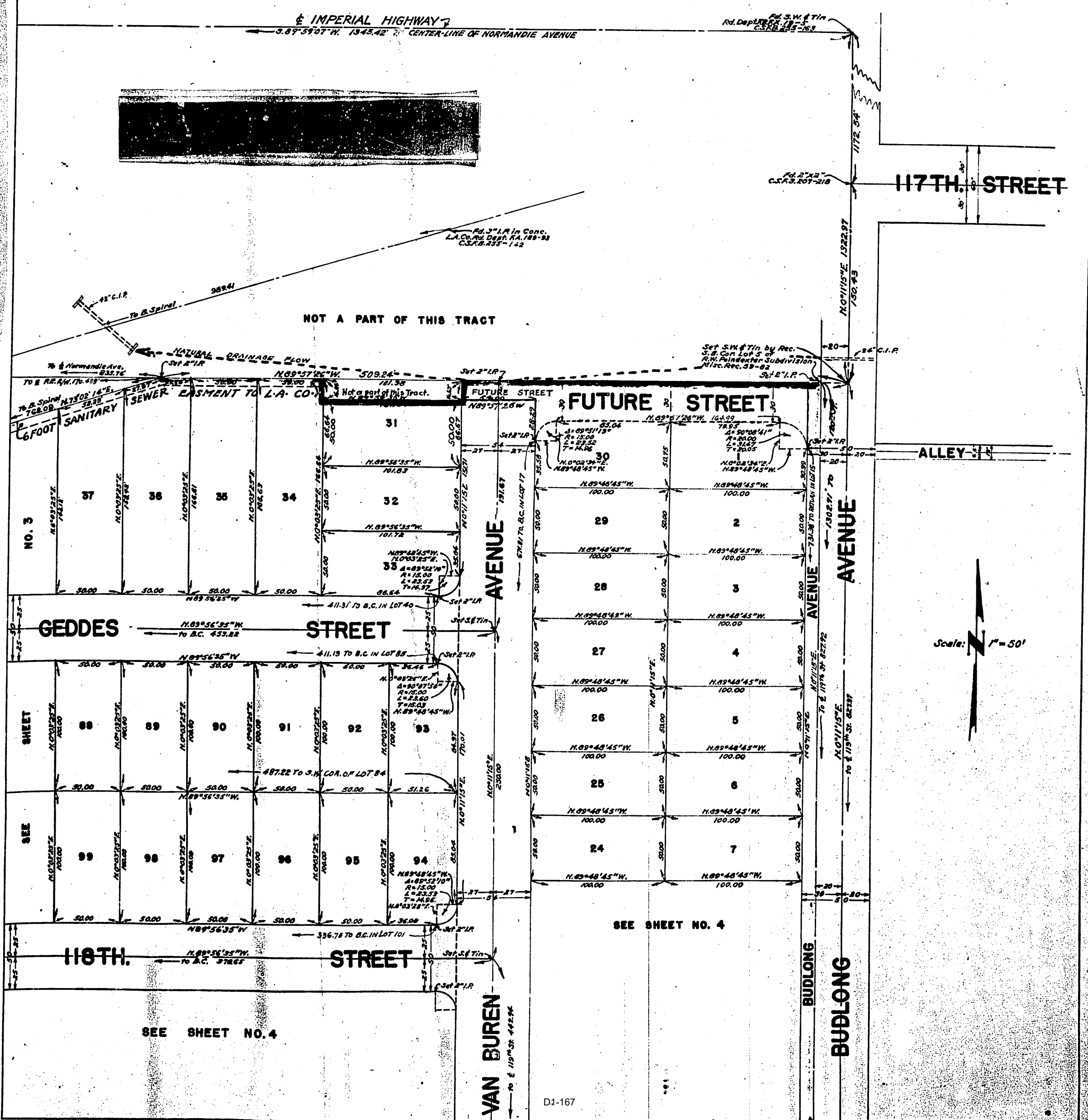
319 - 46

TRACT NO. 14299

SHEET 2 OF 5 SHEETS

Mar 18 1948
57 3P.M
319
46

BM Woodbury
Free



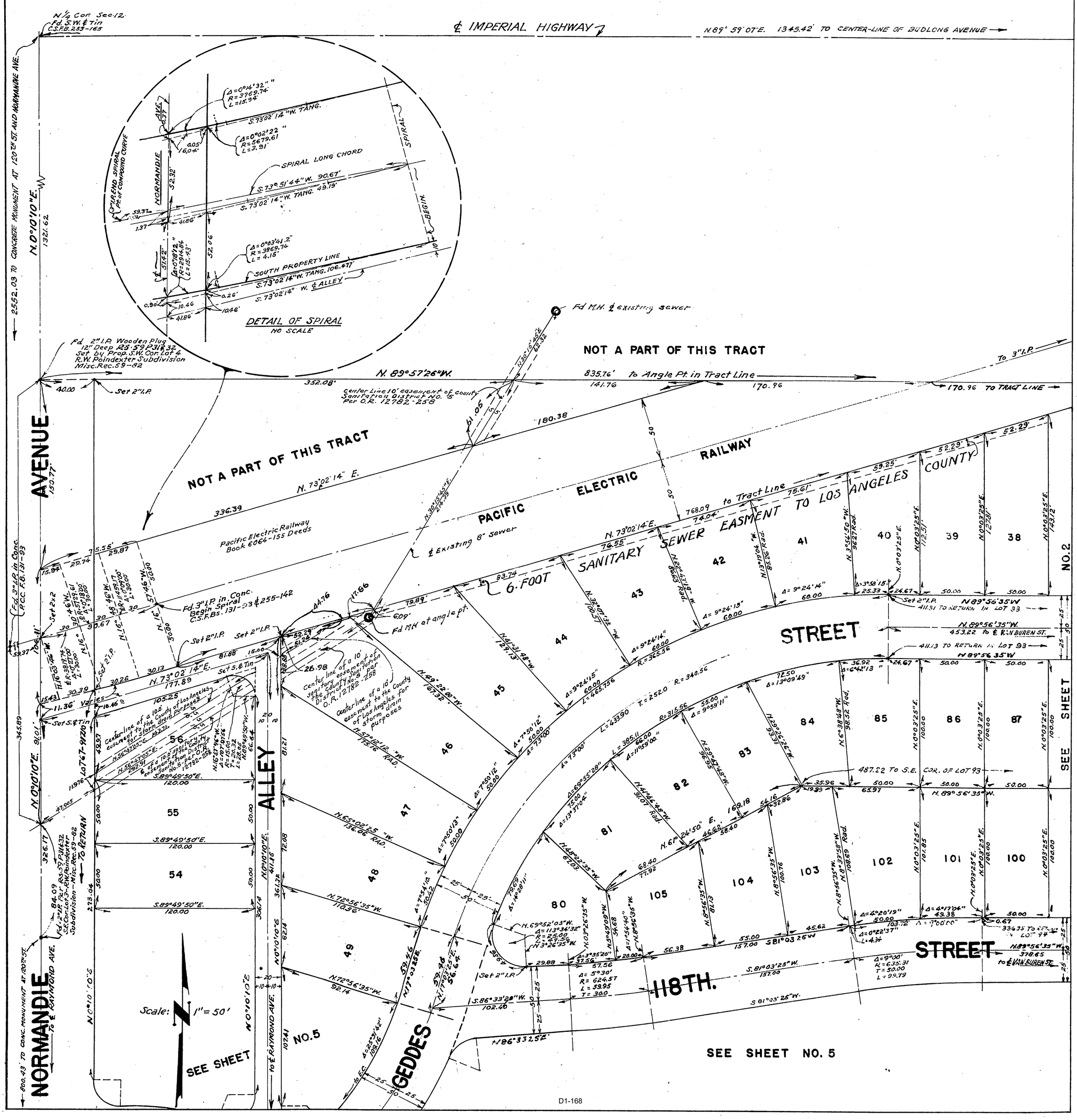
319-47

TRACT NO. 14299

SHEET 3 OF 5 SHEETS

Mar. 18, 1948
57 3 P.M.
319
47

Wm Woodbury
Free

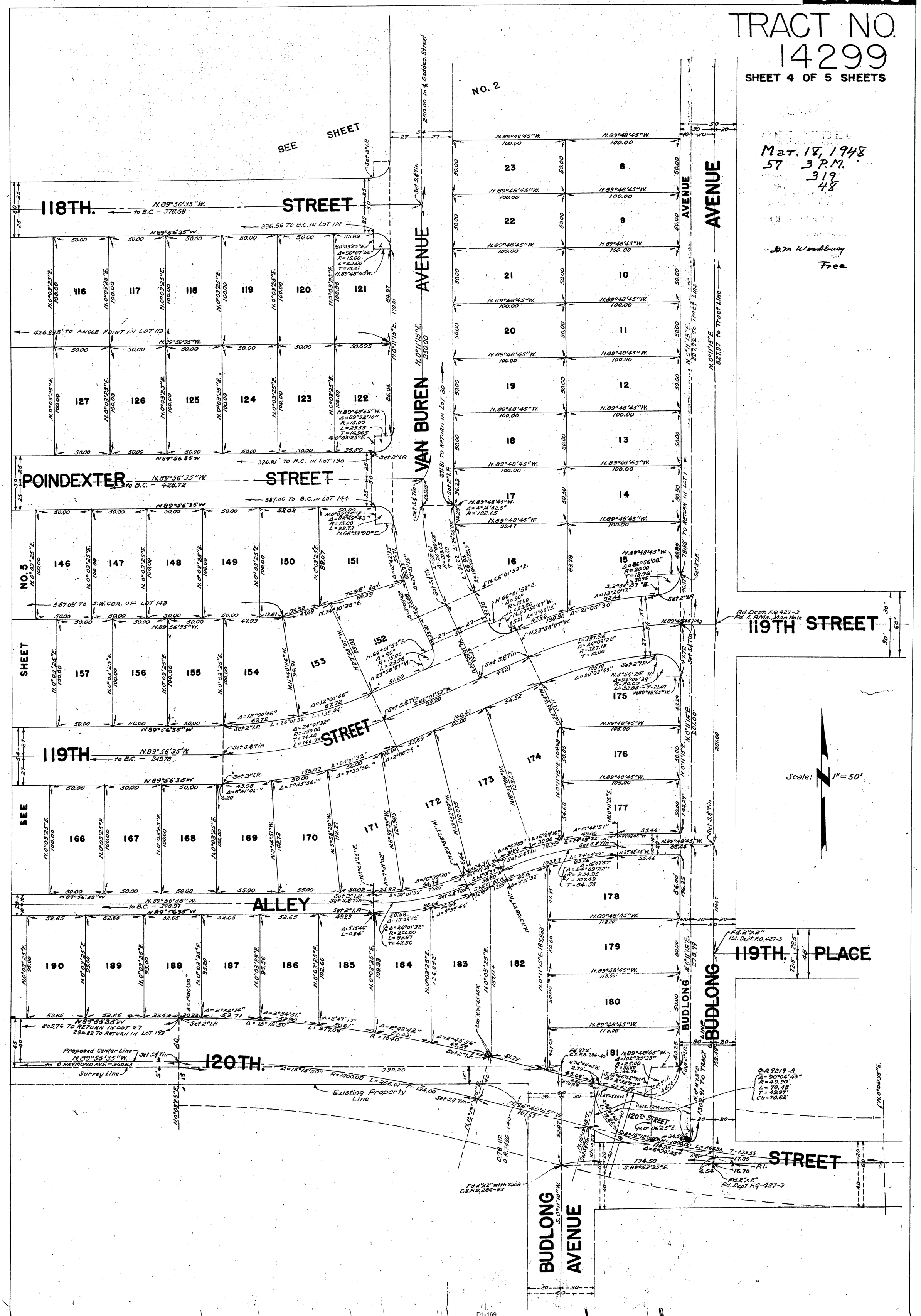


TRACT NO. 14299

SHEET 4 OF 5 SHEETS

Mar. 18, 1948
57 3 P.M.
319
48

D.M. Woodbury
Free



TRACT NO 14299

SHEET 5 OF 5 SHEETS

Mar. 18, 1948
57 3 PM
319
49

Scale: 1" = 50'

SEE SHEET NO. 3

SEE SHEET NO. 4

NORMANDIE AVENUE — N.0°10'10"E. 326.17 to ℄ Alley — N.0°10'10"E. 2552.03' to N. ¼ Cor. Sec. 12 - AT IMPERIAL AND NORMANDIE — 800.43' to 2" I.P. - S.E. Cor. Lot 3, R.W. POINDEXTER'S SUBDIVISION — 917.10 to NORTHERLY SIDE OF ALLEY

ALLEY — N.0°10'10"E. 348.18 to ℄ Alley — 361.72 to Tract Line

GEDDES AVENUE — 433.90 to B.C.

POINDEXTER STREET — 118TH. — 119TH. — 120TH. — RAYMOND AVENUE — NORMANDIE AVENUE

Lots 50, 51, 52, 53, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 158, 159, 160, 161, 162, 163, 164, 165, 191, 192, 193

Woodburn Free

Fd. Spk. in Conc. Monument 12" Down per Road Dept. F.B. F.Q. 441-12 C.S.F.B. 255-168, 231, 232, 239

Fd. 4" x 4" with Tack C.S.F.B. 131-97, 99, 113. Replaced with 2" I.P. Copper Plate on Top Marked Per R.S. 59 P. 31 & 32

T. 3 S. — R. 14 W. — C/4 Sec. 12 — L.S. 2292

Found Cut Spike in Concrete Monument 12" Below Surface Per Road Dept. F.B. F.Q. 441-2 F.B. 235-168

TRACT № 14243

IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES

BEING A SUBDIVISION OF A PORTION OF THE S.W. 1/4 OF SECTION 1, T-3-S, R-14-W, S.B.B. & M.

SCALE : 1" = 100'

I, Harold M. Tegart, hereby certify that I am a Registered Civil Engineer of the State of California, and that this map, consisting of three sheets, correctly represents a survey made under my supervision in December 1945, and that the survey is true and complete as shown, that all of the monuments shown hereon will be in place not later than March 1, 1947, that their position and character are correctly shown and that said monuments are sufficient to enable the survey to be retraced.

Harold M. Tegart
R.E. 2151

Nov 19 1946
31 3 P.M.
291
22

We hereby certify that we are the owners of, or interested in the lands included within the subdivision shown on this map within the colored border lines, and we consent to the preparation and recordation of said map and subdivision and hereby dedicate to the public use all of the Boulevards Avenues, Streets, Places and Alleys shown on said map and also grant to the County of Los Angeles the easements for sanitary sewer purposes so designated on said map and all uses incident thereto, including the right to make connections therewith from any adjoining properties; we further certify that, except as shown on a copy of this map on file in the office of the County Road Commissioner, we know of no easement or structure existing within the easements hereby offered for dedication to the public, other than publicly owned water lines, sewers or storm drains; that we will grant no right or interest within the boundaries of said easements offered to the public, except where such right or interest is expressly made subject to the said easements.

GM Woodbury
$5 00

NATIONAL REALTY CO., a corporation

By Arthur E. Edmunds, President
Arthur E. Edmunds

By Katherine H. Rosen, Secretary
Katherine H. Rosen

Spiros George Ponty
Spiros George Ponty

Edward K. Zuckerman
Edward K. Zuckerman

Ola Zuckerman
Ola Zuckerman

TITLE INSURANCE AND TRUST COMPANY, a corporation, Trustee under deed of trust recorded in Book 23246 Page 221, Official Records.

By E. N. Booth, Vice President

By Craig M. Arbuckle, Asst. Secretary

State of California
County of Los Angeles } ss.

On this 8 day of November 1946, before me, Marguerite Pearson, a Notary Public in and for said County, personally appeared Arthur E. Edmunds, known to me to be the President and Katheine H. Rosen, known to me to be the Secretary of the NATIONAL REALTY CO., the corporation that executed the within instrument and known to me to be the persons who executed the within instrument on behalf of the corporation therein named and acknowledged to me that such corporation executed the same.

Marguerite Pearson
NOTARY PUBLIC
My Commission Expires Aug 24 1949

State of California
County of Los Angeles }

On this 8 day of November 1946, before me, Marguerite Pearson, a Notary Public in and for said County, personally appeared Spiros George Ponty, Edward K. Zuckerman and Ola Zuckerman, known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same.

Marguerite Pearson
NOTARY PUBLIC
My Commission Expires Aug 24 1949

State of California
County of Los Angeles } ss.

On this 12th day of November 1946, before me, M. P. Pearce, a Notary Public in and for said County, personally appeared E. N. Booth, Jr., known to me to be the Vice President and Craig M. Arbuckle, known to me to be the Asst. Secretary of the TITLE INSURANCE AND TRUST COMPANY, the corporation that executed the within instrument as trustee and known to me to be the persons who executed the within instrument on behalf of the corporation therein named and acknowledged to me that such corporation executed the same as trustee.

M. P. Pearce
NOTARY PUBLIC
My Commission Expires Jan 5, 1948

I hereby certify that I have examined this map, that it conforms substantially to the tentative map and all approved alterations thereof; that all provisions of applicable State law and local subdivision ordinances have been complied with; and that I am satisfied that this map is technically correct.

Dated NOV. 19, 1946

ALFRED JONES
COUNTY SURVEYOR
Lee H. Lucas, Deputy

In re Acceptance of Highways, Public Ways, etc., in TRACT NO. 14243

On motion of Supervisor Darby, duly seconded and carried, it is ordered that the map of TRACT NO 14243 be and the same is hereby approved [illegible] other public ways, places and easements shown upon said map [illegible] for dedication be and the same are hereby accepted [illegible]

[illegible] November 19, 1946

By Inez Johnson, Deputy

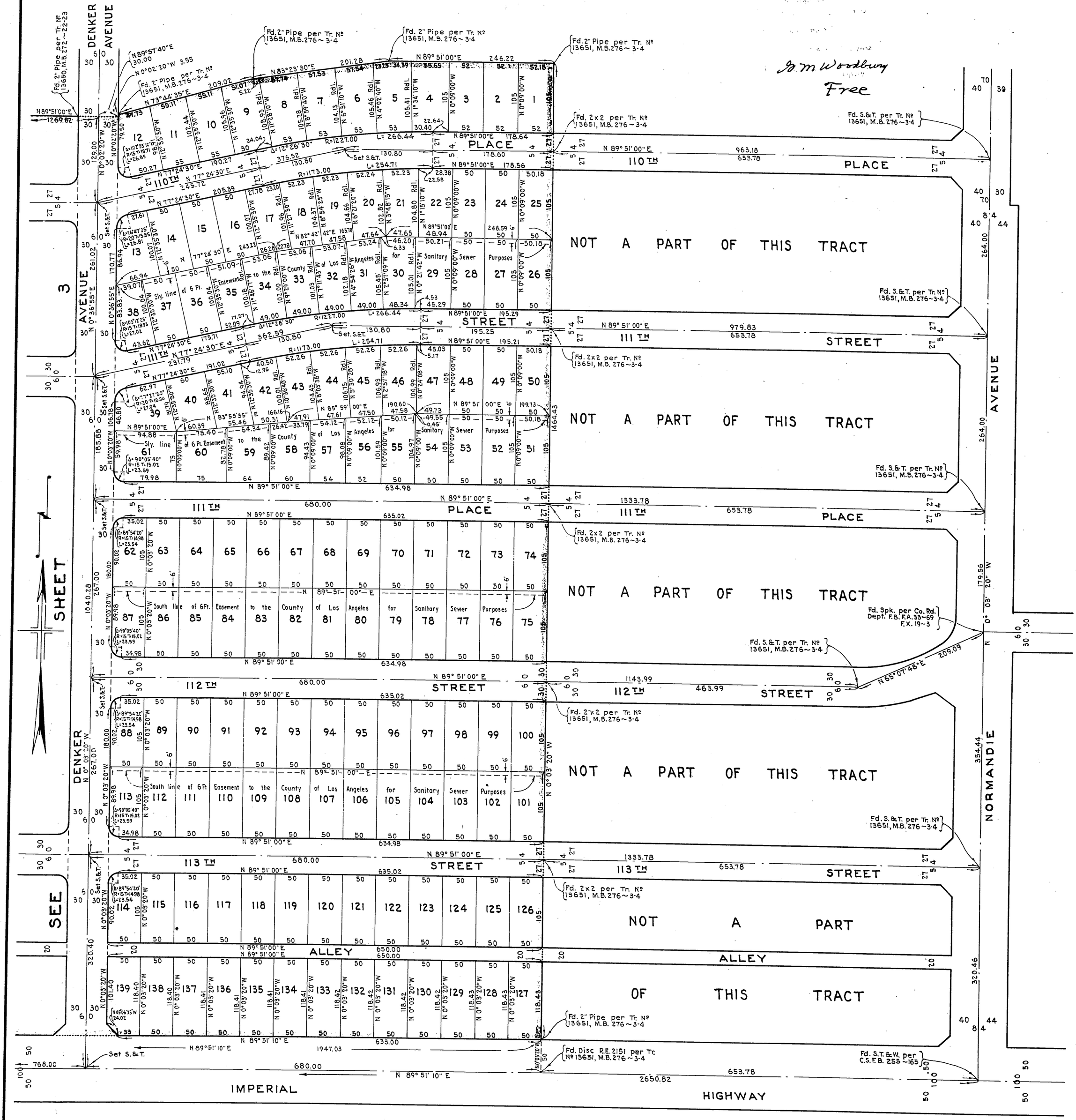
TRACT № 14243

IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES

HAROLD M. TEGART REGISTERED CIVIL ENGINEER

SCALE : 1" = 100'

RECORDED
Nov. 19, 1946
3 P.M.
291
23



The bearing N 0°02'35" W of the center line of WESTERN AVENUE as shown on the map of Tract № 13361, M.B. 267~13-14 was used as the basis of bearings on this Tract.

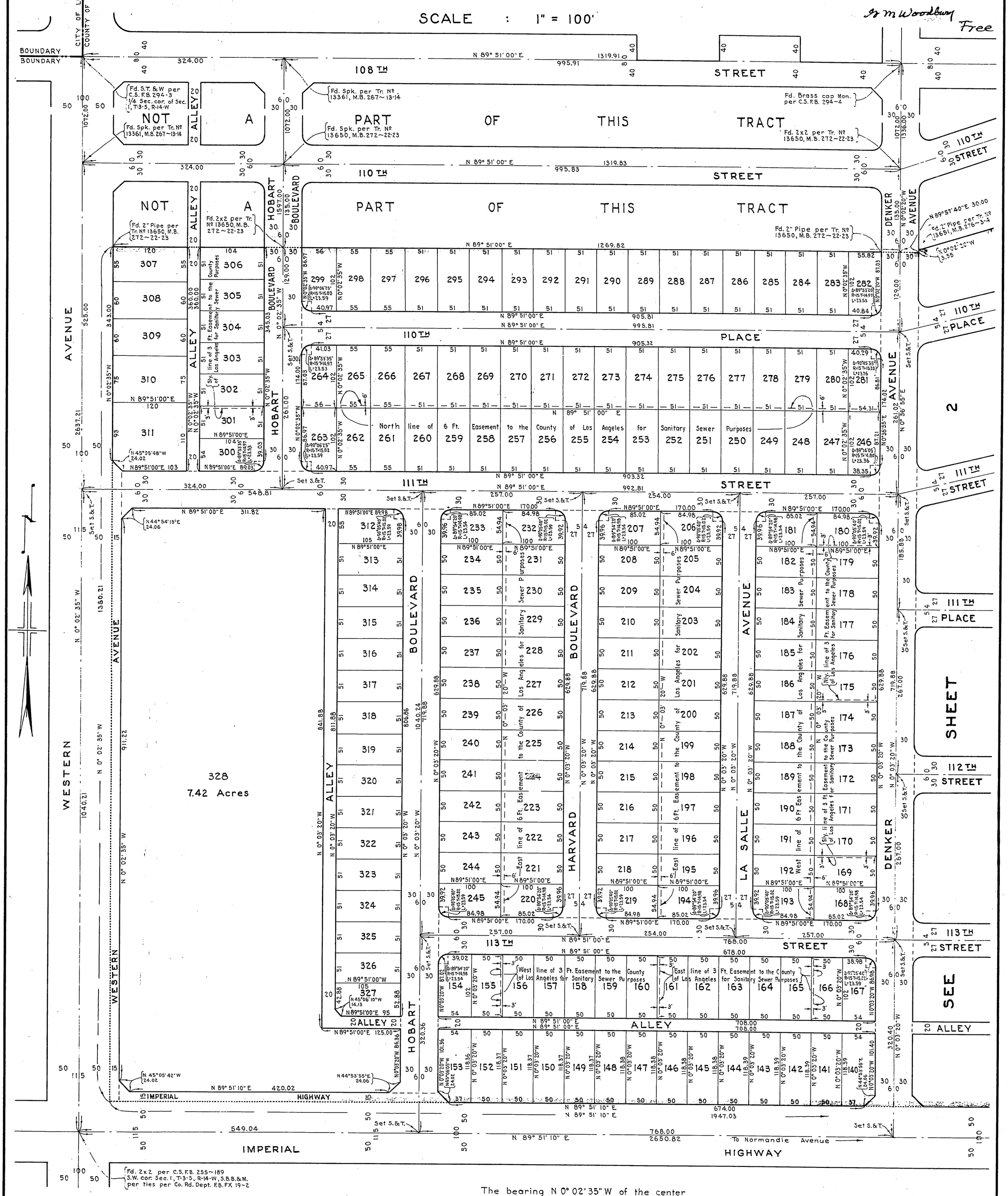
TRACT № 14243

Nov 19 1946
31 3 PM.
291
24

IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES

HAROLD M. TEGART REGISTERED CIVIL ENGINEER

SCALE : 1" = 100'



The bearing N 0° 02' 35" W of the center line of WESTERN AVENUE as shown on the map of Tract № 13361, M.B. 267~13-14 was used as the basis of bearings on this Tract.

TRACT NO. 15735

IN UNINCORPORATED TERRITORY IN THE COUNTY OF LOS ANGELES

RECORDED
AT REQUEST OF OWNER
June 7, 1950
17 MIN. PAST 3 P.M.
IN BOOK 378
AT PAGE 7
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
NAME B. BEATTY,
COUNTY RECORDER
W. H. Taylor
DEPUTY
$5.00

BEING A RESUBDIVISION OF LOTS 57 TO 79 INCLUSIVE, OF TRACT NO. 14299, AND THOSE CERTAIN ALLEYS BOUNDED BY SAID LOTS VACATED BY THE COUNTY BOARD OF SUPERVISORS BY RESOLUTION DATED May 31, 1950. AS SHOWN ON MAP RECORDED IN BOOK 319, PAGES 45/49 OF MAPS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.

SCALE 1" = 50'

"WE HEREBY CERTIFY THAT WE ARE THE OWNERS OR OR INTERESTED IN THE LANDS INCLUDED WITHIN THE SUBDIVISION SHOWN ON THIS MAP WITHIN THE COLORED BORDER LINES, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF SAID MAP AND SUBDIVISION, AND HEREBY DEDICATE TO PUBLIC USE THE ALLEY SHOWN ON SAID MAP, AND ALSO GRANT TO THE COUNTY OF LOS ANGELES, THE EASEMENTS FOR SANITARY SEWER PURPOSES SO DESIGNATED ON SAID MAP AND ALL USES INCIDENT THERETO, INCLUDING THE RIGHT TO MAKE CONNECTIONS THEREWITH FROM ANY ADJOINING PROPERTIES, WE FURTHER CERTIFY THAT, EXCEPT AS SHOWN ON A COPY OF THIS MAP ON FILE IN THE OFFICE OF THE COUNTY ROAD COMMISSIONER, WE KNOW OF NO EASEMENT OR STRUCTURE EXISTING WITHIN THE EASEMENTS HEREBY OFFERED FOR DEDICATION TO THE PUBLIC, OTHER THAN PUBLICLY OWNED WATER LINES, SEWERS OR STORM DRAINS; THAT WE WILL GRANT NO RIGHT OR INTEREST WITHIN THE BOUNDARIES OF SAID EASEMENTS OFFERED TO THE PUBLIC, EXCEPT WHERE SUCH RIGHT OF INTEREST IS EXPRESSLY MADE SUBJECT TO THE SAID EASEMENTS."

BUILDING PROPERTIES INC. { Frank G. Kranz, FRANK G. KRANZ PRES.
Howard P. Hart, HOWARD P. HART SECRETARY

SIGNED Marshall G. Geddes
MARSHALL G. GEDDES

Athens Hills Development Co, A Corporation { Marshall G. Geddes, President
Hugh M. Wright, Secretary

TRUSTEE - Southern California Escrow Co, a Corporation { E. A. Lawton, E. A. LAWTON, Vice President
Vine H. Howe, VINE H. HOWE, Asst. Secretary
Deed of Trust Recorded in Book 27245 PAGE 328 OFFICIAL RECORDS

PACIFIC WESTERN OIL CORPORATION, A CORPORATION, HEREBY CONSENTS TO THE MAKING and recording OF THIS TRACT MAP, SUBJECT TO ITS SUBSURFACE RIGHTS AS LESSEE UNDER THAT CERTAIN OIL & GAS LEASE, DATED MAY 14, 1948, A SHORT FORM OF WHICH LEASE WAS RECORDED JUNE 18, 1948 IN BOOK 27497 AT PAGE 360, O.R., LOS ANGELES COUNTY.

PACIFIC WESTERN OIL CORPORATION { W. T. Jones, Executive Vice-President
Fero Williams, Asst. Secretary

CITY OF LOS ANGELES
MAYOR Fletcher Bowron
CITY CLERK WALTER C PETERSON
Walter C Peterson

The Department of Water and Power of The City of Los Angeles hereby consents to the making and recording of the annexed map and subdivision, and hereby joins in the execution of the owners certificate to the extent of its interest, reserving however to The City of Los Angeles for the use of said Department, any and all easements, rights and interests owned by The City of Los Angeles for the use of said Department in said subdivision.

DEPARTMENT OF WATER AND POWER
OF THE CITY OF LOS ANGELES
BY BOARD OF WATER AND POWER
COMMISSIONERS OF THE CITY OF
LOS ANGELES.

By William A. Holt, President
And Joseph L. Williams, Secretary
AUTHORIZED BY
RES. No. 847
ADOPTED APRIL 26, 1949

Russell B. Jarvis

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } SS.

On this 26TH day of April 1949, before me, R. H. Higginbotham, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared William A. Holt, known to me to be the President, and Joseph L. Williams, known to me to be the Secretary of the Board of Water and Power Commissioners of The City of Los Angeles, the governing body of the Department of Water and Power of The City of Los Angeles, known to me to be the persons who executed the within instrument on behalf of said Department of Water and Power of The City of Los Angeles, and acknowledged to me that such Department executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

R. H. Higginbotham
Notary Public in and for the County of Los Angeles, State of California.

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } SS

ON THIS 10 DAY OF January 1949 BEFORE ME Phillip Rossi A NOTARY PUBLIC IN AND FOR SAID COUNTY, PERSONALLY APPEARED, MARSHALL G. GEDDES, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO WITHIN INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME

SIGNED Phillip Rossi
NOTARY PUBLIC
MY COMMISSION EXPIRES Feb. 6th 1949

As a dedication to public use, while all of Normandie Avenue Westerly of this subdivision remains a public highway, and for such time only, we hereby abandon all easements of ingress and egress to said Normandie Avenue so that owners of lots 1, 13, 15, 16 and 17, abutting this highway during such time will have no rights of access whatever in the highway as such except the general easement of travel which belongs to the whole public. If any change of alignment or width of such highway results in the vacation of any part thereof adjacent to this subdivision such vacation terminates the above dedication as to the part vacated.

BASIS OF BEARING

THE BASIS OF BEARING IS THE CENTER-LINE OF NORMANDIE AVENUE, N. 0°10'10"E, AS SHOWN ON TRACT NO. 14299, MAP BOOK 319, PAGES 45 TO 49 IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA.

I HEREBY CERTIFY THAT I AM A LICENSED SURVEYOR OF THE STATE OF CALIFORNIA; THAT THIS MAP CONSISTING OF TWO SHEETS CORRECTLY REPRESENTS A TRUE AND COMPLETE SURVEY MADE UNDER MY SUPERVISION, DECEMBER, 1948; THAT THE MONUMENTS SHOWN HEREON WILL BE PLACE NOT LATER THAN JANUARY 2, 1950; THAT THEIR POSITIONS AND CHARACTER ARE CORRECTLY SHOWN AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

James R. McKenzie
JAMES R. McKENZIE
LICENSED LAND SURVEYOR NO. 2292

State of California
County of Los Angeles } S.S.

On this 1st day of March in the year 1949 before me George E. Ruark a Notary public in and for said county personally appeared Marshall G Geddes Known to me to be the President, and Hugh M. Wright Known to me to be the Secretary of the ATHENS HILLS DEVELOPMENT CO. the corporation that executed the within instrument and acknowledged to me that such corporation executed the same

George E Ruark
August 11 1952
My Commission Expires

State of California
County of Los Angeles } SS.

On this 22nd day of March in the year 1949 before me Dorothy Henry a notary public in and for said county, personally appeared W. T. Stokes known to me to be the Executive Vice President and Fero Williams Known to me to be the assistant secretary of THE PACIFIC WESTERN OIL CORPORATION, the corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the same

Dorothy Henry
DATE May 29 1949
MY COMMISSION EXPIRES

State of California
County of Los Angeles } S.S.

On this 20 day of Febuary in the year 1950 before me Ruth A. Woodard a Notary Public in and for said County, personally appeared E. A. LAWTON known to me to be the VICE PRESIDENT and VINE H. HOWE known to me to be the ASST. SECRETARY of The Southern California Escrow Company the corporation that executed the within instrument and known to me to be the persons who executed the within instrument on behalf of the corporation therein named and acknowledged to me that such corporation executed the same.

Ruth A. Woodard
DATE MY COMMISSION EXPIRES Jan. 1, 1954

SS
8th July 49
Henry P. Rio
FLETCHER BOWRON
A. M. MORRIS
DEPUTY

Henry P. Rio

TRACT NO. 15735

SCALE 1" = 50'

RECORDED
AT REQUEST OF OWNER
June 7, 1950
17 MIN. PAST 3 P.M.
IN BOOK 378
AT PAGE 8
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
NAME B. BEATTY,
COUNTY RECORDER
By W. H. Taylor
DEPUTY

In re Acceptance of Highways, Public Ways, etc., in TRACT No. 15735 — On motion of Supervisor Darby duly seconded and carried, it is ordered that the map of TRACT No. 15735 be and the same is hereby approved; that the bond filed in the office of this Board as security for the payment of taxes and special assessments collected as taxes be and the same is also hereby approved in the sum of $ 625.00 which is hereby fixed as the required amount of said bond; and that all highways, other public ways, places and easements shown upon said map and therein offered for dedication be and the same are hereby accepted on the behalf of the public; also the offer of dedication for relinquishment of ingress and egress is hereby accepted.

The Clerk of this Board is directed to endorse on the face of said map a copy of this order authenticated by the seal of the Board of Supervisors.

I hereby certify that the foregoing order was adopted by the Board of Supervisors at a meeting of said Board held May 31, 1950

Harold J. Ostly
County Clerk and Ex-officio Clerk of the Board of Supervisors of the County of Los Angeles, State of California.

By Inez Johnson Deputy

NOTE:
The signature of OTTO CLAIR BECK owner of fee a portion of land owners royalty without right of entry per assignment recorded in Book 31378 Page 59 of the Official Records of Los Angeles County, has been omitted in accordance with Section 11587 of The Subdivision Map Act.

State of California } S.S.
County of Los Angeles }

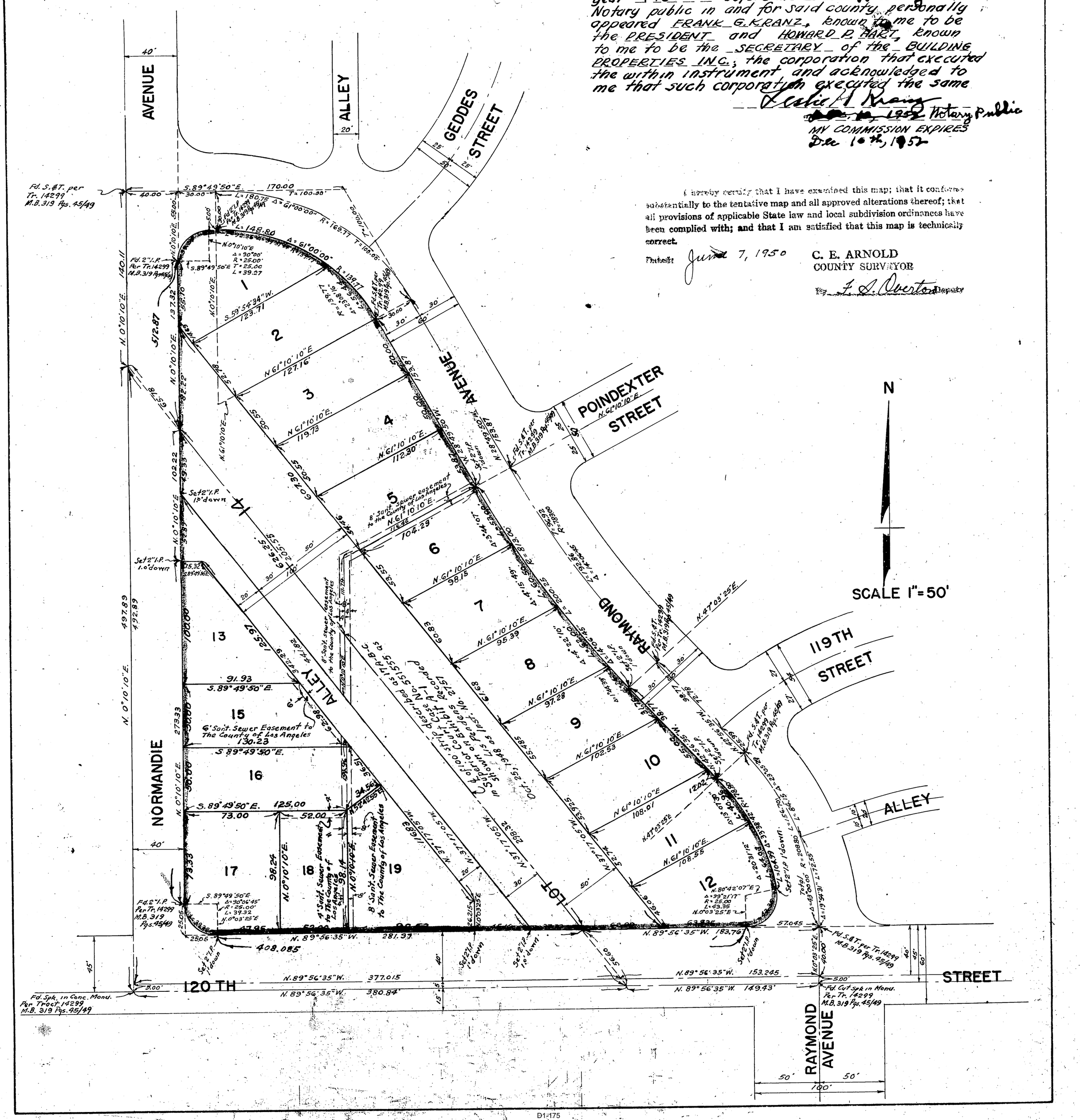
On this 17th day of May in the year 1950 before me Leslie [illegible] a Notary public in and for said county personally appeared FRANK G. KRANZ, known to me to be the PRESIDENT and HOWARD P. HART, known to me to be the SECRETARY of the BUILDING PROPERTIES INC.; the corporation that executed the within instrument, and acknowledged to me that such corporation executed the same

Leslie A. Kranz
Notary Public
MY COMMISSION EXPIRES
Dec 10th, 1952

I hereby certify that I have examined this map; that it conforms substantially to the tentative map and all approved alterations thereof; that all provisions of applicable State law and local subdivision ordinances have been complied with; and that I am satisfied that this map is technically correct.

Dated June 7, 1950

C. E. ARNOLD
COUNTY SURVEYOR
By F. S. Overton Deputy



371/30 #5

371-30

SCALE: 1" = 60'

SHEET 1 OF TWO SHEETS

TRACT NO. 16076

IN UNINCORPORATED TERRITORY IN THE COUNTY OF LOS ANGELES

2862

RECORDED
AT REQUEST OF OWNER
Apr. 5, 1950
MIN. 95 PAST 3 PM
IN BOOK 371
AT PAGE 30
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
MARK B. SEATTY,
COUNTY RECORDER
BY A. H. Taylor DEPUTY
$5.00

BEING A SUBDIVISION OF A PORTION OF THE WEST HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF SEC. 11, T. 3 S., R. 14 W., S.B.B. & M.

SEABOARD ENGINEERING CO.
MARK A. ROBIN, REGISTERED CIVIL ENGINEER NO. 2059

BASIS OF BEARINGS

THE BEARING N. 89° 55' 15" W. OF THE SOUTHERLY LINE OF TRACT Nº 13662 AS SHOWN ON MAP OF TRACT Nº 13662 RECORDED IN BOOK 333, PAGES 33 TO 35 INCLUSIVE OF MAPS, LOS ANGELES COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS, SHOWN ON THIS MAP.

We hereby certify that we are the owners of or are interested in the land within the colored border lines shown on this subdivision map _____ and we consent to the preparation and recordation of said map and subdivision, and hereby dedicate to the public use the street, avenue, drive and places shown on said map within said subdivision. We further certify that except as shown on a copy of this map in the office of the County Road Commissioner we know of no easement or structure existing within the easements hereby offered for dedication to the public other than the publicly owned water lines, sewers, or storm drains; that we will grant no right or interest within the boundaries of said easements offered to the public except where such right or interest is expressly made subject to said easements; and also grant to the County of Los Angeles easement for sanitary sewer purposes so designed on said map and all uses incident thereto including the right to make connections therewith from any adjoining properties.

COUNTRY CLUB VISTA, INC.
(Owner)

Richard Rand — PRESIDENT
Arnold North — SECRETARY

~~TITLE INSURANCE AND TRUST COMPANY~~
~~(Trustee)~~
~~under deed of trust recorded in book 21887 page 377 of Official Records~~

~~PRESIDENT~~ ~~SECRETARY~~

The signature of the County Sanitation District No. 5 of Los Angeles County, holder of an easement by deed recorded in book 12875 page 291 of Official Records, records of the County of Los Angeles, has been omitted under Section 11587 A of the Subdivision Map Act. The above mentioned interest is such that it can never ripen into fee title and said signature is not required by the governing body.

I, MARK A. ROBIN, hereby certify that I am a Registered Civil Engineer of the State of California, and that this map consisting of two sheets, correctly represents a survey made under my supervision November 1949, that the survey is true and complete as shown, that the monuments shown hereon actually exist or will be in place not later than January 1, 1951, that their position and character are correctly shown, and that said monuments are sufficient to enable the survey to be retraced.

Mark A. Robin
MARK A. ROBIN R.C.E. Nº 2059

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } SS

On this 14TH day of FEBRUARY, 1950 before me LUCILLE O. HUNT a Notary Public in and for said County personally appeared RICHARD RAND known to me to be the President, and ARNOLD NORTH known to me to be the Secretary of COUNTRY CLUB VISTA, INC. the corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged that said corporation executed the same.

Lucille O. Hunt
NOTARY PUBLIC My Commission Expires April 18, 1953

~~STATE OF CALIFORNIA }~~
~~COUNTY OF LOS ANGELES } SS~~

~~On this ..... day of ..... before me ..... a Notary Public in and for said County personally appeared ..... known to me to be the ..... President, and ..... known to me to be the ..... Secretary of ..... the Corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged that said corporation executed the same as trustee.~~

~~NOTARY PUBLIC~~

In re Acceptance of Highways, Public Ways, etc., in TRACT Nº 16076

On motion of Supervisor Flesup duly seconded and carried, it is ordered that the map of TRACT Nº 16076 be and the same is hereby approved; that the bond filed in the office of this Board as security for the payment of taxes and special assessments collected as taxes be and the same is also hereby approved in the sum of $ 650.00 which is hereby fixed as the required amount of said bond; and that all highways, other public ways, places and easements shown upon said map and therein offered for dedication be and the same are hereby accepted on the behalf of the public.

The Clerk of this Board is directed to endorse on the face of said map a copy of this order authenticated by the seal of the Board of Supervisors.

I hereby certify that the foregoing order was adopted by the Board of Supervisors at a meeting of said Board held April 4, 1950

Harold J. Ostby County Clerk and Ex-officio Clerk of the Board of Supervisors of the County of Los Angeles, State of California.

By Inez Johnson Deputy

I hereby certify that I have examined this map; that it conforms substantially to the tentative map and all approved alterations thereof; that all provisions of applicable State law and local subdivision ordinances have been complied with; and that I am satisfied that this map is technically correct.

Dated April 5, 1950

C. E. ARNOLD
COUNTY SURVEYOR

By F. L. Overton Deputy

371-31

SCALE: 1" = 60'

SHEET 2 OF TWO SHEETS

TRACT NO. 16076

IN UNINCORPORATED TERRITORY IN THE COUNTY OF LOS ANGELES

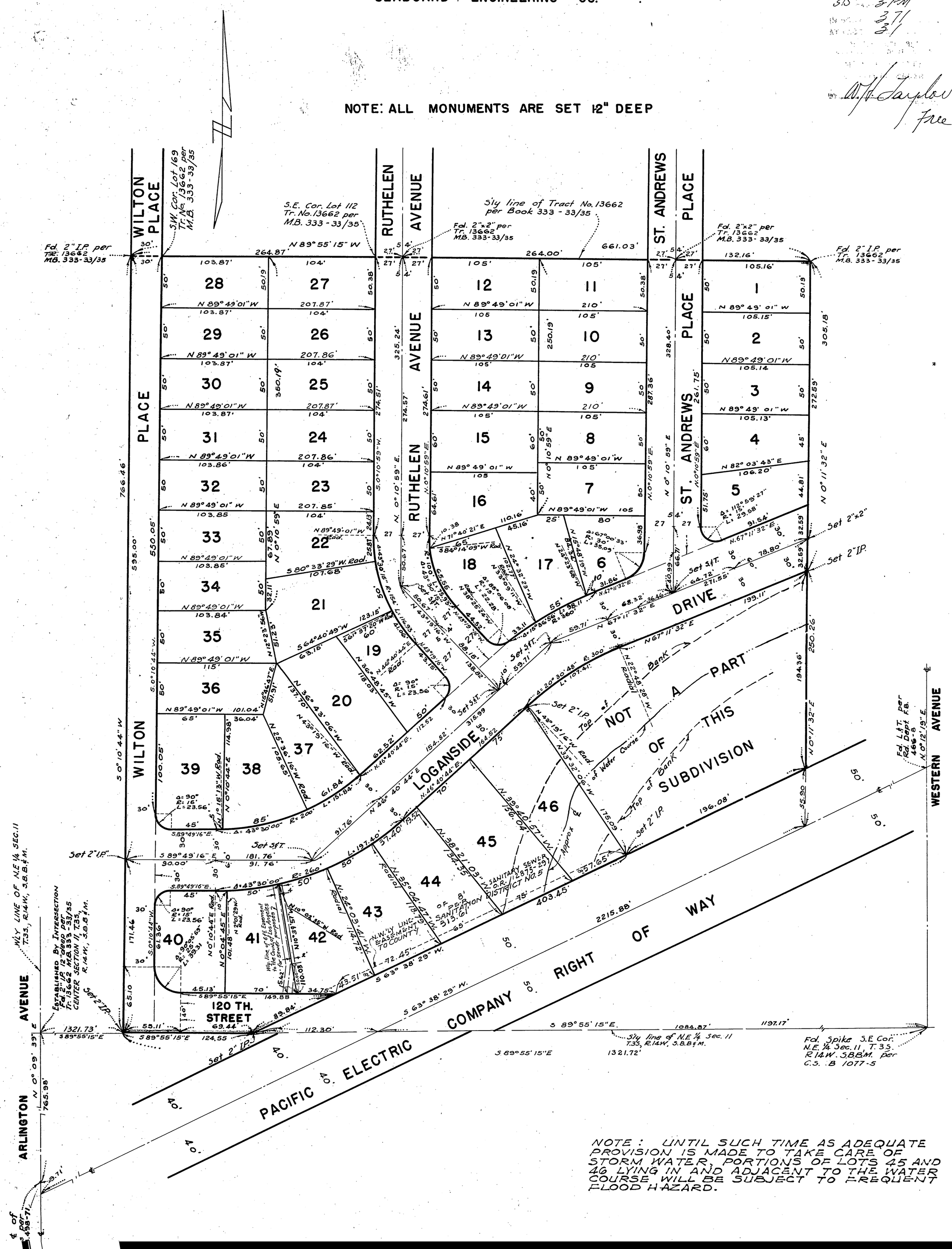
SEABOARD ENGINEERING CO.

2863

RECORDED
APR. 5, 1950
3 PM
371
31

W. H. Taylor
Free

NOTE: ALL MONUMENTS ARE SET 12" DEEP



NOTE: UNTIL SUCH TIME AS ADEQUATE PROVISION IS MADE TO TAKE CARE OF STORM WATER, PORTIONS OF LOTS 45 AND 46 LYING IN AND ADJACENT TO THE WATER COURSE WILL BE SUBJECT TO FREQUENT FLOOD HAZARD.

50736

March 31 1954
27 4 PM
507
36

D Martens
500

TRACT No. 19206

IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES

BEING A SUBDIVISION OF A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SEC. 11, T. 3 S., R. 14 W., S.B.B.M.

BARCLAY SURVEYING COMPANY

BASIS OF BEARINGS

The bearing N. 0°11'32" E. of the Easterly line of Tract No. 13662, as shown on map recorded in Book 333, Pages 33-35 of Maps, was taken as the basis of bearings used on this map.

We hereby certify that we are the owners of or are interested in the lands included within the subdivision shown on this map within the colored borderlines, and we consent to the preparation and recordation of said map and subdivision, and we hereby dedicate to the public use the Avenue, Streets, Drive and Place shown on said map, and also grant to the County of Los Angeles the easements for sanitary sewer and storm drain purposes so designated on said map and all uses incident thereto including the right to make connections therewith from any adjoining properties.
We further certify that, except as shown on a copy of this map on file in the office of the County Road Commissioner, we know of no easement or structure existing within the easements hereby offered to the public other than publicly owned water lines, sewers or storm drains; that we will grant no right or interest within the boundaries of said easements offered to the public, except where such right or interest is expressly made subject to said easements.

As a dedication to public use, while all of Western Avenue within this subdivision remains a public highway, and for such time only, we hereby abandon all easements of vehicular ingress and egress to the said Western Avenue so that owners of lots abutting this highway during such time will have no rights of access whatever in the highway as such except the general easement of travel which belongs to the whole public. If any change of alignment or width of such highway results in the vacation of any part thereof within this subdivision, such vacation terminates the above dedication as to the part vacated.

GIESE AND SON (A Co-Partnership)

Ernest Giese
Partner

Edith M. Hunt
Donald G. Hunt

Frank Bucaro
Beauford Bucaro
} Easement holders by deed recorded in Book 29964 Page 210, Official Records

Finis G. Cooper
Ethel B. Cooper
} Blanket easement holders for sewer and public utility purposes, and owners of all oil, gas and other hydrocarbone below 500 feet, without surface rights, per deed recorded Feb 17/1954, as instrument No 102.

State of California } S.S.
County of Los Angeles
On this 25 day of Jan 1954 before me, Louise A. Battram a notary public in and for said county personally appeared Ernest Giese known to me to be one of the partners of the co-partnership that executed the within instrument and acknowledged to me that such co-partnership executed the same.

Louise A. Battram
My commission expires 5-3-57

State of California } S.S.
County of Los Angeles
On this 12 day of Feb 1954, before me, Louise A. Battram a notary public in and for said county personally appeared Frank Bucaro and Beauford Bucaro and known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same.

Louise A. Battram
My Commission Expires 5-3-57

State of California }
County of Los Angeles }
On this 18 day of Feb 1954, before me Louise A. Battram a notary public in and for said County, personally appeared Donald G. Hunt and Edith M. Hunt, husband & wife, known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same.

Louise A. Battram
My commission expires 5-3-57

State of California } S.S.
County of Los Angeles
On this 24 day of March 1954, before me Louise Battram, a notary public in and for said county personally appeared Finis G. Cooper and Ethel B. Cooper, husband and wife, known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same

Louise A. Battram
My Commission Expires 5-3-57.

I hereby certify that I am a Licensed Surveyor of the State of California, that this map, consisting of two sheets, correctly represents a true and complete survey made under my supervision in May, 1953; that the monuments of the character and locations shown hereon will be in place not later than May 1, 1954, that said monuments are sufficient to enable the survey to be readily retraced and that tie Notes to all centerline monuments shown hereon as set by me will be on file in the office of the County Engineer and Surveyor not later than June 1, 1954.

Glenn Barclay L.S. No 2521

Southern California Edison Company, a corporation, as the owner of two easements for an electric line, consisting of overhanging wires and crossarms, recorded in Book 29900, page 176, and Book 29900, page 310, of Official Records, records of Los Angeles County, State of California, does hereby consent to the preparation and recordation of this map and subdivision, subject to its aforesaid easements, and does hereby join in the dedication to the public use of the avenue, drive, place and streets, and in the grant to the County of Los Angeles of the storm drain easement shown on said map within the colored borderline, subject to the aforesaid easements of Southern California Edison Company.

Southern California Edison Company.
By James F. Davenport
Vice President
By Gene L. Harvey
Assistant Secretary

State of California }
County of Los Angeles } SS
On this 28th day of January, 1954 before me William C. Calnek a Notary Public in and for said County of Los Angeles, personally appeared James F. Davenport, known to me to be the Vice President and Gene L. Harvey known to me to be the Assistant Secretary of the Southern California Edison Company, the corporation that executed the within and foregoing instrument and known to me to be the persons who executed the within instrument in behalf of the corporation therein named, and acknowledged to me that such corporation executed the same.
Witness my hand and official seal the day and year in this certificate first above written.

William C. Calnek
Notary Public in and for said County of Los Angeles. My commission expires Jan. 1, 1957.

in re Acceptance of Highways, Public Ways, etc., in TRACT No 19206 } On motion of Supervisor Jess Arp duly seconded and carried, it is ordered that the map of TRACT No 19206 be and the same is hereby approved; that the bond filed in the office of this Board as security for the payment of taxes and special assessments collected as taxes be and the same is also hereby approved in the sum of $500.00 which is hereby fixed as the required amount of said bond; and that all highways, other public ways, places and easements shown upon said map and therein offered for dedication be and the same are hereby accepted on the behalf of the public.
Also the offer of dedication for abandonment of ingress and egress is hereby accepted.

The Clerk of this Board is directed to endorse on the face of said map a copy of this order authenticated by the seal of the Board of Supervisors.
I hereby certify that the foregoing order was adopted by the Board of Supervisors at a meeting of said Board held Mar. 30, 1954
Harold J. Ostly County Clerk and Ex-officio Clerk of the Board of Supervisors of the County of Los Angeles, State of California.
By Inez Lotmsen Deputy

I hereby certify that I have examined this map; that it conforms substantially to the tentative map and all approved alterations thereof; that all provisions of applicable State law and local subdivision ordinances have been complied with; and that I am satisfied that this map is technically correct.
Dated March 31, 1954

WILLIAM J. FOX
COUNTY SURVEYOR
By Ralph K. Kennedy Deputy

507-37

SCALE 1" = 60'

SHEET 2 OF 2 SHEETS

4049

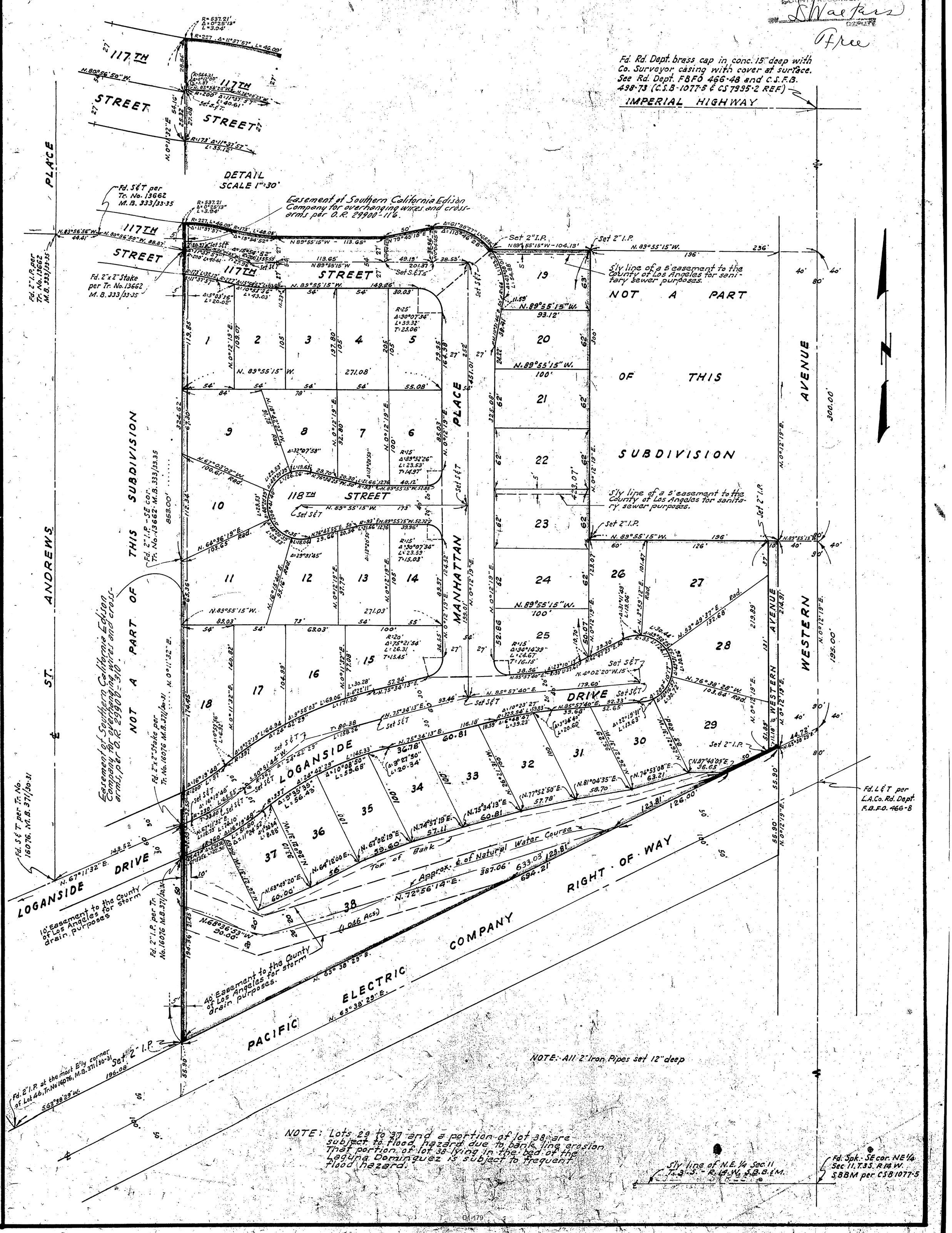
RECORDED AT REQUEST OF OWNER March 31 1954 27 MIN. PAST 4 P.M. IN BOOK 507 AT PAGE 37 OF MAP RECORDS LOS ANGELES COUNTY, CALIF. MAME B. BEATTY COUNTY RECORDER BY S. Waters DEPUTY

Free

TRACT No. 19206

IN UNINCORPORATED TERRITORY
OF THE COUNTY OF LOS ANGELES

BARCLAY SURVEYING COMPANY



666 39 $5.00

SCALE: 1"= 60'

SHEET 1 OF 2 SHEETS

TRACT No. 21337

IN UNINCORPORATED TERRITORY OF

THE COUNTY OF LOS ANGELES

PORTION OF LOT 3 OF R.W. POINDEXTER'S SUBDIVISION OF A PART OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, AS PER MAP RECORDED IN BOOK 59, PAGE 82 OF MISCELLANEOUS RECORDS.

4153

RECORDED
AT REQUEST OF OWNER
JAN. 26, 1961
32 MIN. PAST 3 P.M.
IN BOOK 666
AT PAGE 39
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
RAY E. LEE
COUNTY RECORDER
BY S Solomon Deputy
$7.00

BARCLAY SURVEYING COMPANY

BASIS OF BEARINGS

The bearing N.0°10'10" E. of the centerline of Normandie Avenue as shown on Record of Survey Map, filed in Book 59 pages 31 and 32 of Records of Surveys was taken as the basis of bearings used on this map.

We hereby certify that we are the owners of or are interested in the lands included within the subdivision shown on this map within the colored border lines, and we consent to the preparation and recordation of said map and subdivision. ~~and hereby dedicate to the public use all streets, highways and other public ways shown on said map.~~ We further certify that, except as shown on a copy of this map on file in the office of the County Road Commissioner, we know of no easement or structure existing within the easements hereby offered for dedication to the public, other than publicly owned water lines, sewers, or storm drains; that we will grant no right or interest within the boundaries of said easements offered to the public, except where such right or interest is expressly made subject to the said easements. As a dedication to public use while all of Normandie Avenue adjacent to this subdivision remains a public highway and for such time only, we hereby abandon all rights of ingress and egress from Lots 2,3,4,5,6 and North half of Lot 1 and the South half of Lot 7 to the said Normandie Avenue so that owners of said Lots abutting said Normandie Avenue during such time will have no right of access whatever in Normandie Avenue as such except the general easement of travel in such highway which belongs to the whole public. If any change in alignment or width of such highway results in the vacation of any part thereof adjacent to this subdivision, such vacation terminates the above dedication as to the part vacated. We also grant to the County of Los Angeles the easement for sanitary sewer purposes so designated on said map and all uses incident thereto including the right to make connections therewith from any adjoining properties. We hereby grant and dedicate to the County of Los Angeles for public use all sanitary sewers and appurtenant structures within and without said subdivision constructed as part of the improvement thereof.

SECURITIES ESCROW COMPANY, a corporation, (trustee) under deed of trust recorded March 18, 1960 as instrument No. 2328, in Book T-1189 page 951, Official Records, executed by Morningside Land Development Co., a corporation, in favor of Bernard A. Wechsler.

Kenneth J. Albrecht — President
Derry M. Stanley — Secretary

TITLE INSURANCE AND TRUST COMPANY, (a corporation) trustee under deeds of trust recorded on November 17, 1959 as document No's 4661, 4662, 4663, 4664, 4665, 4666, 4667

Walter C. Wells — Vice President
Dale L. Dykema — Ass't. Secretary

THE ROMAN CATHOLIC ARCHBISHOP OF LOS ANGELES, a corporation sole, as easement holder as disclosed by deed recorded in Book 24329 page 196, of Official Records.

Francis A. McIntyre — Incumbent

Albert Berger
Jacob B. Wolf
Saul Baker

State of California } S.S.
County of Los Angeles }
On this 29th day of August 1960, before me Ethel V. Bossert, a notary public in and for said County and State, residing therein, duly commissioned and sworn, personally appeared Francis A. McIntyre known to me to be The Roman Catholic Archbishop of Los Angeles, and to be the incumbent of the Corporation Sole that executed the within instrument and acknowledged to me that said Corporation Sole executed the same.

Ethel V. Bossert
My Commission Expires 8-3-61
Ethel V. Bossert

State of California } S.S.
County of Los Angeles }
On this 9th day of August 1960, before me DERRY M. STANLEY, a notary public in and for said County and State, personally appeared C. Richard Rahm, known to me to be the president, and Howard L. Hammond, known to me to be the Secretary, of **MORNINGSIDE LAND DEVELOPMENT CO.**, the corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the same.

Derry M. Stanley
My Commission Expires 7-15-61
Derry M. Stanley

State of California } S.S.
County of Los Angeles }
On this 25 day of FEB. 1960, before me J. R. STRACHAN, a notary public in and for said County and State, personally appeared WALTER C. WELLS, known to me to be the VICE President, and DALE L. DYKEMA, known to me to be the ASS'T. Secretary, of **TITLE INSURANCE AND TRUST COMPANY**, the corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the same as trustee.

J. R. Strachan
My Commission Expires 3-9-62
J. R. Strachan

I hereby certify that I am a Registered Civil Engineer of the State of California; that this map, consisting of two sheets correctly represents a true and complete survey made under my supervision October 1958; that the monuments of character and locations shown hereon actually exist that their positions and character are correctly shown and that said monuments are sufficient to enable the survey to be retraced, and the tie Notes are on file in the office of the County Engineer for all center line monuments.

Edward L. Pearson
Registered Civil Engineer No. 9783

METROPOLITAN BANK, a corporation, (trustee), under deed of trust, all recorded April 28, 1960, as instrument Numbers 3225, 3226, 3327, 3328, 3329, 3230, and 3231, all executed by Morningside Land Development Company, a corporation, all in favor of Metropolitan Bank, a corporation.

President — Asst. Secretary

CITIZENS NATIONAL BANK, a national banking association, (trustee), under deed of trust recorded May 16, 1960, as instrument No. 4705, executed by Morningside Land Development Company, a corporation, in favor of Paul C. Moorhead.

President — Secretary

State of California } S.S.
County of Los Angeles }
On this 9TH day of AUG. 1960, before me FRANK J. ARNONE a notary public in and for said County and State, personally appeared KENNETH J. ALBRECHT, known to me to be the President, and DERRY M. STANLEY, known to me to be the Secretary of **SECURITITIES ESCROW COMPANY**, the corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the same as trustee.

Frank J. Arnone
My Commission Expires NOV. 22, 1963
Frank J. Arnone

State of California } S.S.
County of Los Angeles }
On this 9 day of AUG. 1960, before me FRANK J. ARNONE, a Notary Public in and for said County and State, personally appeared FRANK GALLOWAY, known to me to be the President, and MARGERY M. JOY, known to me to be the Ass't Secretary of **METROPOLITAN BANK**, the corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the same as trustee.

Frank J. Arnone
My Commission Expires NOV. 22, 1963
Frank J. Arnone

State of California } S.S.
County of Los Angeles }
On this ..... day of ..... 1960, before me ....., a Notary Public in and for said County and State, personally appeared ....., known to me to be the President, and ....., known to me to be the Secretary of **CITIZENS NATIONAL BANK**, the corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the same as trustee.

My Commission Expires .....

State of California } S.S.
County of Los Angeles }
On this 9th day of Jan. 1961, before me, John R. Spahn a Notary Public in and for said County and State, personally appeared, Albert Berger, Jacob B. Wolf, and Saul Baker, and known to me to be the persons whose names are subscribed to to the within instrument, and acknowledged to me that they executed the same.

John R. Spahn
My Commission Expires Aug. 6, 1964
John R. Spahn

Note: The signatures of the owners of an easement for ingress and egress as reserved in the deed recorded December 9, 1960 as Instrument No. 3498 have been omitted under the provisions of Section 11587 (b) of the Subdivision Map Act inasmuch as such easement which by reason of changed conditions appear to be no longer of practical use or value and which signatures it is impractical to obtain.

NOTE: The County of Los Angeles, as easement holder as disclosed by final decree of condemnation entered August 12, 1952 in Case No. 591684, Superior Court.

666-40 $2.00

SCALE: 1"= 60'

SHEET 2 OF 2 SHEETS

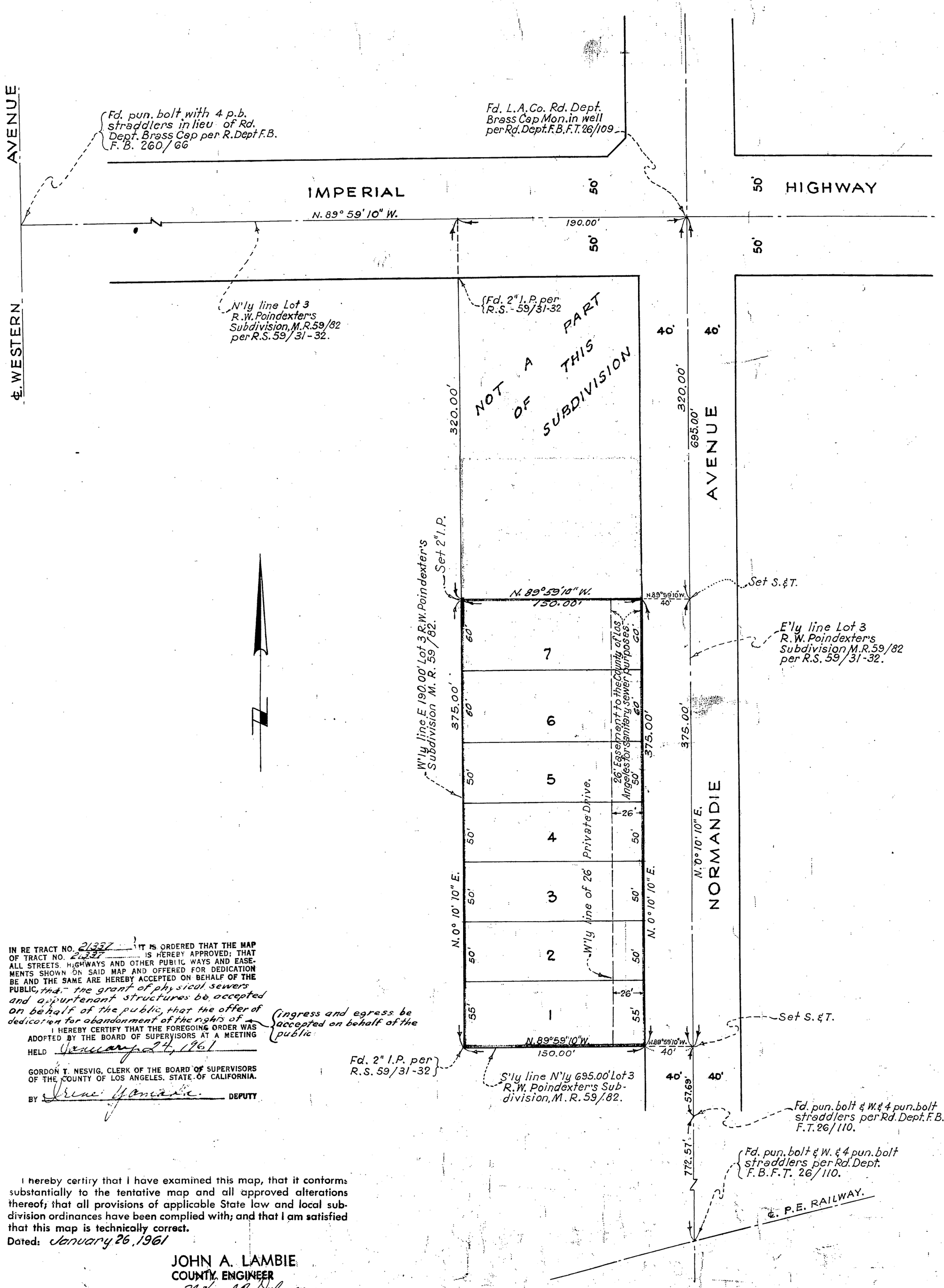
TRACT No. 21337

IN UNINCORPORATED TERRITORY OF THE
COUNTY OF LOS ANGELES

BARCLAY SURVEYING COMPANY

4153 PG. 2

RECORDED
AT REQUEST OF OWNER
JAN. 26, 1961
32 MIN. PAST 3 P.M.
IN BOOK bbb
AT PAGE 40
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
RAY E. LEE
COUNTY RECORDER
BY S. Solomon
Deputy



IN RE TRACT NO. 21337 IT IS ORDERED THAT THE MAP OF TRACT NO. 21337 IS HEREBY APPROVED; THAT ALL STREETS, HIGHWAYS AND OTHER PUBLIC WAYS AND EASEMENTS SHOWN ON SAID MAP AND OFFERED FOR DEDICATION BE AND THE SAME ARE HEREBY ACCEPTED ON BEHALF OF THE PUBLIC, that the grant of physical sewers and appurtenant structures be accepted on behalf of the public, that the offer of dedication for abandonment of the rights of ingress and egress be accepted on behalf of the public

I HEREBY CERTIFY THAT THE FOREGOING ORDER WAS ADOPTED BY THE BOARD OF SUPERVISORS AT A MEETING HELD January 24, 1961

GORDON T. NESVIG, CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.

BY Irene Yamada DEPUTY

I hereby certify that I have examined this map, that it conforms substantially to the tentative map and all approved alterations thereof; that all provisions of applicable State law and local subdivision ordinances have been complied with; and that I am satisfied that this map is technically correct.

Dated: January 26, 1961

JOHN A. LAMBIE
COUNTY ENGINEER
By Nathaniel P. Delaney Deputy

5249

TRACT NO. 24080

BEING A SUBDIVISION OF A PORTION OF THE WEST 5.26 ACRES OF LOT 4 OF R.W. POINDEXTER'S SUBDIVISION OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 14 WEST, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 59 PAGE 82 OF MISCELLANEOUS RECORDS.

IN UNINCORPORATED TERRITORY OF LOS ANGELES COUNTY, CALIFORNIA

JANUARY, 1961

GLEN ROOD, REGISTERED CIVIL ENGINEER No. 2093

SCALE: 1" = 50'

RECORDED
AT REQUEST OF OWNER
Mar 28 1962
41 MIN. PAST 3 PM
IN BOOK 683
AT PAGE 35
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
RAY E. LEE
COUNTY RECORDER
S. Walters Deputy
7.00

We hereby certify that we are the owners of or are interested in the lands included within the subdivision shown on this map within the colored border lines, and we consent to the preparation and recordation of said map and subdivision and hereby dedicate to the public use the street shown on said map and also grant to the County of Los Angeles, the easement for sanitary sewer purposes so designated on said map and all uses incident thereto, including the right to make connections therewith from any adjoining properties. We further certify that, except as shown on a copy of this map on file in the office of the County Road Commissioner, we know of no easement or structure existing within the easement hereby offered for dedication to the public, other than publicly owned water lines, sewers or storm drains; that we will grant no right or interest within the boundaries of said easement offered to the public. except where such right or interest is expressly made subject to the said easements.

As a dedication to public use, while all of Normandie Avenue adjacent to this subdivision remains a public highway, for such time only, we hereby abandon all easements of vehicular ingress and egress to the said Normandie Avenue so that owners of lots abutting this highway during such time will have no right of vehicular access whatever in the highway as such except the general easement of travel which belongs to the whole public, and except the portion of said Normandie Avenue abutting the driveway lying within the Southerly 70 feet of Lot 1, measured along said highway.

If any change of alignment or width of such highway results in the vacation of any part thereof adjacent to this subdivision, such vacation terminates the above dedication as to the part vacated.

GOLDEN WEST INVESTMENT CORPORATION, Owners

Derry M. Stanley — DERRY M. STANLEY, PRESIDENT

Bennett J. Cravitz — BENNETT J. CRAVITZ, Secretary

SECURITIES ESCROW COMPANY, a corporation, Trustee under deeds of trust recorded March 20, 1961 as Instruments No. 1323, No. 1325 and No. 1326.

Bennett J. Cravitz — Vice-President

Derry M. Stanley — ~~Asst~~ Secretary

SECURITIES ESCROW COMPANY, a corporation, Trustee under deeds of trust recorded in Book T-1338 page 413, Official Records; Book T-1338 page 417; Book T-1338 page 420; Book T-1338 page 423; Book T-1338 page 426; Book T-1338 page 430; Book T-1338 page 434; Book 1338 page 437; all of Official Records.

Bennett J. Cravitz — Vice-President

Derry M. Stanley — ~~Asst~~ Secretary

PAULEY PETROLEUM, INC., a Delaware corporation, owner of the easement for pipe lines created by deed recorded in Book 53486 page 50, Official Records.

C. L. Cameron — ~~Vice~~ President

Arris R. Hedges — Ass't Secretary

Derry M. Stanley — DERRY M. STANLEY

~~FIRST WESTERN BANK AND TRUST COMPANY, a corporation, (interest holder) Superior Court Case No 778961, notice recorded in Book M-895 page 48 Official Records.~~

~~President~~ ~~Secretary~~

NOTE: The present owner of that certain oil, gas and minerals reserved in deed recorded June 18, 1951, in Book 36550 page 150, Official Records, has been omitted as a necessary party to sign the map under the provisions of Section 11587 (c-1) of the Subdivision Map Act, inasmuch as such ownership does not contain a right of entry on the surface of the land, said surface rights having been quit claimed by deed recorded May 12, 1958, in Book D-97 page 592, Official Records.

NOTE: The signature of the present owner of all oil, gas, minerals and other hydrocarbon substances reserved in the deed recorded June 23, 1960 in Book D-887 page 854, Official Records, has been omitted as a necessary party to sign the map under the provisions of Section 11587 C-(1) of the Subdivision Map Act, inasmuch as such ownership does not include a right of entry on the surface of the land.

State of California }
County of Los Angeles } ss

On this 8 day of January, 1962, before me, Frank J. Arnone, a Notary Public in and for said County and State, personally appeared DERRY M. STANLEY, known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that she executed the same.

Frank J. Arnone
Notary Public in and for the County
My commission expires: NOVEMBER 22, 1963 of Los Angeles, State of California.

IN RE TRACT NO. 24080) IT IS ORDERED THAT THE MAP OF TRACT NO. 24080 IS HEREBY APPROVED; THAT ALL STREETS, HIGHWAYS AND OTHER PUBLIC WAYS AND EASEMENTS SHOWN ON SAID MAP AND OFFERED FOR DEDICATION BE AND THE SAME ARE HEREBY ACCEPTED ON BEHALF OF THE PUBLIC. That the offer of dedication for abandonment of the rights of ingress and egress be and the same is hereby accepted on behalf of the public. That the bond in the amount of $1,175.00 filed with this Board to insure payment of taxes and special assessments collected as taxes be approved.

I HEREBY CERTIFY THAT THE FOREGOING ORDER WAS ADOPTED BY THE BOARD OF SUPERVISORS AT A MEETING HELD March 27 1962

GORDON T. NESVIG, CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.

BY Evelyn Todor DEPUTY

I hereby certify that I have examined this map, that it conforms substantially to the tentative map and all approved alterations thereof; that all provisions of applicable State law and local subdivision ordinances have been complied with; and that I am satisfied that this map is technically correct.

Dated: March 28, 1962

JOHN A. LAMBIE
COUNTY ENGINEER
By Ralph K. Kennedy Deputy

I hereby certify that I am a Registered Civil Engineer of the State of California; that this map, consisting of two sheets, correctly represents a true and complete survey made under my supervision January – February, 1961; that the monuments of the character and locations shown hereon will be in place within twenty-four months from recording date of this map; that said monuments are sufficient to enable the survey to be readily retraced and that tie notes to all center line monuments shown hereon as set by me will be on file in the office of the County Engineer within twenty-four months from recording date shown hereon.

Glen Rood
Registered Civil Engineer No. 2093

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss

On this 8th day of February, 1962, before me, the undersigned, a Notary Public in and for said County and State, personally appeared DERRY M. STANLEY, known to me to be the President, and BENNETT J. CRAVITZ, known to me to be the Secretary, of the GOLDEN WEST INVESTMENT CORPORATION, a corporation, the corporation that executed the within instrument as Owners, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that said corporation executed the same as Owners.

My commission expires: NOV 22 1963 — Frank J. Arnone
Notary Public in and for the County of Los Angeles, State of California
(Frank J. Arnone)

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss

On this 21 day of MARCH, 1961, before me, the undersigned, a Notary Public in and for said County and State, personally appeared BENNETT J. CRAVITZ known to me to be the Vice-President, and DERRY M. STANLEY known to me to be the ~~Asst~~ Secretary of the SECURITIES ESCROW COMPANY, a corporation, the corporation that executed the within instrument as Trustee, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that said corporation executed the same as Trustee.

My commission expires: Nov 22, 1963 — Frank J. Arnone
Notary Public in and for the County of Los Angeles, State of California
(Frank J. Arnone)

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss

On this 1 day of MARCH, 1961, before me, the undersigned, a Notary Public in and for said County and State, personally appeared BENNETT J. CRAVITZ known to me to be the Vice President, and DERRY M STANLEY known to me to be the ~~Asst~~ Secretary of the SECURITIES ESCROW COMPANY, a corporation, the corporation that executed the within instrument as Trustee, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that said corporation executed the same as Trustee.

My commission expires: Nov 22 1963 — Frank J. Arnone
Notary Public in and for the County of Los Angeles, State of California
(Frank J. Arnone)

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss

On this 27th day of February, 1961, before me, the undersigned, a Notary Public in and for said County and State, personally appeared C. L. Cameron known to me to be the Vice President and Arris R. Hedges known to me to be the Ass't Secretary of PAULEY PETROLEUM, INC., a Delaware corporation, the Delaware corporation that executed the within instrument as Easement Holder by deed recorded in Book 53486 page 50, Official Records, and known to me to be the persons who executed the within instrument on behalf of the Delaware corporation therein named, and acknowledged to me that said Delaware corporation executed the same as Easement Holder.

My commission expires: March 14, 1963 — Georgia S. Lynch
Notary Public in and for the County of Los Angeles, State of California
(Georgia S. Lynch)

~~State of California }~~
~~County of Los Angeles } ss~~

~~On this ____ day of ________, 1962, before me, ____________, a Notary Public in and for said County and State, personally appeared ____________ known to me to be the ____________ and ____________ known to me to be the ____________ of FIRST WESTERN BANK AND TRUST COMPANY, a corporation, the corporation that executed the within instrument as interest holder, and known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that said corporation executed the same as interest holder.~~

~~My commission expires: ________ Notary Public in and for the County of Los Angeles, State of California~~

5249
Pg 2

TRACT NO. 24080

BEING A SUBDIVISION OF A PORTION OF THE WEST 5.26 ACRES OF LOT 4 OF R.W. POINDEXTER'S SUBDIVISION OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 14 WEST, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 59 PAGE 82 OF MISCELLANEOUS RECORDS.

IN UNINCORPORATED TERRITORY OF LOS ANGELES COUNTY, CALIFORNIA

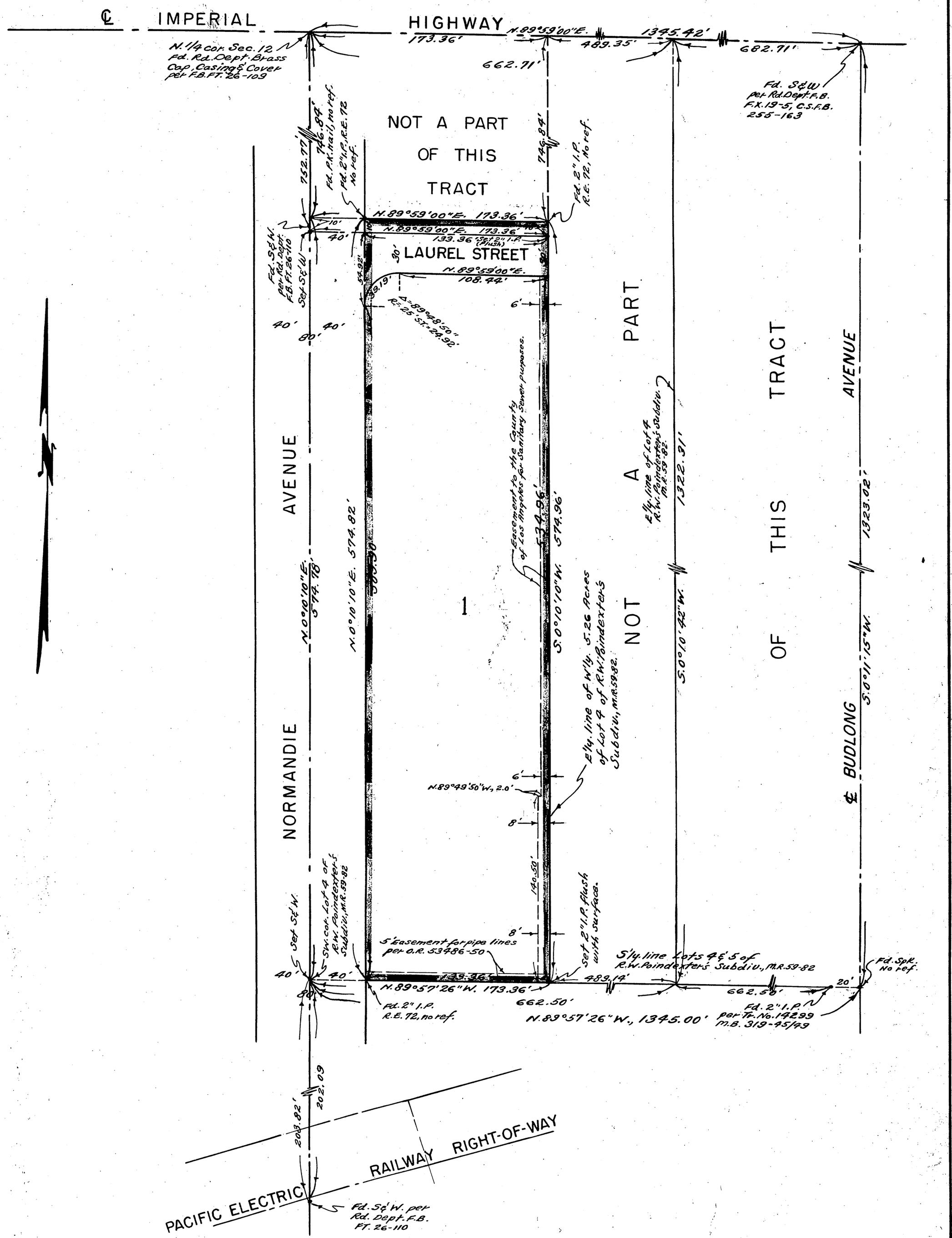
JANUARY, 1961

GLEN ROOD, REGISTERED CIVIL ENGINEER No. 2093

SCALE: 1" = 50'

RECORDED
AT REQUEST OF OWNER
Mar 28 1962
41 MIN. PAST 3 PM
IN BOOK 683
AT PAGE 36
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
RAY E. LEE
COUNTY RECORDER
BY D. Walters
Deputy

The bearing, N. 0° 10' 10" E., shown on the center line of Normandie Avenue in Book 59 Pages 31 and 32 of Record of Surveys, Records of Los Angeles County, California, was taken as the basis of bearings shown on this map.



SCALE: 1" = 20'

SHEET 1 OF 1 SHEET

PARCEL MAP NO. 3219

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

FILED
AT REQUEST OF
Lloyd Eller
MAR. 13, 1973
27 MIN. PAST 4 PM
IN BOOK 43
AT PAGE 66
OF PARCEL MAPS
LOS ANGELES COUNTY, CALIF.
BY COUNTY RECORDER
$5.00 Deputy

BEING A DIVISION OF LOTS 253 AND 254 OF THE MAP OF CORINTH HEIGHTS, AS SHOWN ON MAP FILED IN BOOK 11 PAGE 36 OF MAPS IN THE OFFICE OF THE RECORDER OF THE COUNTY OF LOS ANGELES.

THIS MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION, AND WAS COMPILED FROM RECORD DATA IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AT THE REQUEST OF MR. LLOYD ELLER ON JULY 10, 1972. I HEREBY CERTIFY THAT IT CONFORMS TO THE APPROVED TENTATIVE MAP AND THE CONDITIONS OF APPROVAL THEREOF, THAT ALL PROVISIONS OF APPLICABLE STATE LAW AND LOCAL ORDINANCES HAVE BEEN COMPLIED WITH.

Thomas Outland
L.S. NO 3264

COUNTY ENGINEER'S CERTIFICATE

This map has been examined this 13TH day of March, 1973, for conformance with the requirements of Section 11575 of the Subdivision Map Act.

Harvey T. Brandt
COUNTY ENGINEER
By Bernard S. Momita
Deputy

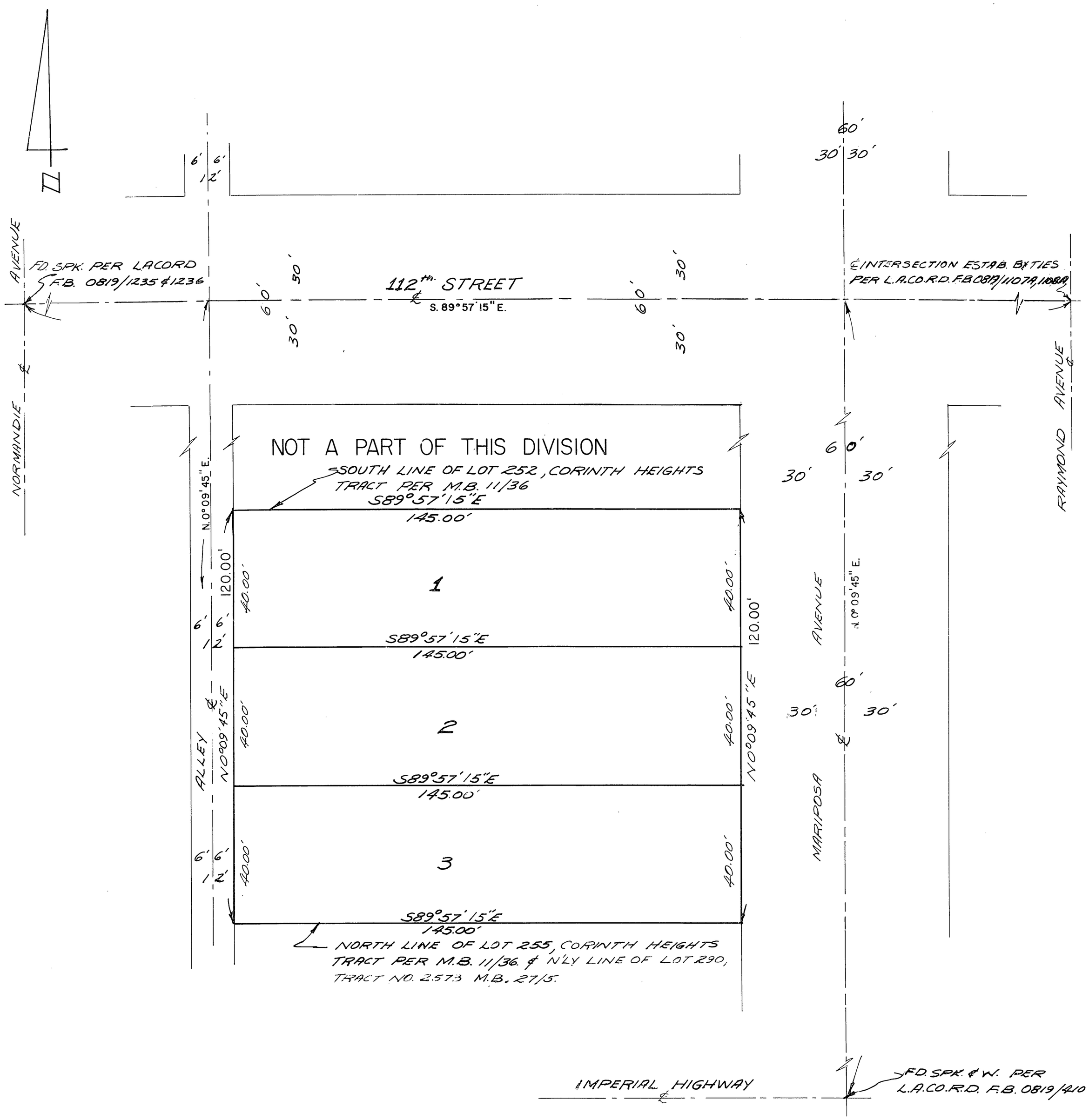
I HEREBY CERTIFY THAT PARCEL MAP NO. 3219 WAS APPROVED BY THE ADVISORY AGENCY OF THE COUNTY OF LOS ANGELES AS TO AREA, IMPROVEMENT AND DESIGN, FLOOD AND WATER DRAINAGE CONTROL AND AS TO ALL REQUIREMENTS OF SECTION 11535 OF THE BUSINESS AND PROFESSIONS CODE ON March 13, 1973.

THE REGIONAL PLANNING COMMISSION

O. K. Christenson
O. K. CHRISTENSON
DIRECTOR OF PLANNING

RECORD DATA

RECORD DATA IS FROM THE MAP OF CORINTH HEIGHTS, RECORDED IN BOOK 11, PAGE 36 OF MAP, RECORDS OF LOS ANGELES COUNTY



118 67

BOOK 118 PAGE 67

SCALE: 1"=30'

PARCEL MAP NO. 12410

SHEET 1 OF 1 SHEET

79-1171825

79-1171825

FILED
AT REQUEST OF
CHARLES KNOX
OCT 18, 1979
MIN. PAST 4 PM
IN BOOK 118
AT PAGE 67
OF PARCEL MAPS
LOS ANGELES COUNTY, CALIF.
Registrar-Recorder
BY

$5.00

IN THE UNINCORPORATED TERRITORY OF LOS ANGELES COUNTY
STATE OF CALIFORNIA

BEING A SUBDIVISION OF LOTS 9, 10 AND 11 BLOCK B, OF THE TOWNSITE OF HOWARD AND PORTIONS OF LOTS 72, 73 AND 74 OF TRACT NO. 25 AS PER MAPS. RECORDED IN BOOK 22 PAGES 59 THROUGH 62 INCLUSIVE OF MISCELLANEOUS RECORDS AND BOOK 13 PAGE 151 OF MAPS, RESPECTIVELY, RECORDS OF LOS ANGELES COUNTY.

NOTE:
RECORD DATA IS FROM
TRACT Nº 25, M.B. 13/151

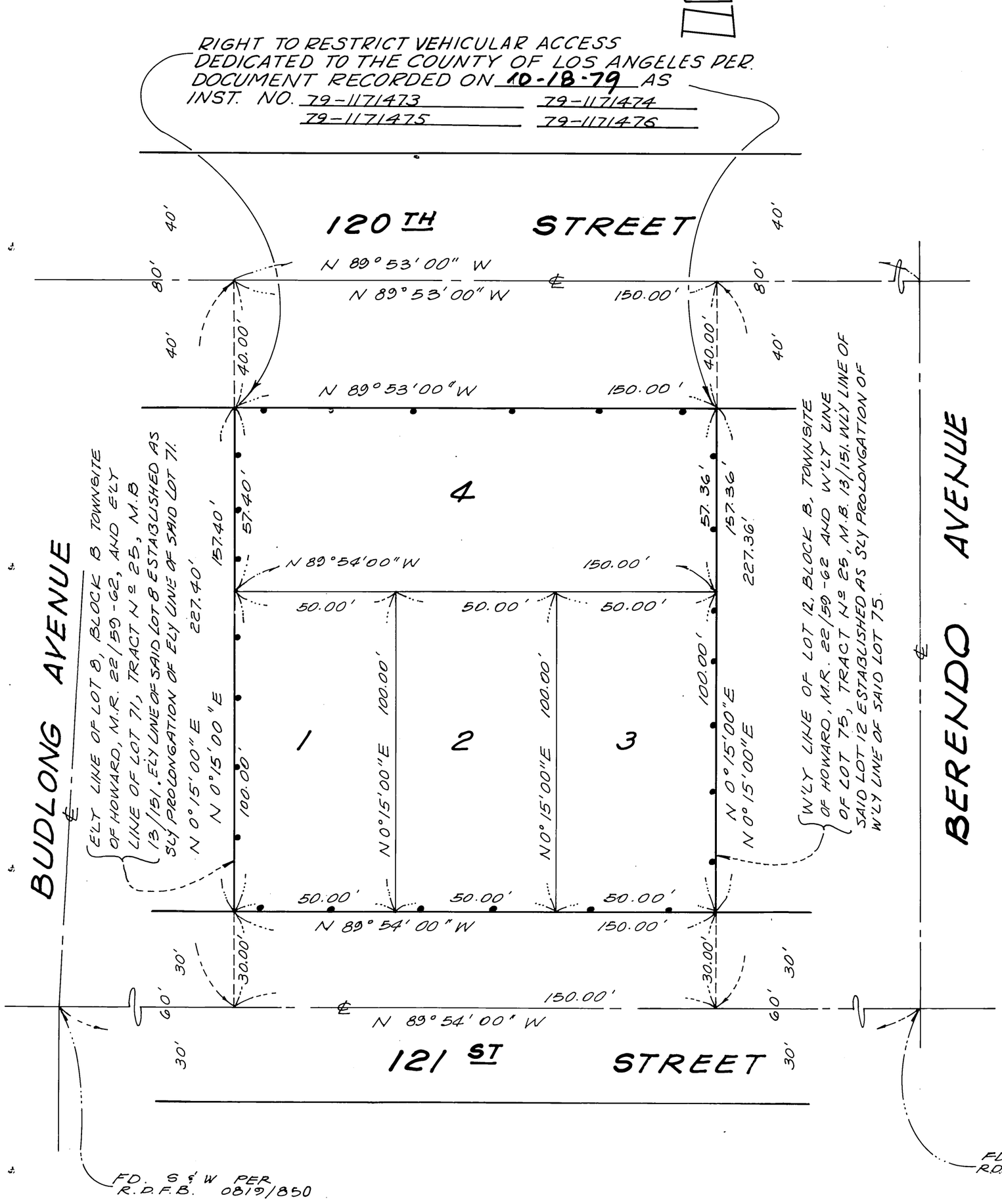
• • • • INDICATES THE BOUNDARY OF THE LAND BEING SUBDIVIDED BY THIS MAP.

RECORD OWNERS ARE CHARLES E. KNOX, ELIZABETH McKINLEY AND JOHN WILLIAMS.

ENGINEER'S CERTIFICATE:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND WAS COMPILED FROM RECORD DATA IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF CHARLES KNOX ON JUNE 1, 1979 I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY.

DARRYL E. DALCIN R.C.E. 27797



COUNTY ENGINEER'S CERTIFICATE

THIS MAP CONFORMS WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE.

DATE: OCT 18 1979

COUNTY ENGINEER
BY: Frank Olson
DEPUTY

26B2

1061/29

BOOK 1061 PAGE 29

Map & Grant

SHEET 1 OF 4 SHEETS

85-1494494

85-1494494

FILED
AT REQUEST OF OWNER
DEC 18 1985
1 PAST 4 P.M.
IN BOOK 1061
OF MAPS PAGE 29
OF MAPS
LOS ANGELES COUNTY, CA
RECORDER
BY Ann Belen
Deputy
FEE $ 12.00

TRACT NO. 34426

IN UNINCORPORATED TERRITORY OF THE
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

BEING A SUBDIVISION OF PORTIONS OF LOTS 8 AND 9 OF R. W. POINDEXTER'S SUBDIVISION OF A PORTION OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 14 WEST, AS PER MAP RECORDED IN BOOK 59 PAGE 82 OF MISCELLANEOUS RECORDS, RECORDS OF LOS ANGELES COUNTY.

OWNER'S CERTIFICATE

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF OR ARE INTERESTED IN THE LANDS INCLUDED WITHIN THE SUBDIVISION SHOWN ON THIS MAP WITHIN THE DISTINCTIVE BORDER LINES, AND WE CONSENT TO THE PREPARATION AND FILING OF SAID MAP AND SUBDIVISION. WE HEREBY DEDICATE TO THE PUBLIC USE ALL STREETS, HIGHWAYS, AND OTHER PUBLIC WAYS SHOWN ON SAID MAP. AND ALSO DEDICATE TO THE COUNTY OF LOS ANGELES THE EASEMENTS FOR STORM DRAIN AND SANITARY SEWER PURPOSES SO DESIGNATED ON SAID MAP AND ALL USES INCIDENT THERETO, INCLUDING THE RIGHT TO MAKE CONNECTIONS THEREWITH FROM ANY ADJOINING PROPERTIES. WE FURTHER CERTIFY THAT,

WE KNOW OF NO EASEMENT OR STRUCTURE EXISTING WITHIN THE EASEMENTS HEREIN OFFERED FOR DEDICATION TO THE PUBLIC, OTHER THAN PUBLICLY OWNED WATER LINES, SEWERS, OR STORM DRAINS, THAT WE WILL GRANT NO RIGHT OR INTEREST WITHIN THE BOUNDARIES OF SAID EASEMENTS OFFERED TO THE PUBLIC, EXCEPT WHERE SUCH RIGHT OR INTEREST IS EXPRESSLY MADE SUBJECT TO THE SAID EASEMENTS. AS A DEDICATION TO PUBLIC USE, WHILE ALL OF 120TH STREET WITHIN OR ADJACENT THIS SUBDIVISION REMAINS A PUBLIC STREET, WE HEREBY ABANDON ALL RIGHTS OF DIRECT INGRESS AND EGRESS FROM ABUTTING LOTS 4, 5, 6, 31, 32, 33, 44, AND 45 TO THE SAID STREET. IF ANY PORTION OF SAID STREET WITHIN OR ADJACENT TO THIS SUBDIVISION IS VACATED, SUCH VACATION TERMINATES THE ABOVE DEDICATION AS TO THE PART VACATED. ~~AS A DEDICATION TO PUBLIC USE, WHILE ALL OF 120TH STREET WITHIN OR ADJACENT TO THIS SUBDIVISION REMAINS A PUBLIC STREET, WE HEREBY ABANDON ALL RIGHTS OF DIRECT INGRESS AND EGRESS FOR RESIDENTIAL PURPOSES FROM ABUTTING LOT 33 TO THE SAID STREET. IF ANY PORTION OF SAID STREET WITHIN OR ADJACENT TO THIS SUBDIVISION IS VACATED, SUCH VACATION TERMINATES THE ABOVE DEDICATION AS TO THE PART VACATED.~~

120TH STREET ASSOCIATES LTD, A CALIFORNIA LIMITED PARTNERSHIP, OWNER.

BY: MAINLINE FINANCIAL, INC., A CALIFORNIA CORPORATION, GENERAL PARTNER.

Gary Braverman — GARY BRAVERMAN PRESIDENT
Helen Braverman — HELEN BRAVERMAN SECRETARY

~~PARTNERSHIP PROPERTIES, A COLORADO GENERAL PARTNERSHIP, OWNER OF INTERESTS CREATED BY DEED RECORDED APRIL 26, 1972 AS INSTRUMENT NO. 2917 IN BOOK D5440, PAGE 307 OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY.~~

JEROME A. LEWIS, PARTNER — DWIGHT C. MOREHEAD, PARTNER

DAVID A. FRAWLEY, PARTNER

~~CITIBANK, N.A., ET AL, BENEFICIARIES UNDER DEEDS OF TRUST RECORDED JANUARY 2, 1985 AS INSTRUMENT NO. 85-2243 AND AS INSTRUMENT NO. 85-2246 BOTH OF OFFICAL RECORDS, RECORDS OF LOS ANGELES COUNTY.~~
~~CITIBANK, N.A., ACTING AS AGENT FOR ITSELF AND OTHER BANKS.~~

BEVERLY HILLS SAVINGS AND LOAN ASSOCIATION, A CORPORATION, BENEFICIARY UNDER A DEED OF TRUST RECORDED FEBRUARY 12, 1985 AS INSTRUMENT NO. 85-163910 OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY.

James L. Mason — JAMES L. MASON VICE PRESIDENT
J. Evans — J. EVANS ASST. VICE PRESIDENT

TRUST SERVICES OF AMERICA, INC., A CALIFORNIA CORPORATION, AS SUCCESSOR TO TITLE INSURANCE AND TRUST, AS SUCCESSOR TRUSTEE OF THE SARAH C. GETTY TRUST PURSUANT TO AN ORDER FILED JANUARY 6, 1977, PROBATE NO. P-210,534, BENEFICIARY UNDER A DEED OF TRUST RECORDED FEBRUARY 12, 1985 AS INSTRUMENT NO. 85-163911 OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY.

Lewis E. Drolet — LEWIS E. DROLET VICE PRESIDENT
Kenneth J. Gandy — KENNETH J. GANDY ASST. SECRETARY

STATE OF California)
COUNTY OF Los Angeles) SS.

ON THIS 3 DAY OF May, 1985 BEFORE ME Julie Anne McDonald, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED Gary Braverman PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS THE PRESIDENT AND PERSONALLY APPEARED Helen Braverman PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS THE SECRETARY OF MAINLINE FINANCIAL, INC., THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF 120TH STREET ASSOCIATES LTD. THE PARTNERSHIP THAT EXECUTED THE WITHIN INSTRUMENT, AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE SAME AS SUCH PARTNER AND THAT SUCH LIMITED PARTNERSHIP EXECUTED THE SAME.

Julie Anne McDonald
NOTARY PUBLIC

OFFICIAL SEAL
JULIE ANNE McDONALD
NOTARY PUBLIC-CALIFORNIA
LOS ANGELES COUNTY
My Commission Expires Sept. 2, 1988

I HEREBY CERTIFY THAT SECURITY IN THE AMOUNT OF $ 700 HAS BEEN FILED WITH THE CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES AS SECURITY FOR THE PAYMENT OF TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES ON THE LAND SHOWN ON MAP OF TRACT NO./PARCEL MAP NO. 34426 AS REQUIRED BY LAW.

EXECUTIVE OFFICER-CLERK
OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA
BY Richard J. Velgener
DEPUTY

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A LICENSED LAND SURVEYOR OF THE STATE OF CALIFORNIA; THAT THIS FINAL MAP, CONSISTING OF 4 SHEETS, IS A TRUE AND COMPLETE SURVEY AS SHOWN, AND WAS MADE BY ME OR UNDER MY DIRECTION IN OCTOBER 1984; THAT THE MONUMENTS OF THE CHARACTER AND LOCATIONS SHOWN HEREON ARE IN PLACE OR WILL BE IN PLACE WITHIN TWENTY-FOUR MONTHS FROM THE FILING DATE OF THIS MAP; THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED AND THAT TIE NOTES TO ALL CENTERLINE MONUMENTS SHOWN AS "TO BE SET" WILL BE ON FILE IN THE OFFICE OF THE DIRECTOR OF PUBLIC WORKS WITHIN TWENTY-FOUR MONTHS FROM THE FILING DATE SHOWN HEREON.

Robert L. Mollenhauer
ROBERT L. MOLLENHAUER, L.S. 2996
MOLLENHAUER, HIGASHI & MOORE, INC.

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING S 89° 57' 00" W OF SOUTHERLY LINE OF R.W. POINDEXTER'S SUBDIVISION OF A PORTIONS OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 14 WEST, RECORDED IN BOOK 59, PAGE 82 OF MISCELLANEOUS RECORDS, RECORDS OF LOS ANGELES COUNTY.

~~STATE OF _____)
COUNTY OF _____) SS

ON THIS _____ DAY OF _____, 198_ BEFORE ME _____, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED _____ PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS _____ AND PERSONALLY APPEARED _____ PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS _____ OF THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE WITHIN INSTRUMENT PURSUANT TO ITS BY-LAWS OR A RESOLUTION OF ITS BOARD OF DIRECTORS AS BENEFICIARY.

_____
NOTARY PUBLIC~~

STATE OF California)
COUNTY OF Orange) SS.

ON THIS 23rd DAY OF April, 1985 BEFORE ME Timothy S. Ryan, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED James L. Mason PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS THE VICE PRESIDENT AND PERSONALLY APPEARED J. Evans PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS THE ASST VICE PRESIDENT OF THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE WITHIN INSTRUMENT PURSUANT TO ITS BY-LAWS OR A RESOLUTION OF ITS BOARD OF DIRECTORS AS BENEFICIARIES.

OFFICIAL SEAL
TIMOTHY S. RYAN
NOTARY PUBLIC - CALIFORNIA
PRINCIPAL OFFICE IN
ORANGE COUNTY
My Commission Exp. Oct. 16, 1987

Timothy S. Ryan
NOTARY PUBLIC
Timothy S. Ryan

STATE OF CALIFORNIA)
COUNTY OF Los Angeles) SS.

ON THIS 17th DAY OF APRIL, 1985 BEFORE ME Deborah A. Gopaul, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED Lewis E. Drolet PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS THE VICE PRESIDENT AND PERSONALLY APPEARED Kenneth J. Gandy PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS THE ASST. SECRETARY OF TRUST SERVICES OF AMERICA, INC., THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT AS TRUSTEE OF THE SARAH C. GHETTY TRUST THAT EXECUTED THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT SUCH TRUST EXECUTED THE SAME AS BENEFICIARY.

OFFICIAL SEAL
DEBORAH A. GOPAUL
NOTARY PUBLIC - CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
MY COMMISSION EXPIRES NOV. 4, 1988

Deborah A. Gopaul 04-17-85
NOTARY PUBLIC

~~STATE OF _____)
COUNTY OF _____) SS.

ON THIS _____ DAY OF _____, 198_ BEFORE ME _____, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED JEROME A. LEWIS, DWIGHT C. MOREHEAD AND DAVID A FRAWLEY PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSONS WHO EXECUTED THE WITHIN INSTRUMENT AS THREE OF THE PARTNERS OF THE PARTNERSHIP THAT EXECUTED THE WITHIN INSTRUMENT, AND ACKNOWLEDGED TO ME THAT SUCH PARTNERSHIP EXECUTED THE SAME AS OWNER OF INTEREST.

_____
NOTARY PUBLIC~~

I HEREBY CERTIFY THAT ALL CERTIFICATES HAVE BEEN FILED AND DEPOSITS HAVE BEEN MADE THAT ARE REQUIRED UNDER THE PROVISIONS OF SECTIONS 66492 AND 66493 OF THE SUBDIVISION MAP ACT.

EXECUTIVE OFFICER-CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
BY Richard J. Velgener
DEPUTY

26-A-2

TRACT NO. 34426

FILED WITH LOS ANGELES
REGISTRAR RECORDER
DEC 18 1985

IN UNINCORPORATED TERRITORY OF THE
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

BEING A SUBDIVISION OF PORTIONS OF LOTS 8 AND 9 OF R. W. POINDEXTER'S SUBDIVISION OF A PORTION OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 14 WEST, AS PER MAP RECORDED IN BOOK 59 PAGE 82 OF MISCELLANEOUS RECORDS, RECORDS OF LOS ANGELES COUNTY.

SIGNATURE OMISSIONS:

THE SIGNATURES OF THE FOLLOWING EASEMENT HOLDERS HAVE BEEN OMITTED UNDER THE PROVISIONS OF SECTION 66436, SUBSECTION (c)(1) OF THE SUBDIVISION MAP ACT; THEIR INTEREST IS SUCH THAT IT CANNOT RIPEN INTO A FEE TITLE AND SAID SIGNATURES ARE NOT REQUIRED BY THE LOCAL AGENCY.

~~SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, EASEMENT HOLDER FOR PUBLIC UTILITY PURPOSES, AS DISCLOSED BY DEED RECORDED JANUARY 2, 1929 AS INSTRUMENT NO. 1606, IN BOOK 29160, PAGE 235 OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY.~~

COUNTY OF LOS ANGELES, EASEMENT HOLDER FOR SLOPE PURPOSES, AS DISCLOSED BY DEED RECORDED NOVEMBER 12, 1963, AS INSTRUMENT NO. 5631, IN BOOK D2252, PAGE 438 OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY.

PARTNERSHIP PROPERTIES, A COLORADO GENERAL PARTNERSHIP, EASEMENT HOLDER FOR DRILLING WELLS AND PIPELINE PURPOSES AND SURFACE ACCESS RIGHTS, AS DISCLOSED BY DEED RECORDED APRIL 26, 1972, AS INSTRUMENT NO. 2917, IN BOOK D5440, PAGE 307 AND FOR PIPELINE AND UTILITY PURPOSES PER DEED RECORDED AUGUST 28, 1950 AS INSTRUMENT NO. 2558 IN BOOK 34138 PAGE 94, BOTH OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY.

THE SIGNATURES OF THE FOLLOWING OWNERS OF OIL, GAS OR OTHER HYDROCARBONS OR MINERALS HAVE BEEN OMITTED UNDER THE PROVISIONS OF SECTION 66436, SUBSECTION (c)(3) OF THE SUBDIVISION MAP ACT.

BEREN CORPORATION, A DELAWARE CORPORATION AND THEIR SUCCESSORS IN INTEREST PER DEED RECORDED APRIL 26, 1972 AS INSTRUMENT NO. 2917, IN BOOK D5440, PAGE 307 OF OFFICIAL RECORDS OF LOS ANGELES COUNTY.

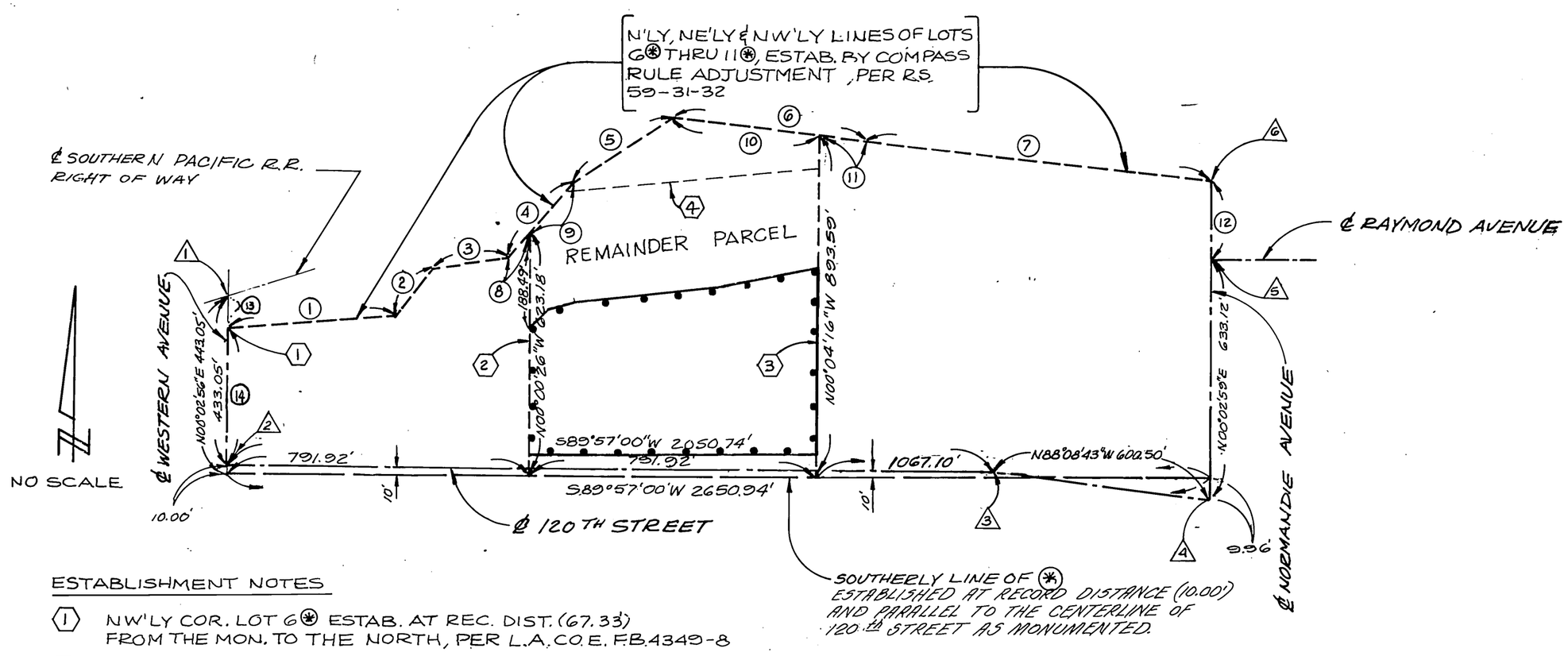
TRUST SERVICES OF AMERICA, INC. A CALIFORNIA CORPORATION, AS SUCCESSOR TO TITLE INSURANCE AND TRUST COMPANY, AS SUCCESSOR TRUSTEE OF THE SARAH C. GETTY TRUST, PURSUANT TO AN ORDER FILED JANUARY 6, 1977 IN LOS ANGELES COUNTY PROBATE CASE No. P-210,534 AND THEIR SUCCESSORS IN INTEREST PER DEED RECORDED FEBRUARY 12, 1985 AS INSTRUMENT NO. 85-163909 OF OFFICIAL RECORDS OF LOS ANGELES COUNTY

(*) R.W. POINDEXTER'S SUBDIVISION OF A PORTION OF SECTION 12, T.3S., R.14W., M.R. 59-82

MONUMENT NOTES:

1. FD. BRASS DISC. MON STAMPED "CY 24 RESET 1979" NO REF. INTERSECTION. FITS TIES PER L.A.CO.E. F.B. 3268-56.
2. FD. BT. SPK. & W PER L.A.CO.E. F.B. 4349-7
3. FD. BT. SPK. & W PER L.A.CO.E. F.B. 4349-12
4. FD. L & T PER L.A.CO.E. F.B. 4349-14
5. FD. BT. SPK & W. PER L.A.CO.E. F.B. 4349-16
6. FD. SPK & W. IN LIEU OF SPK & T PER L.A.CO.E. F.B. 4349-17 ACCEPTED AS THE NE'LY COR., LOT 11 (*)

No.	BEARING	DISTANCE	No.	BEARING	DISTANCE
1	S85°58'32"W	436.29'	8	N 40°57'17"E	67.97'
2	S38°27'20"W	164.99'	9	N 40°57'17"E	178.84'
3	S79°58'12"W	212.39'	10	S82°31'09"E	394.37'
4	S40°57'17"W	246.81'	11	S82°31'09"E	131.89'
5	S56°27'27"W	339.12'	12	N 00°03'09"E	162.33'
6	N82°31'09"W	526.26'	13	N 00°02'56"E	67.33
7	N84°31'13"W	942.42'	14	N 00°02'56"E	365.72'



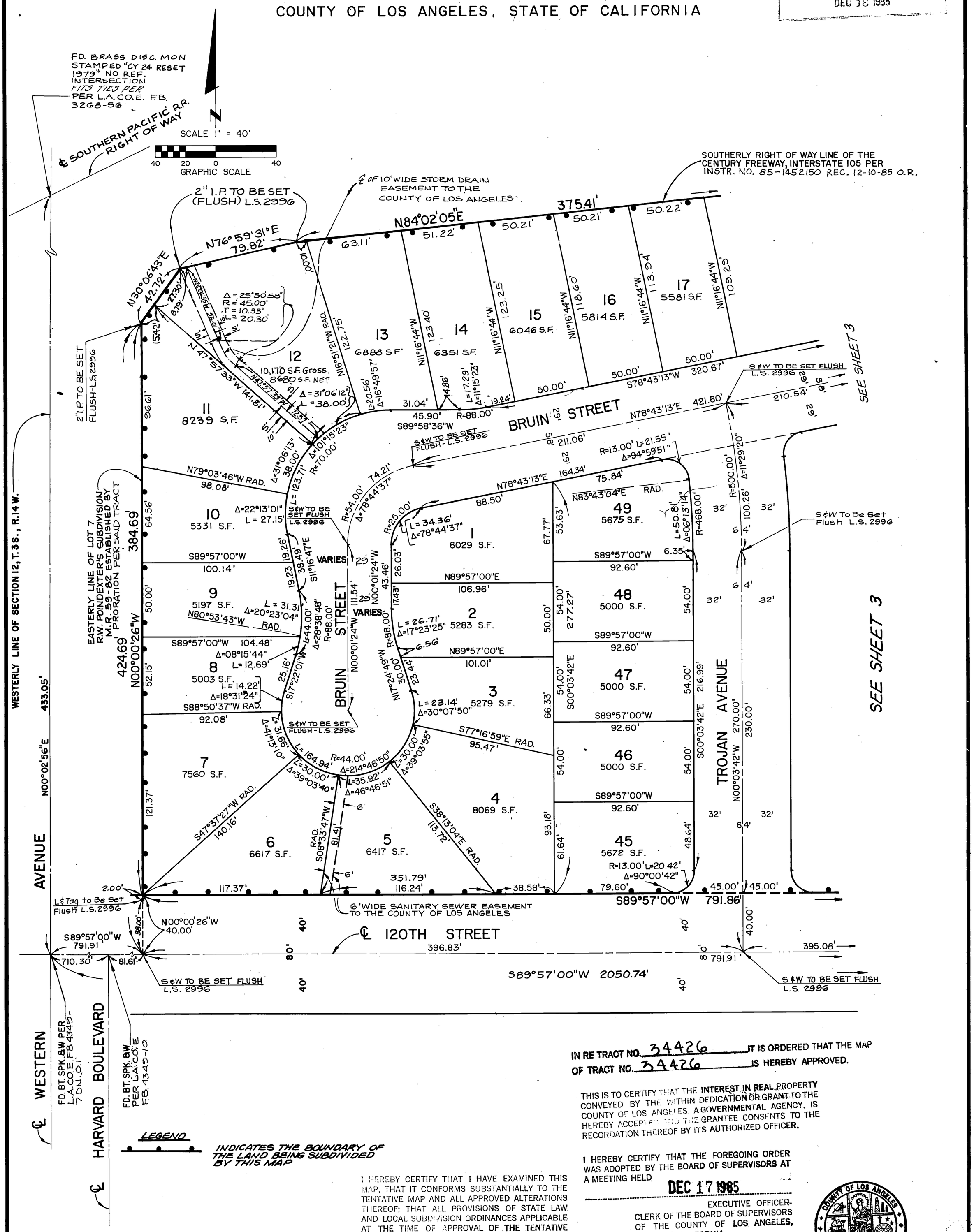
ESTABLISHMENT NOTES

1. NW'LY COR. LOT 6 (*) ESTAB. AT REC. DIST. (67.33') FROM THE MON. TO THE NORTH, PER L.A.CO.E. F.B. 4349-8
2. E'LY LINE OF LOT 7 (*), ESTAB. BY PRORATION PER SAID TR.
3. W'LY LINE OF LOT 10 (*), ESTAB. BY PRORATION PER SAID TR.
4. S'LY. LINE OF O.R. 34435-1

TRACT NO. 34426

IN UNINCORPORATED TERRITORY OF THE
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

FILED WITH LOS ANGELES
DEC 18 1985



IN RE TRACT NO. 34426 IT IS ORDERED THAT THE MAP OF TRACT NO. 34426 IS HEREBY APPROVED.

THIS IS TO CERTIFY THAT THE INTEREST IN REAL PROPERTY CONVEYED BY THE WITHIN DEDICATION OR GRANT TO THE COUNTY OF LOS ANGELES, A GOVERNMENTAL AGENCY, IS HEREBY ACCEPTED AND THE GRANTEE CONSENTS TO THE RECORDATION THEREOF BY ITS AUTHORIZED OFFICER.

I HEREBY CERTIFY THAT THE FOREGOING ORDER WAS ADOPTED BY THE BOARD OF SUPERVISORS AT A MEETING HELD DEC 17 1985

EXECUTIVE OFFICER-
CLERK OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA

BY Richard J. Delgenes
DEPUTY

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP, THAT IT CONFORMS SUBSTANTIALLY TO THE TENTATIVE MAP AND ALL APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF STATE LAW AND LOCAL SUBDIVISION ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH; AND THAT I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

COUNTY ENGINEER

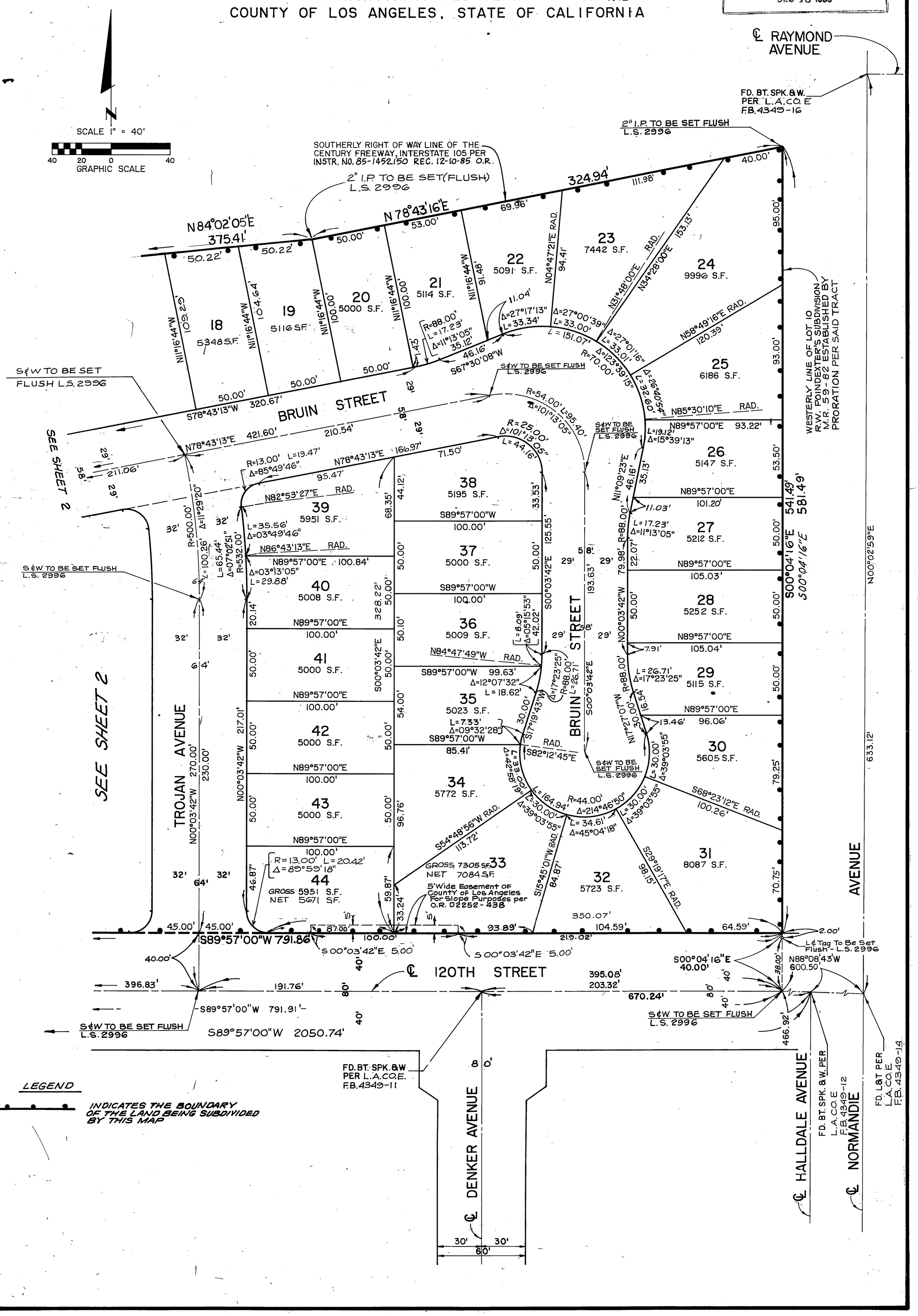
DATE DEC 18 1985 BY Edward Johnson
DEPUTY

SHEET 4 OF 4 SHEETS

TRACT NO. 34426

IN UNINCORPORATED TERRITORY OF THE
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

FILED WITH LOS ANGELES
COUNTY RECORDER
DEC 18 1985



COPY

RECORDING REQUESTED BY

MOLLENHAUER, HIGASHI & MOORE, INC.
(Engineer or Surveyor)

WHEN RECORDED FILE WITH MAP LISTED BELOW

COPY of Document Recorded
88 439854
Has not been compared with original.
Original will be returned when processing has been completed.
LOS ANGELES COUNTY REGISTRAR - RECORDER

SPACE ABOVE THIS LINE FOR RECORDER'S USE

CERTIFICATE OF CORRECTION

COUNTY OF LOS ANGELES)
STATE OF CALIFORNIA) SS

ROBERT L. MOLLENHAUER, being duly sworn,
(Name of ~~Engineer or~~ Surveyor)
deposes and says:

That the following corrections or amendments to the map of TRACT NO. 34426, as filed in Book 1061, page(s) 29 THRU 32 of MAPS in the office of the Recorder are made by me in accordance with Section 66469 of the Subdivision Map Act:

1. A 2" I.P. W/TAG L.S. 2996, 6" DEEP HAS BEEN SET AT THE SOUTHWESTERLY CORNER OF SAID TRACT NO. 34426.

2. THE "L & TAG TO BE SET FLUSH L.S. 2996" SHOWN ON SAID TRACT AS BEING 2.00' SOUTHERLY OF SAID SOUTHWESTERLY CORNER, HAS NOT BEEN SET.

~~Certificate of City Engineer~~
This is to certify that the above Certificate of Correction has been examined and that the amendments and/or corrections are in compliance with Section 66469 of the Subdivision Map Act.

_____, 19__.

_____

Certificate of County Surveyor
This is to certify that the above Certificate of Correction has been examined and that the amendments and/or corrections are in compliance with Section 66469 of the Subdivision Map Act.

March 28, 1988
COUNTY ENGINEER

By Laroldito V. Cristobal
Deputy

3-75

OFFICIAL SEAL
JAY W. ANDERSON
Notary Public-California
LOS ANGELES COUNTY
My Comm. Exp. May 27, 1991

Subscribed and sworn to before me this 4TH day of NOVEMBER, 1987.

Jay W. Anderson
Notary Public in and for the State of California

Robert L. Mollenhauer
Signature of Engineer or Surveyor
(RCE No.--LS No. 2996)
ROBERT L. MOLLENHAUER, PRESIDENT

Listed below are the present fee owners of property affected by the correction or amendment:

120TH STREET ASSOCIATES
4640 LANKERSHIM BLVD., SUITE 204
LOS ANGELES, CA 91602
ATTENTION: SY BRAVERMAN

SHEET 1 OF 4 SHEETS

TRACT NO. 41517

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BEING A SUBDIVISION OF A PORTION OF LOTS 1,2,39, AND 40 OF AMENDED MAP OF ATHEN HEIGHTS AS SHOWN ON MAP FILED IN BOOK 9, PAGE 170 OF MAPS, IN THE OFFICE OF THE RECORDER, COUNTY OF LOS ANGELES.

FOR CONDOMINIUM PURPOSES

"LIND & HILLERUD, INC."

86 1048588
86- 1048588

FILED
AT REQUEST OF OWNER
AUG 13 1986
31 MIN PAST 3 P.M.
IN BOOK 1071
AT PAGE 93
OF MAPS
LOS ANGELES COUNTY, CA.
Registrar-Recorder
BY Carole Nadinge
Deputy
FEE $ 12.00

MAP + GRANT

We hereby certify that we are the owners of or are interested in the lands included within the subdivision shown on this map within the distinctive border lines, and we consent to the preparation and filing of said map and subdivision.

We hereby dedicate to the public use all streets, highways, and other public ways shown on said map.

We further certify that, except as shown on a copy of this map on file in the office of the director of public works we know of no easement or structure existing within the easements herein offered for dedication to the public, other than publicly owned water lines, sewers, or storm drains, that we will grant no right or interest within the boundaries of said easements offered to the public, except where such right or interest is expressly made subject to the said easements.

As a dedication to public use, while all of Imperial Highway, within or adjacent to this subdivision remains a public street, we hereby abandon all rights of direct vehicular ingress and egress from abutting lots 1 and 2 to the said street. If any portion or said street within or adjacent to this subdivision is vacated, such vacation terminates the above dedication as to the part vacated.

We hereby dedicate to the Los Angeles County Flood Control District, the easement for storm drain purposes so designated on said map and all uses incident thereto including the right to make connections therewith from any adjoining properties.

CARISTE / ESQUIRE, a joint venture comprised of Vincent Cariste, John W. Morris and Esquire Development, a California Corporation

Vincent Cariste
Vincent Cariste, venturer

John W. Morris
John W. Morris, venturer

ESQUIRE DEVELOPMENT, INC., a California Corporation, venturer

John W. Morris
President
John W. Morris

Thelma Morris
Secretary
Thelma Morris

CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
Beneficiary under deed of trust recorded April 4, 1985 as instrument No. 85-369679, Official Records

James J. Fletcher, Chief of Housing Operations

I hereby Certify that I am a Registered Civil Engineer of the State of California, that this final map, consisting of 4 sheets, is a true and complete survey as shown, and was made by me or under my direction in July 1983; that the monuments of the character and locations shown hereon are in place; ~~or will be in place within twenty-four months from the filing date of this map~~, that said monuments are sufficient to enable the survey to be retraced and that tie notes to centerline monuments shown as "set" are on file in the office of the Director of Public Works

Wesley R. Lind
WESLEY R. LIND RCE 16362

REGISTERED PROFESSIONAL ENGINEER
WESLEY R. LIND
No. 16362
Exp. 6-30-89
CIVIL
STATE OF CALIFORNIA

BASIS OF BEARINGS:
The bearings shown hereon are based on the bearing N 89° 45' 20" E of the centerline of Imperial Highway as shown on Parcel Map No. 1512 recorded in Book 34, Page 12 of Parcel Maps, in the Office of the Recorder of the County of Los Angeles.

Los Angeles County Flood Control District Acceptance

Under the authority conferred by resolution duly and regularly adopted by the Board of Supervisors of the Los Angeles County Flood Control District on the 6TH day of March 1962, a certified copy of which was recorded in Book D1543, page 439, of official records of Los Angeles County, and amended by supplemental resolution on the 23RD day of December 1969, the undersigned accepts the interest in real property conveyed by the within dedication and grant to the Los Angeles County Flood Control District, a governmental agency and consents to the recordation on behalf of said district.

Donald F. Milne
Deputy Director

Dec. 2, 1985
Date

It is ordered that, pursuant to section 66499.20½ of the Subdivision Map Act, the filing of this tract map constitutes abandonment of the easement for drainage purposes, not shown on this map, acquired by the County of Los Angeles by drainage easement recorded January 27, 1928, as document No. 1891, in Book 7760, Page 282, of Official Records.

I hereby certify that the foregoing order was adopted by the Board of Supervisors of the County of Los Angeles at a meeting held _____

Larry J. Monteith, Executive Officer-Clerk of the Board of Supervisors of the County of Los Angeles, State of California

By _____, Deputy

IN RE TRACT NO. 41517 IT IS ORDERED THAT THE MAP OF TRACT NO. 41517 IS HEREBY APPROVED.

THIS IS TO CERTIFY THAT THE INTEREST IN REAL PROPERTY CONVEYED BY THE WITHIN DEDICATION OR GRANT TO THE COUNTY OF LOS ANGELES, A GOVERNMENTAL AGENCY, IS HEREBY ACCEPTED AND THE GRANTEE CONSENTS TO THE RECORDATION THEREOF BY ITS AUTHORIZED OFFICER.

I HEREBY CERTIFY THAT THE FOREGOING ORDER WAS ADOPTED BY THE BOARD OF SUPERVISORS AT A MEETING HELD AUG 12 1986

EXECUTIVE OFFICER-CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
BY Bernard A. Monita
DEPUTY

I HEREBY CERTIFY THAT SECURITY IN THE AMOUNT OF $ 9150.00 HAS BEEN FILED WITH THE CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES AS SECURITY FOR THE PAYMENT OF TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES ON THE LAND SHOWN ON MAP OF TRACT NO./PARCEL MAP NO. 41517 AS REQUIRED BY LAW.

EXECUTIVE OFFICER-CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA
BY Bernard A. Monita
DEPUTY

The signature of Louis Burack, owner of oil and gas leasehold below 500 feet per deed recorded in book 49700, page 92 of Official Records, Records of Los Angeles County, has been omitted under the provisions of section 66436, subsection (c)(3) of the Subdivision Map Act.

The signature of Standard Oil Company of California, a corporation owner of Oil and gas leasehold below 500 feet per deed recorded in Book M2105, page 473 of Official Records, Records of Los Angeles County has been omitted under the provisions of Section 66436, subsection (c)(3) of the Subdivision Map Act.

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP, THAT IT CONFORMS SUBSTANTIALLY TO THE TENTATIVE MAP AND ALL APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF STATE LAW AND LOCAL SUBDIVISION ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH; AND THAT I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

DATE AUG 13 1986 COUNTY ENGINEER BY Edward Johnson DEPUTY

I HEREBY CERTIFY THAT ALL CERTIFICATES HAVE BEEN FILED AND DEPOSITS HAVE BEEN MADE THAT ARE REQUIRED UNDER THE PROVISIONS OF SECTIONS 66492 AND 66493 OF THE SUBDIVISION MAP ACT.

EXECUTIVE OFFICER-CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
BY Bernard A. Monita
DEPUTY

This subdivision is approved as a 22 unit condominium project whereby the owners of the units of airspace will hold an undivided interest in the common areas which will, in turn, provide the necessary access and utility easements for the units.

Pursuant to Section 66499.20 1/2 of the Subdivision Map Act, the filing of this tract map constitutes abandonment of those streets acquired by the County of Los Angeles ~~or Alley~~ by O.R. 21356-293 and Budlong Avenue by O.R. 21670-134 ~~,~~ not shown on this map.

26 A,B-1,2

TRACT NO. 41517

FILED WITH LOS ANGELES
REGISTRAR-RECORDER
AUG 18 1986

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

FOR CONDOMINIUM PURPOSES

State of California)
County of Los Angeles) S S.

On _____ before me, the undersigned, a Notary Public in and for said State, personally appeared *Vincent Cariste* personally known to me or proved to me on the basis of satisfactory evidence to be the person who executed the within instrument as *one* of the joint venturers of the joint venture that executed the within instrument and acknowledged to me that he executed the same both individually and as joint venturer of said joint venture and that such joint venture also executed the same.

OFFICIAL SEAL
CONSTANCIA LEON
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My comm. expires AUG 1, 1986

State of California)
County of Los Angeles) S.S.

On _____ before me, the undersigned, a Notary Public in and for said State, personally appeared *John W. Morris* personally known to me or proved to me on the basis of satisfactory evidence to be the person who executed the within instrument as *one* of the joint venturers of the joint venture that executed the within instrument and acknowledged to me that he executed the same both individually and as joint venturer of said joint venture and that such joint venture also executed the same.

OFFICIAL SEAL
CONSTANCIA LEON
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My comm. expires AUG 1, 1986

State of California) SS.
County of Los Angeles)

On this 25th day of _____, 198_, before me, _____ the undersigned, a Notary Public, in and for said county and state, personally appeared _____ known to me to be the President and _____ known to me to be the Secretary of Esquire Development, the corporation that executed the within instrument, said persons being known to me to be the persons who executed the within instrument on behalf of said corporation, said corporation being known to me to be one of the joint ventures of Cariste / Esquire the joint venture that executed the within instrument and acknowledged to me that such corporation executed the same both individually and as joint venturer of said joint venture and that such joint venture also executed the same.

OFFICIAL SEAL
CONSTANCIA LEON
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My comm. expires AUG 1, 1986

State of California)
County of Los Angeles) S.S.

On this _____ day of _____ in the year _____, before me _____ personally appeared James J. Fletcher, personally known to me or proved to me on the basis of satisfactory evidence to be the person who executed this instrument as Chief of Housing Operations of California Department of Housing and Community Development and acknowledged to me that California Department of Housing and Community Development executed it as beneficiary.

OFFICIAL SEAL
CONSTANCIA LEON
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My comm. expires AUG 1, 1986

SCALE: 1" = 20'

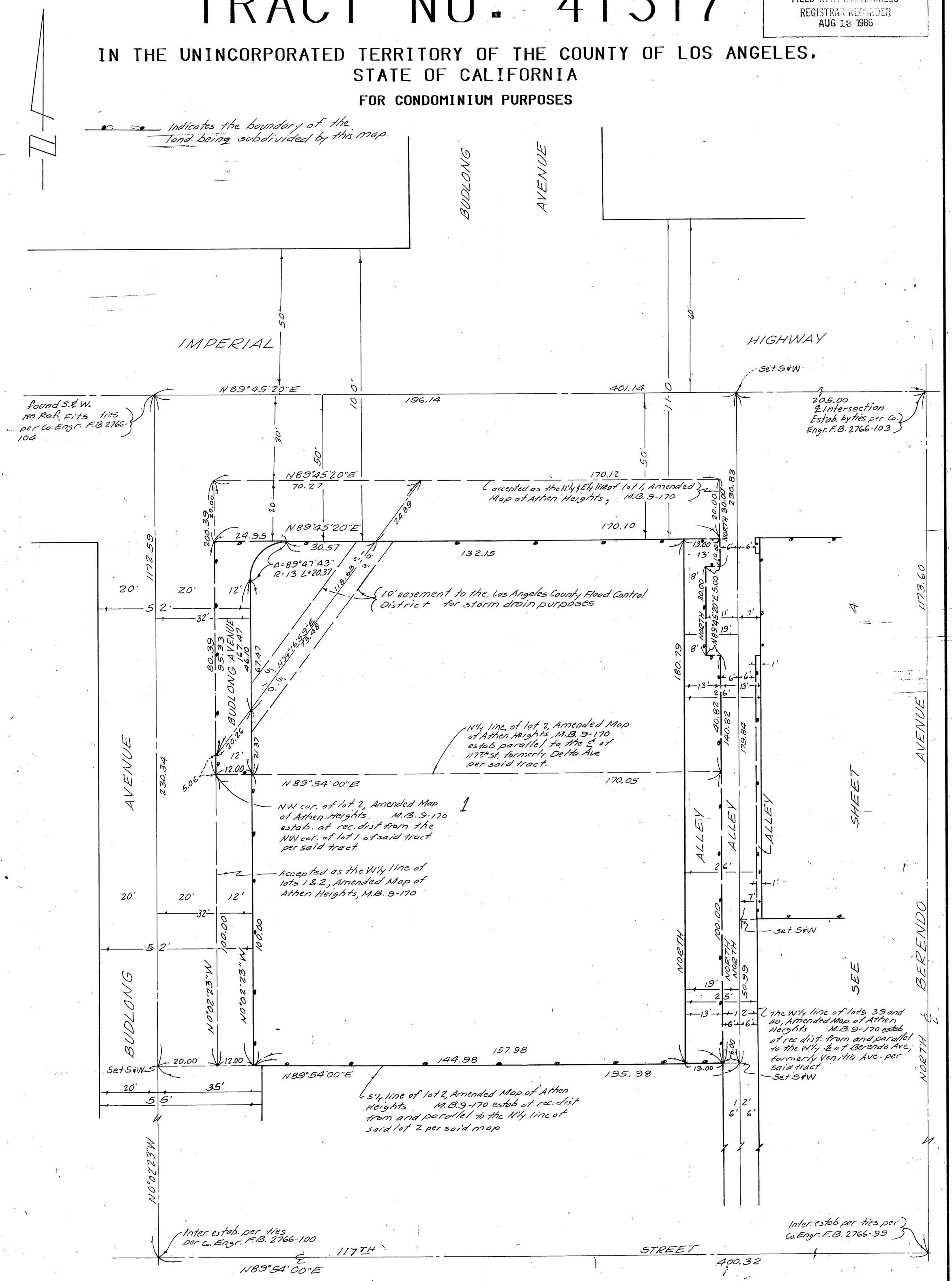
SHEET 3 OF 4 SHEETS

TRACT NO. 41517

FILED WITH LOS ANGELES
REGISTRAR-RECORDER
AUG 13 1986

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA

FOR CONDOMINIUM PURPOSES



SCALE: 1" = 20'

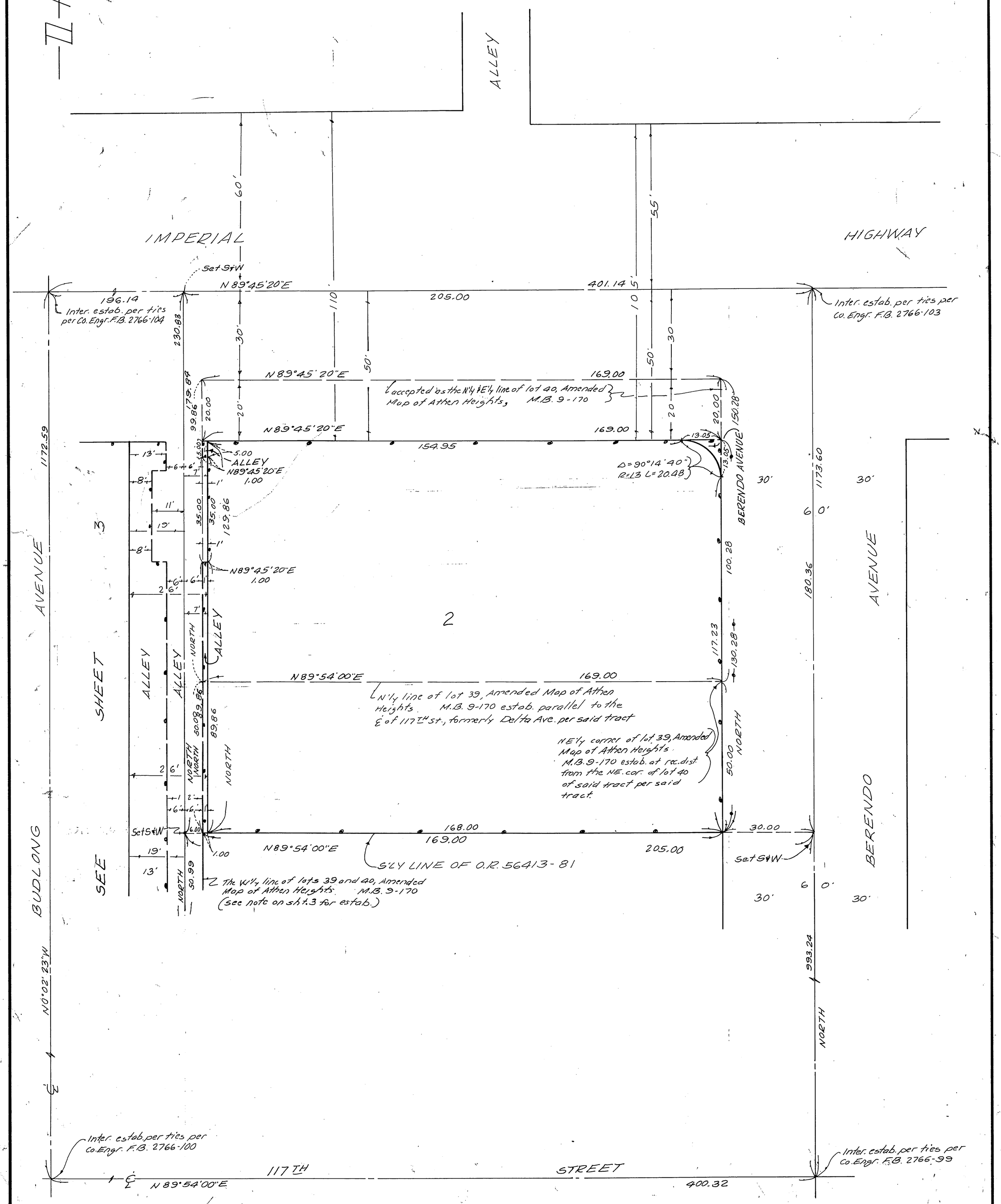
SHEET 4 OF 4 SHEETS

TRACT NO. 41517

FILED WITH LOS ANGELES REGISTRAR-RECORDER AUG 18 1986

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA

FOR CONDOMINIUM PURPOSES



1154/92

BOOK 1154 PAGE 92

SHEET 1 OF 2

MAP & GRANT

TRACT NO. 45687

90 704976
90-704976

FILED
AT REQUEST OF OWNER
APR 13 1990
31 MIN PAST 2 P.M.
IN BOOK 1154
AT PAGE 92
OF MAPS
LOS ANGELES COUNTY, CA.
Registrar-Recorder
BY Arthur Barr
Deputy
FEE $ 8.00

IN THE UNINCORPORATED TERRITORY OF THE COUNTY
OF LOS ANGELES, STATE OF CALIFORNIA

Being a subdivision of a portion of Lot 7 of R. W. Poindexter's Subdivision as shown on Map recorded in Book 59, Page 82 of Miscellaneous Records, Records of the County of Los Angeles

F O R C O N D O M I N I U M P U R P O S E S

We hereby certify that we are the owners of or are interested in the land included within the subdivision shown on this map within the distinctive border lines, and we consent to the preparation and filing of said map and subdivision.

We hereby dedicate to the County of Los Angeles the easement for sanitary sewer purposes so designated on said map and all uses incident thereto, including the right to make connections therewith from any adjoining properties.

As a dedication to public use, while all of 120th Street within or adjacent this subdivision remains a public street, we hereby abandon all rights of direct ingress and egress to said street, except for one driveway opening for Lot 1. If any portion of said street within or adjacent to this subdivision is vacated, such vacation terminates the above dedication as to the part dedicated.

CONTINENTAL PACIFIC GROUP, INC., A California Corporation

Francis Jao
President

Francis Jao
Secretary

State of California)
) SS.
County of Orange)

On this 27TH day of FEBRUARY, 1990, before me Sandra L. Speer, a Notary Public in and for said county and state, personally appeared FRANCIS JAO, personally known to me, or proved to me on the basis of satisfactory evidence, to be the President, and FRANCIS JAO, personally known to me, or proved to me on the basis of satisfactory evidence, to be the Secretary of CONTINENTAL PACIFIC GROUP, INC., the corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of the corporation herein named, and acknowledged to me that such corporation executed the same.

WITNESS my hand and official seal.

Sandra L. Speer
Sandra L. Speer

OFFICIAL SEAL
SANDRA L SPEER
Notary Public-California
ORANGE COUNTY
My Comm. Exp. May 8, 1992

My commission expires May 8, 1992.
Orange County

I HEREBY CERTIFY THAT ALL CERTIFICATES HAVE BEEN FILED AND DEPOSITS HAVE BEEN MADE THAT ARE REQUIRED UNDER THE PROVISIONS OF SECTIONS 66492 AND 66493 OF THE SUBDIVISION MAP ACT.

EXECUTIVE OFFICER-CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
BY Sergio R. Brunes
DEPUTY

Signature Omissions:

The signatures of the following easement holders have been omitted under the provisions of Section 66436(a)3A (I-VII), of the Subdivision Map Act; their interest is such that it cannot ripen into a fee title and said signatures are not required by the local agency:

Santa Fe Energy Operating Partners, L.P.,* Easement holder for pipeline purposes as disclosed by Deed recorded April 12, 1988 as Instrument No. 88-491154 of Official Records, records of Los Angeles County.

The signatures of the following owners of oil, gas or other hydrocarbons or minerals have been omitted under the provisions of Section 66436(a)3C of the Subdivision Map Act:

Harry J. Coleman and Helen D. Coleman, per document recorded in Book D522, Page 273 of Official Records, records of Los Angeles County.

Shell Oil Company, Inc., a corporation, per document recorded in Book 21805, Page 227 of Official Records, records of Los Angeles County.

* BY Santa Fe Pacific Exploration Company, Managing General Partner

26-A-2

I hereby certify that I am a Registered Civil Engineer of the State of California; that this final map, consisting of 2 sheets, is a true and complete survey as shown, and was made by me or under my direction October 25, 1988; that the monuments of the character and locations shown hereon are in place or will be in place within twenty-four months from the filing of this map; that said monuments are sufficient to enable the survey to be retraced.

REGISTERED PROFESSIONAL ENGINEER
DONALD J. KOMOROUS
No. 20425
Exp 9-30-93
CIVIL
STATE OF CALIFORNIA

Donald J. Komorous
Donald J. Komorous
R.C.E. No. 20425

The bearing S89°57'00"W of the centerline of 120th Street as shown on R.W. Poindexter subdivision recorded in Book 59, Page 82 of Miscellaneous Records, was used as the basis of bearing.

All 2" I.P. are set flush.

This tract is approved as a condominium project for 6 units, whereby the owners of the units of air space will hold an undivided interest in all common areas which will, in turn, provide the necessary access and utility easements for the units.

IN RE TRACT NO. 45687 IT IS ORDERED THAT THE MAP OF TRACT NO. 45687 IS HEREBY APPROVED.

THIS IS TO CERTIFY THAT THE INTEREST IN REAL PROPERTY CONVEYED BY THE WITHIN DEDICATION OR GRANT TO THE COUNTY OF LOS ANGELES, A GOVERNMENTAL AGENCY, IS HEREBY ACCEPTED AND THE GRANTEE CONSENTS TO THE RECORDATION THEREOF BY ITS AUTHORIZED OFFICER.

I HEREBY CERTIFY THAT THE FOREGOING ORDER WAS ADOPTED BY THE BOARD OF SUPERVISORS AT A MEETING HELD.

APRIL 3, 1990

EXECUTIVE OFFICER-CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.
BY Sergio R. Brunes
DEPUTY

I HEREBY CERTIFY THAT SECURITY IN THE AMOUNT OF $ 2600 HAS BEEN FILED WITH THE CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES AS SECURITY FOR THE PAYMENT OF TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES ON THE LAND SHOWN ON MAP OF TRACT NO./PARCEL MAP NO. 45687 AS REQUIRED BY LAW.

EXECUTIVE OFFICER-CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
BY Sergio R. Brunes
DEPUTY

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP, THAT IT CONFORMS SUBSTANTIALLY TO THE TENTATIVE MAP AND ALL APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF STATE LAW AND LOCAL SUBDIVISION ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH; AND THAT I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

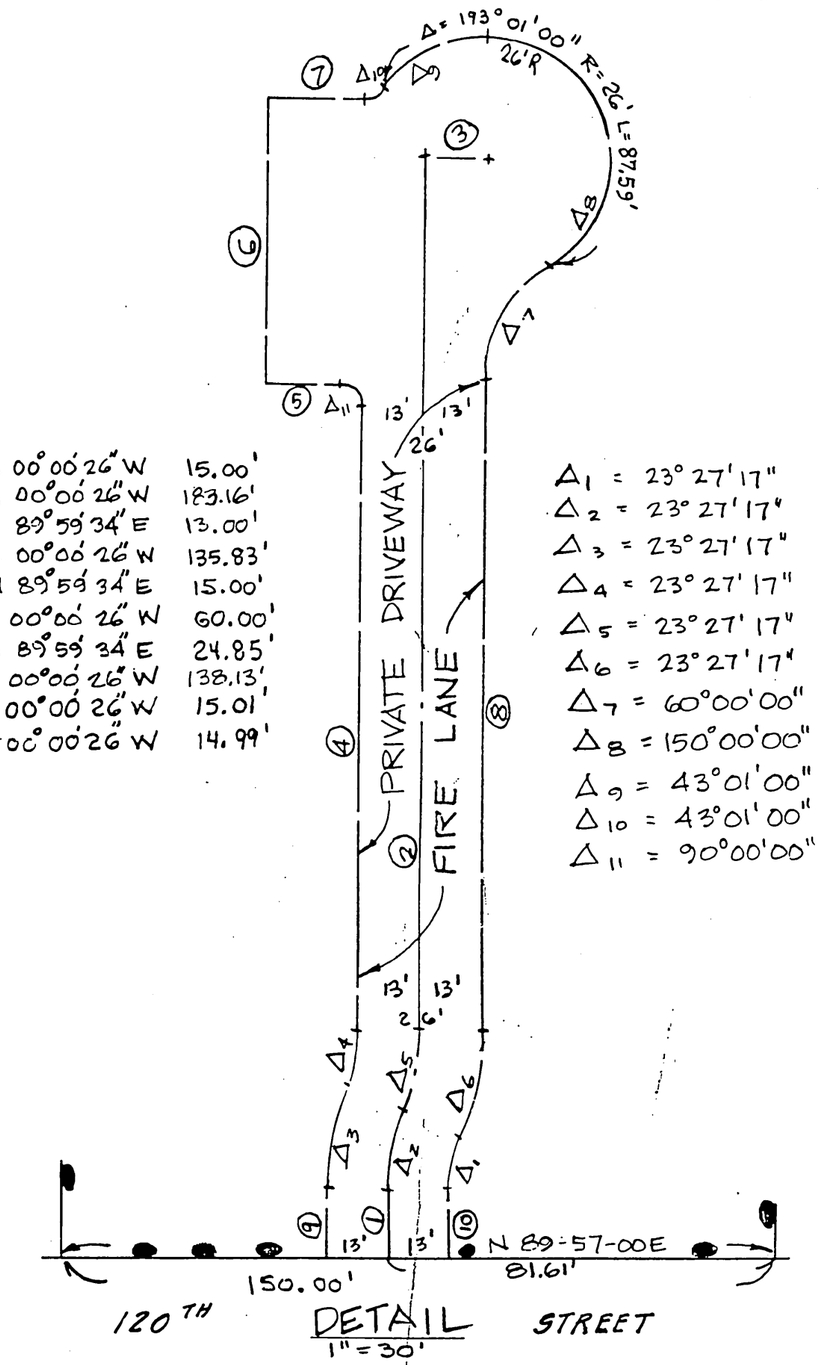
COUNTY ENGINEER
DATED: 4/13/90 BY Judd C. Thompson
Deputy
RCE 19763
EXP. 9-30-93

SCALE: 1" = 60'

SHEET 2 OF 2 SHEETS

TRACT NO. 45687

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES
STATE OF CALIFORNIA
FOR CONDOMINIUM PURPOSES

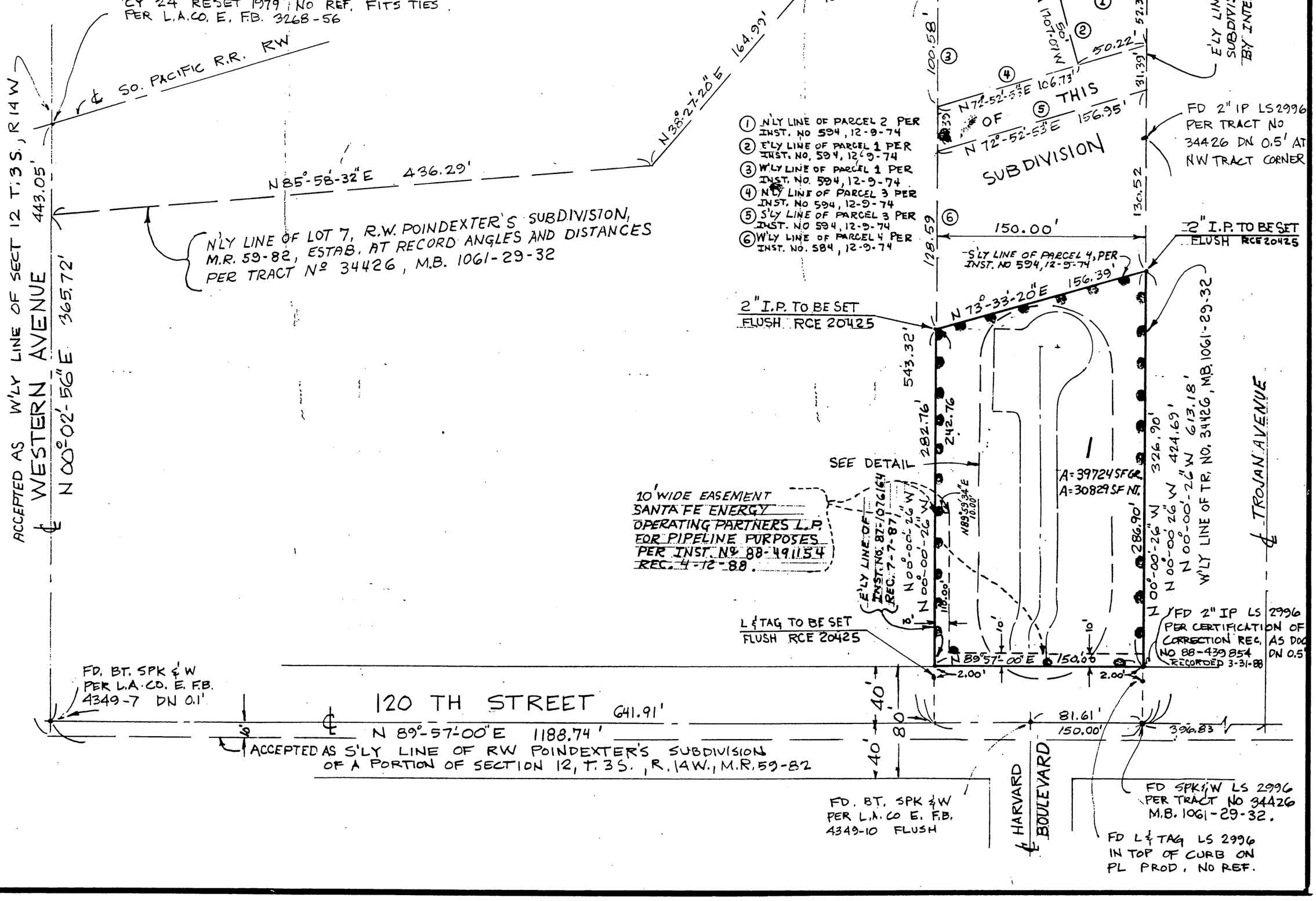


①	N 00°00'26"W	15.00'
②	N 00°00'26"W	183.16'
③	N 89°59'34"E	13.00'
④	N 00°00'26"W	135.83'
⑤	N 89°59'34"E	15.00'
⑥	N 00°00'26"W	60.00'
⑦	N 89°59'34"E	24.85'
⑧	N 00°00'26"W	138.13'
⑨	N 00°00'26"W	15.01'
⑩	N 00°00'26"W	14.99'

Δ_1 = 23°27'17"	R = 27'	T = 5.60'	L = 11.05'
Δ_2 = 23°27'17"	R = 40'	T = 8.30'	L = 16.37'
Δ_3 = 23°27'17"	R = 53'	T = 11.00'	L = 21.70'
Δ_4 = 23°27'17"	R = 27'	T = 5.60'	L = 11.05'
Δ_5 = 23°27'17"	R = 40'	T = 8.30'	L = 16.37'
Δ_6 = 23°27'17"	R = 53'	T = 11.00'	L = 21.70'
Δ_7 = 60°00'00"	R = 26'	T = 15.01'	L = 27.23'
Δ_8 = 150°00'00"	R = 26'	T = 97.03'	L = 68.07'
Δ_9 = 43°01'00"	R = 26'	T = 10.25'	L = 19.52'
Δ_{10} = 43°01'00"	R = 5'	T = 1.97'	L = 3.75'
Δ_{11} = 90°00'00"	R = 5'	T = 5.00'	L = 7.85'

NOTE:
ALL PRIVATE DRIVEWAYS SHOWN ARE SANITARY SEWER EASEMENTS DEDICATED TO THE COUNTY OF LOS ANGELES

INDICATES THE BOUNDARY OF THE LAND BEING SUBDIVIDED BY THIS MAP.



RECORDING REQUESTED BY

California Civil, Inc.
(Engineer or Surveyor)

WHEN RECORDED RETURN TO
California Civil, Inc.
Attn: Al Moro
3197-C Airport Loop Drive
Costa Mesa, CA 92626
(Engineer or Surveyor)

SURVEY COPY

COPY of Document Recorded
DEC 15 1992 92 2357364
Has not been compared with original.
Original will be returned when processing has been completed.
LOS ANGELES COUNTY REGISTRAR - RECORDER

SPACE ABOVE THIS LINE FOR RECORDER'S USE

CERTIFICATE OF CORRECTION

COUNTY OF LOS ANGELES }
STATE OF CALIFORNIA } ss.

AL Moro, being duly sworn,
(Name of Engineer or Surveyor)
deposes and says:

That the following corrections or amendments to the map of Tract No. 45687, as filed in Book 1154, page(s) 92 & 93 of Maps in the office of the Registrar-Recorder of the County of Los Angeles are made by me in accordance with Section 66469 of the Subdivision Map Act:

The survey monuments set per the map bears the number RCE 25677 instead of RCE 20425.

OFFICIAL SEAL
CARLA SMITH
Notary Public-California
ORANGE COUNTY
My Commission Expires
June 1, 1993

Subscribed and sworn to before me this 2 day of October, 1991.

Carla Smith
Notary Public in and for the State of California

Al Moro
Signature of Engineer or Surveyor

(RCE No. 25677 LS No. -)

EXP. DATE 12-31-93

Listed below are the present fee owners of property affected by the correction or amendment:

Mr. Francis Jao

Certificate of City Engineer

This is to certify that the above Certificate of Correction has been examined and that the amendments and/or corrections are in compliance with Section 66469 of the Subdivision Map Act.

_____, 19___.

RCE NO. _____ EXP. DATE _____

Certificate of County Surveyor

This is to certify that the above Certificate of Correction has been examined and that the amendments and/or corrections are in compliance with Section 66469 of the Subdivision Map Act.

DEC 15, 1992.
Director of Public Works

By [signature]
Deputy RCE NO. 19763
EXP. DATE 9-30-93

02-88

277/35

BOOK 277 PAGE 35

MAP & GRANT

PARCEL MAP No. 23965

SHEET 1 OF 4 SHEETS

FILED
AT REQUEST OF OWNER
JUL 8 1997
41 MIN PAST 1 P.M.
IN BOOK 277
AT PAGE 35
OF PARCEL MAPS
LOS ANGELES COUNTY, CA.
Registrar-Recorder/County Clerk
BY S. Lam
Deputy
D.A. FEE
FEE $ 17.00 + 2.00

97-1018843

IN THE UNINCORPORATED TERRITORY OF
THE COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA

BEING A SUBDIVISION OF A PORTION OF LOT 5 OF R.W. POINDEXTER'S SUBDIVISION, AS PER MAP RECORDED IN BOOK 59, PAGE 82, OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE RECORDER OF THE COUNTY OF LOS ANGELES.

R. C. GILBERT, R.C.E. 16104 – GILBERT ENGINEERING

OWNER'S STATEMENT

We hereby state that we are the owners of or are interested in the lands included within the subdivision shown on this map within the distinctive border lines, and we consent to the preparation and filing of said map and subdivision.

We hereby dedicate to the public use all streets, highways, and other public ways shown on said map.

And also dedicate to the Los Angeles County Flood Control District the easements for ingress and egress and storm drain purposes so designated on said map and all uses incident thereto, including the right to make connections therewith from any adjoining properties.

We further state that, except as shown on a copy of this map on file in the office of the Director of Public Works, we know of no easement or structure existing within the easements herein offered for dedication to the public, than publicly owned water lines, sewers, or storm drains, that we will grant no right or interest within the boundaries of said easements offered to the public, except where such right or interest is expressly made subject to the said easements.

And we also hereby dedicate to the County of Los Angeles the right to restrict the erection of building or other structures within those areas designated on the map as restricted use areas.

EEXCEL BUDLONG LTD.,
a California limited partnership, owner
by: Oveson/Hunter Investments, Inc.,
general partnership, owner

Dan C. Hunter III
Dan C. Hunter, III, Vice President

STATE OF CALIFORNIA
COUNTY OF ORANGE } S.S.

On this Nov. 26, 1996 before me, CLAUDIA TROPILA, a Notary Public in and for said state, personally appeared Dan C. Hunter, III personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand:
Signature
Notary Public in and for said State
My Principal place of Business is in ORANGE County.
CLAUDIA TROPILA
Print name
My Commission Expires 7.7.99.

by: Brookmore Apartment Corporation, general partner
a California Non-profit corporation,

Morgan R. Sly
Morgan R. Sly, Secretary

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } S.S.

On this 25 NOV. 1996 before me, Valeriana Butler a Notary Public in and for said state, personally appeared Morgan R, Sly personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand:
Valeriana Butler
Signature
Notary Public in and for said State
My Principal place of Business is in Los Angeles County.
VALERIANA BUTLER
Print name
My Commission Expires april 17, 2000

SIGNATURE OMISSIONS:

The following signatures have been omitted pursuant to the provisions of Section 66436 (a) 3A (i-viii) of the Subdivision Map Act since their interest cannot ripen into a fee title and are not required by the local agency:

Drainage Improvement District No. 25 of the County of Los Angeles, easement holder for storm drain purposes by deed recorded in book 9898 page 356, Official Records.

State of California, easement holder, for SEWER FACILITIES as disclosed by deeds recorded March 28, 1996 as instrument No. 96-490932 and 96-490933, both of Official Records.

The following signatures have been omitted pursuant to the provisions of Section 66436 (a) 3C of the Subdivision Map Act:

Jerome S. Dorsey, Bertha S. Dorsey, Gayle Dorsey Hernandez, Antonia Schwab, Catherine A. Dorsey, Betty E. Humm, Lawrence W. Humm, Thomas T. Dorsey, Dolores J. Dorsey, Dorothea Virze, Donald A. Dorsey, Patrick Dorsey, Cynthia Burke, Barbara Edge, Diane N. Condon, Conna N. Condon, Terese L. Condon, Denise M. Condon, Bonna C. Grunberg, Bonna Condon Grunberg, successor trustee u/w Elizabeth Swensen Condon, Milo M. Swensen and Frederic Murray Swensen, their successors or assigns, owners of interest in or right to oil and minerals by deed recorded December 5, 1991 as Instrument no. 91-1908884, Official Records.

C. C. Potter, Jr., lessee under an oil and gas lease recorded in book 32637 page 285, Offical Records. 084-197 (AMB 6079-5x6)

State of California, it's successors of assigns, owners of interest in rights to oil and minerals by final order of condemnation recorded October 16, 1984 as instrument No. 84-1249937, Official Records.

ENGINEER'S STATEMENT

This map was prepared by me or under my direction and is based upon a field survey in conformance with the requirements of the Subdivision Map Act and local ordinance at the request of Eexcel Budlong, Ltd. L.P. on January 1996. I hereby state that this parcel map substantially conforms to the approved or conditionally approved tentative map, if any; that the monuments of the character and locations shown hereon are in place; that said monuments are sufficient to enable the survey to be retraced.

REGISTERED PROFESSIONAL ENGINEER
ROBERT C. GILBERT
No. 16104
EXP. 6-30-2001
CIVIL
STATE OF CALIFORNIA

R C Gilbert
Robert C. Gilbert
R.C.E. No. 16104
My registration expires June 30, 2001

EEXCEL BUDLONG LTD., L.P.

Dan C. Hunter III — Dan C. Hunter III, V.P. OVESON/HUNTER (PRINT NAME) (TITLE)
Morgan R. Sly — Morgan R. Sly, Brookmore Apt. Corp. Secretary (PRINT NAME) (TITLE)

STATE OF CALIFORNIA
COUNTY OF ORANGE } S.S.

On this Nov. 26, 1996 before me, CLAUDIA TROPILA a Notary Public in and for said State, personally appeared DAN C. HUNTER III and Morgan R. Sly personally known to me or proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same in their authorized capacities, and that by their signatures on the instrument the persons, or the entity upon behalf of which the persons acted, executed the instrument.

WITNESS my hand:
Signature
Notary Public in and for said State
My Principal place of Business is in ORANGE County.
CLAUDIA TROPILA
Print name
My Commission Expires 7.7.99.

Flood Control District Acceptance Note

Under the authority conferred by Resolution duly and regularly adopted by the Board of Supervisors of the Los Angeles County Flood Control District on the 6th day of March, 1962, a certified copy of which was recorded in Book D1543, page 439. of Official Records, Records of Los Angeles County, and amended by Supplemental Resolution on the 23rd day of December, 1969, the undersigned hereby accepts the interest in real property conveved by the within dedication or grant to the Los Angeles County Flood Control District, a government agency and consents to the recordation on behalf of said District.

Date 7-7-97
By Thomas Hoagland

BASIS OF BEARINGS

The bearings shown hereon are based on the bearing N 89°45'20" E of the centerline of Imperial Highway as shown on Tract no. 41517, book 1071, pages 93 through 96, inclusive of Maps.

NOTE:

Four (4) buildings and appurtenant structures, built in compliance with local building ordinances, are permitted on Parcel 1 for lease purposes only.

Portions of parcel 1 are subject to geological hazards.

PARCEL MAP No. 23965

IN THE UNINCORPORATED TERRITORY OF
THE COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA,

R. C. GILBERT, R.C.E. 16104 – GILBERT ENGINEERING

OWNER'S STATEMENT

We hereby state that we are the owners of or are interested in the lands included within the subdivision shown on this map within the distinctive border lines, and we consent to the preparation and filing of said map and subdivision.

We hereby dedicate to the public use all streets, highways, and other public ways shown on said map.

And also dedicate to the County of Los Angeles the easements for ingress and egress and storm drain purposes so designated on said map and all uses incident thereto, including the right to make connections therewith from any adjoining properties.

We further state that, except as shown on a copy of this map on file in the office of the Director of Public Works, we know of no easement or structure existing within the easements herein offered for dedication to the public, than publicly owned water lines, sewers, or storm drains, that we will grant no right or interest within the boundaries of said easements offered to the public, except where such right or interest is expressly made subject to the said easements.

And we also hereby dedicate to the County of Los Angeles the right to prohibit the construction of other structures within those areas designated on the map as restricted use areas.

CENTURY HOUSING CORPORATION, A CALIFORNIA NON-PROFIT CORPORATION
successsor-interest to the State of California Department of Housing and Community Development under the Century Freeway Housing Program as beneficiary under deeds of trust recorded June 11, 1993 as Instrument no. 93-1116239 and January 5, 1996 as Instrument no's. 96-24406, 96-24407, 96-24408 and 96-24409 all of Official Records.

G. Allan Kingston PRES./CEO
(PRINT NAME) (TITLE) (PRINT NAME) (TITLE)

STATE OF CALIFORNIA
COUNTY OF Los Angeles } S.S.

On this 12/3/96 before me, Charlene J. Howlett, a Notary Public in and for said State, personally appeared G. Allan Kingston and _____ personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand:
Signature
Notary Public in and for said State
My Principal place of Business is in Los Angeles County.
Charlene J. Howlett
Print name
My Commission Expires 9/10/00

WELLS FARGO BANK NATIONAL ASSOCIATION AS SUCCESSOR IN INTEREST TO FIRST INTERSTATE BANK OF CALIFORNIA, A CALIFORNIA CORPORATION

as beneficiary undeer a deed of trust recorded January 5, 1996 as Instrument no. 96-24402, Official Records.

Jill Koenig V.P.
(PRINT NAME) (TITLE) (PRINT NAME) (TITLE)

STATE OF CALIFORNIA
COUNTY OF Los Angeles } S.S.

On this 25th before me, Regina Warren, a Notary Public in and for said State, personally appeared Jill Koenig and _____ personally known to me or proved to me on the basis of satisfactory evidence to be the persons whose names ~~are~~ is subscribed to the within instrument and acknowledged to me that ~~they~~ he executed the same in their authorized capacit~~ies~~y, and that by ~~their~~ his signature~~s~~ on the instrument the persons, or the entity upon behalf of which the persons acted, executed the instrument.

WITNESS my hand:
Signature
Notary Public in and for said State
My Principal place of Business is in Los Angeles County.
Regina Warren
Print name
My Commission Expires 6-18-99.

Portions of parcel 1 are subject to geological hazards.

THE COMMUNITY DEVELOPMENT COMMISSION OF THE COUNTY OF LOS ANGELES,
as beneficiary under deeds of trust recorded July 16, 1993 as Instrument no. 93-1373502, recorded January 5, 1996 as Instrument no. 96-24412 and recorded January 5, 1996 as Instrument no. 96-24413, both of Official Records.

Carlos Jackson, EXECUTIVE DIRECTOR
(PRINT NAME) (TITLE) (PRINT NAME) (TITLE)

STATE OF CALIFORNIA
COUNTY OF Los Angeles } S.S.

On this December 9, 1996 before me, Audrey Dianne Washington, a Notary Public in and for said State, personally appeared CARLOS JACKSON and _____ personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand:
Signature
Notary Public in and for said State
My Principal place of Business is in Los Angeles County.
Audrey Dianne Washington
Print name
My Commission Expires May 2, 1997

ESTABLISHMENT NOTES : (SEE SHEET 3)

1. ESTABLISHED N'LY LINE OF DEED RECORDED MARCH 28, 1996 AS INSTR. No. 96-490933, O.R. PER SAID DEED. ALSO BEING THE S'LY LINE OF PARCEL 1 OF DEED RECORDED MAY 25, 1993 AS INSTR. No. 93-986893, O.R. AND AS SHOWN ON CALTRANS R/W MAP No. F1145-8.
2. ESTABLISHED S.E.'LY LINE OF DEED RECORDED MARCH 28, 1996 AS INSTR. No. 96-490933, O.R. PER SAID DEED. AND AS SHOWN ON CALTRANS R/W MAP No. F1145-8.
3. ESTABLISHED E'LY LINE OF DEED RECORDED MARCH 28, 1996 AS INSTR. No. 96-490933, O.R. PER SAID DEED. AND AS SHOWN ON CALTRANS R/W MAP No. F1145-8.
4. ESTABLISHED W'LY LINE OF PARCEL 2 OF DEED RECORDED MARCH 25, 1993, AS INSTRUMENT No. 93-986893, OFFICIAL RECORDS PER SAID DEED, BEING ALSO THE E'LY LINE OF DEED REC. APRIL 2, 1985 AS INST. No. 85-359031, O.R.
5. FOUND NOTHINGS. CENTERLINE TIES DESTROYED. ESTAB. INTERSECTION OF E'LY PROLONGATION OF THE S'LY LINE OF LOT 5 OF POINDEXTER'S SUBDIVISION, BOOK 59 PAGE 82, M.R. AND CENTERLINE OF BUDLONG AVE. AT RECORD DISTANCE (150.43') FROM FOUND MONUMENT (TO THE NORTH) AT CENTERLINE INTERSECTION 117th STREET AND BUDLONG AVENUE PER COUNTY ENGINEER F.B. 2766 PAGE 101. NOTHING SET.
6. ESTABLISHED N'LY LINE OF PARCEL 2 OF DEED RECORDED MARCH 25, 1993, AS INSTRUMENT No. 93-986893, OFFICIAL RECORDS PER SAID DEED, BEING ALSO THE S'LY LINE OF DEED REC. OCTOBER 1, 1991 AS INST. NO. 91-1548944, O.R.
7. ESTABLISHED E'LY LINE OF PARCEL 2 OF DEED RECORDED MARCH 25, 1993, AS INST. NO. 93-986893 OFFICIAL RECORDS PER SAID DEED, BEING ALSO THE W'LY AND S'LY LINES OF DEEDS REC. DECEMBER 30, 1991 AND JULY 14, 1995 AS INST. NO. 91-2034993 AND 95-1135207, RESPECTIVELY, BOTH OF O.R.
8. ESTABLISHED N'LY LINE OF PARCEL 1 OF DEED RECORDED MARCH 25, 1993, AS INSTRUMENT No. 93-986893 PER SAID DEED AND ALSO BEING THE S'LY LINE OF PARCEL 2 OF SAID DEED PER SAID DEED.
9. E'LY LINE OF LOT 5 OF R.W. POINDEXTER'S SUBDIVISION, BOOK 59 PAGE 82, M.R.
10. EASTERLY LINE OF THE WEST 5.13 ACRES OF LOT 5 OF R.W. POINDEXTER'S SUBDIVISION, BOOK 59 PAGE 82, M.R.
11. S.W. CORNER OF LOT 5 OF R.W. POINDEXTER'S SUBDIVISON BOOK 59 PAGE 82, M.R. SEARCHED FOUND NOTHING. ESTAB. BY PRORATION ALONG THE S'LY LINE OF R.W. POINDEXTER'S SUBDIVISION, BOOK 59 PAGE 82, M.R. BETWEEN FOUND BOAT SPIKE AND WASHER, NO REFERENCE (TO THE WEST) AND S.E. CORNER OF SAID LOT 5 (TO THE EAST). NOTHING SET.
12. N.W. CORNER OF LOT 5 OF R.W. POINDEXTER'S SUBDIVISION, BOOK 59 PAGE 82, M.R. SEARCHED FOUND NOTHING. ESTAB. BY PRORATION ALONG THE N'LY LINE OF R.W. POINDEXTER'S SUBDIVISION, BOOK 59 PAGE 82, M.R. BETWEEN FOUND BOAT SPIKE, WASHER, & TIN C.E.F.B. 2766 PAGE 108 (TO THE WEST) AND THE NORTHEAST CORNER OF SAID LOT 5. NOTHING SET.
13. CENTERLINE OF 16' WIDE DRAINAGE IMPROVEMENT DISTRICT No. 25 OF THE COUNTY OF LOS ANGELES, EASEMENT HOLDER, FOR STORM DRAIN PURPOSES BY DEED RECORDED IN BOOK 9898 PAGE 356, O.R.
14. SEARCHED FOUND NOTHING. ESTAB. ANGLE POINT ALONG THE S.E.'LY LINE OF DEED RECORDED MARCH 28, 1996 AS INSTR. No. 96-490933, O.R. BY HOLDING RECORD ANGLE AND DISTANCE (3.07') FROM S.W. CORNER OF SAID DEED AND A LINE TO THE S.E. CORNER OF SAID DEED.
15. SEARCHED FOUND NOTHING. ESTAB. S.W. CORNER OF DEED RECORDED MARCH 28, 1996 AS INSTR. No. 96-490933, O.R. AT RECORD DISTANCE (181.02') FROM THE NORTH ALONG W'LY LINE OF SAID DEED.
16. SEARCHED FOUND NOTHING. ESTAB. S.E.'LY CORNER OF DEED RECORDED MARCH 28, 1996 AS INSTR. No. 96-490933, O.R. AT RECORD DISTANCE (16.14') PER SAID DEED. NOTHING SET.
17. SOUTHERLY LINE OF LOT 5 OF R.W. POINDEXTER'S SUBDIVISION, BOOK 50 PAGE 82, M.R.
18. 10' WIDE EASEMENT OF THE STATE OF CALIFORNIA EASEMENT HOLDER FOR SEWER FACILITIES AS DISCLOSED BY DEEDS RECORDED MARCH 28, 1996 AS INSTRUMENT No. 96-490932 AND 96-490933 BOTH OF OFFICIAL RECORDS.
19. ESTABLISHED AS W'LY LINE OF PARCEL 1 OF DEED RECORDED MARCH 25, 1993, AS INSTRUMENT No. 93-986893, OFFICIAL RECORDS .
20. ESTABLISHED AS W'LY LINE OF DEED RECORDED MARCH 28, 1996, AS INSTRUMENT No. 96-490933, OFFICIAL RECORDS .

SCALE: 1" = 60'

SHEET 3 OF 4 SHEETS

PARCEL MAP No. 23965

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

R. C. GILBERT, R.C.E. 16104 – GILBERT ENGINEERING

MONUMENT NOTES:

[A] FOUND 2" IRON PIPE, FLUSH. NO REFERENCE. ACCEPTED AS PROPERTY CORNER.

[B] SET 1-1/2" IRON PIPE, TAGGED R.C.E. 16104, FLUSH.

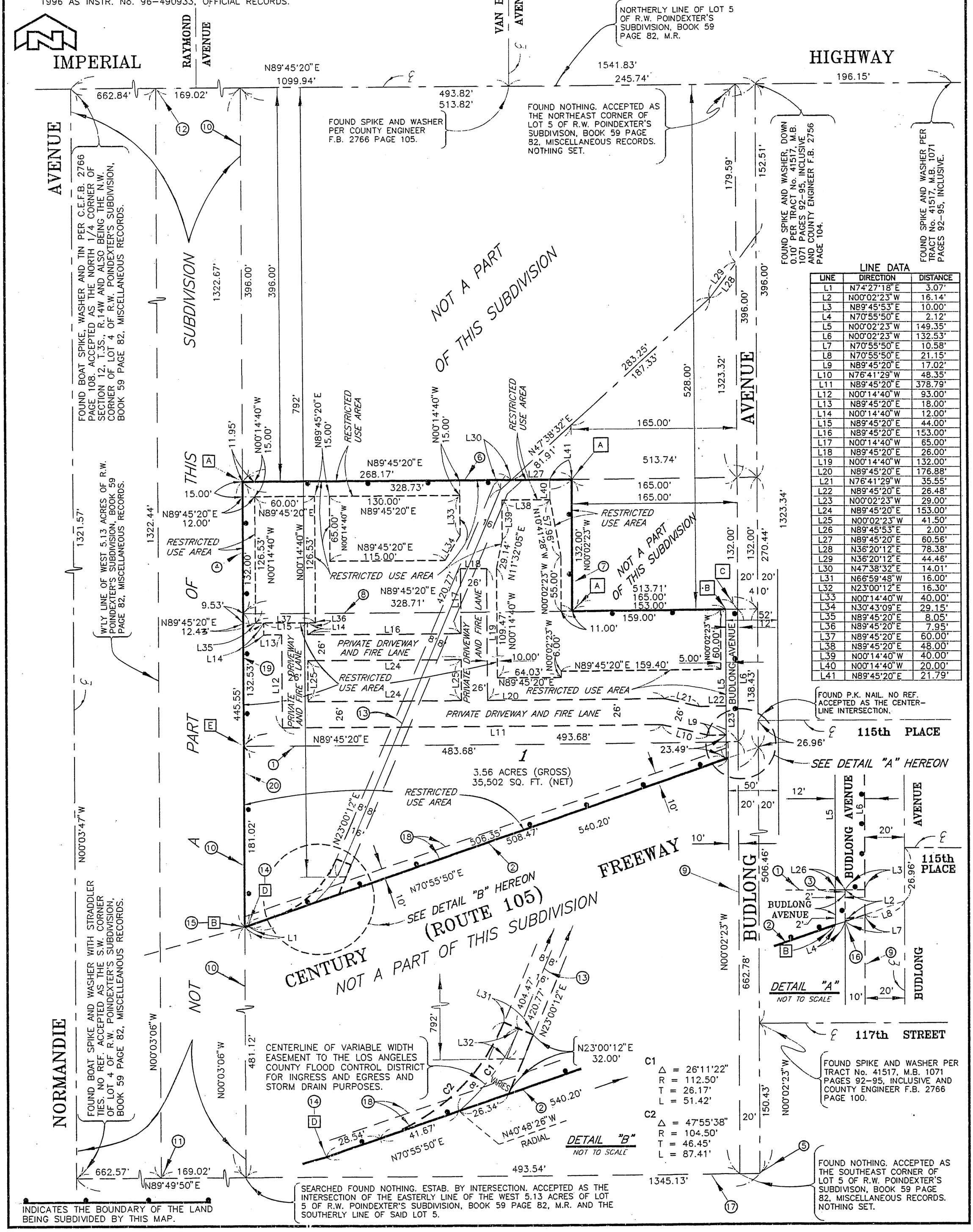
[C] FOUND 1-1/2" IRON PIPE, FLUSH. NO REFERENCE. ACCEPTED AS INTERSECTION OF THE N'LY LINE OF PARCEL 2 OF DEED RECORDED MARCH 25 1993 AS INSTR. No. 93-986893, O.R. AND THE E'LY LINE OF LOT 5 OF R.W. POINDEXTER'S SUBDIVISON, BOOK 59 PAGE 82, M.R.

[D] SET LEAD AND TAG, STAMPED R.C.E. 16104 IN POST FOOTING.

[E] FOUND 2" IRON PIPE, FLUSH. NO REFERENCE. ACCEPTED AS N.W. CORNER OF THAT LAND DESCRIBED BY DEED RECORDED MARDH 28, 1996 AS INSTR. No. 96-490933, OFFICIAL RECORDS.

NOTE:
SEE SHEET No. 2 FOR ESTABLISHMENT NOTES.

PORTIONS OF PARCEL 1 ARE SUBJECT TO GEOLOGICAL HAZARDS.



LINE DATA

LINE	DIRECTION	DISTANCE
L1	N74°27'18"E	3.07'
L2	N00°02'23"W	16.14'
L3	N89°45'53"E	10.00'
L4	N70°55'50"E	2.12'
L5	N00°02'23"W	149.35'
L6	N00°02'23"W	132.53'
L7	N70°55'50"E	10.58'
L8	N70°55'50"E	21.15'
L9	N89°45'20"E	17.02'
L10	N76°41'29"W	48.35'
L11	N89°45'20"E	378.79'
L12	N00°14'40"W	93.00'
L13	N89°45'20"E	18.00'
L14	N00°14'40"W	12.00'
L15	N89°45'20"E	44.00'
L16	N89°45'20"E	153.00'
L17	N00°14'40"W	65.00'
L18	N89°45'20"E	26.00'
L19	N00°14'40"W	132.00'
L20	N89°45'20"E	176.88'
L21	N76°41'29"W	35.55'
L22	N89°45'20"E	26.48'
L23	N00°02'23"W	29.00'
L24	N89°45'20"E	153.00'
L25	N00°02'23"W	41.50'
L26	N89°45'53"E	2.00'
L27	N89°45'20"E	60.56'
L28	N36°20'12"E	78.38'
L29	N36°20'12"E	44.46'
L30	N47°38'32"E	14.01'
L31	N66°59'48"W	16.00'
L32	N23°00'12"E	16.30'
L33	N00°14'40"W	40.00'
L34	N30°43'09"E	29.15'
L35	N89°45'20"E	8.05'
L36	N89°45'20"E	7.95'
L37	N89°45'20"E	60.00'
L38	N89°45'20"E	48.00'
L39	N00°14'40"W	40.00'
L40	N00°14'40"W	20.00'
L41	N89°45'20"E	21.79'

SHEET 4 OF 4 SHEETS

PARCEL MAP No. 23965

IN THE UNINCORPORATED TERRITORY OF
THE COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA,

R. C. GILBERT, R.C.E. 16104 – GILBERT ENGINEERING

I HEREBY CERTIFY THAT ALL CERTIFICATES HAVE BEEN FILED AND DEPOSITS HAVE BEEN MADE THAT ARE REQUIRED UNDER THE PROVISIONS OF SECTIONS 66492 AND 66493 OF THE SUBDIVISION MAP ACT.

EXECUTIVE OFFICER-CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BY _____ DEPUTY 7-7-97

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP, THAT IT CONFORMS SUBSTANTIALLY TO THE TENTATIVE MAP AND ALL APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF STATE LAW AND LOCAL SUBDIVISION ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH; AND THAT I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

COUNTY ENGINEER

DATED: 7-7-97 BY Thomas Hoagland
Deputy

REGISTERED PROFESSIONAL ENGINEER
THOMAS W. HOAGLAND
No. 020273
Exp. 9-30-97
CIVIL
STATE OF CALIFORNIA

I HEREBY CERTIFY THAT SECURITY IN THE AMOUNT OF $ 36,575.00 HAS BEEN FILED WITH THE CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES AS SECURITY FOR THE PAYMENT OF TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES ON THE LAND SHOWN ON MAP OF TRACT NO./PARCEL MAP NO. 23965 AS REQUIRED BY LAW.

EXECUTIVE OFFICER-CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BY _____ DEPUTY 7-7-97

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY THAT THE INTEREST IN REAL PROPERTY CONVEYED BY THE WITHIN DEDICATION OR GRANT TO THE COUNTY OF LOS ANGELES, A GOVERNMENTAL AGENCY, IS HEREBY ACCEPTED UNDER AUTHORITY OF TITLE 21 OF THE LOS ANGELES COUNTY CODE ADOPTED BY THE BOARD OF SUPERVISORS OF SAID COUNTY AND THE GRANTEE CONSENTS TO THE RECORDATION THEREOF BY ITS AUTHORIZED OFFICER.

COUNTY ENGINEER

DATE 7-7-97 BY Thomas Hoagland
DEPUTY

REGISTERED PROFESSIONAL ENGINEER
THOMAS W. HOAGLAND
No. 020273
Exp. 9-30-97
CIVIL
STATE OF CALIFORNIA

APPENDIX G:

California DPR-523 Forms

State of California
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code____
Other Listings _____
Review Code_____Reviewer_____Date_____

***Page** _1__ of __5_ ***Resource Name or #:** T-Mobile West LLC LA03549G/SC549 JPA Vermont Ave. ROW

***P1. Other Identifier:** Utility Pole

***P2: Location:** Not for publication Unrestricted **X** a. County: Los Angeles
And (P2b and P2c or P2d. Attach a location map as necessary.)

***b. USGS Quad** Inglewood ***Date:** 1975 T; R; ¼ of ¼ of Sec. _____ B.M._____

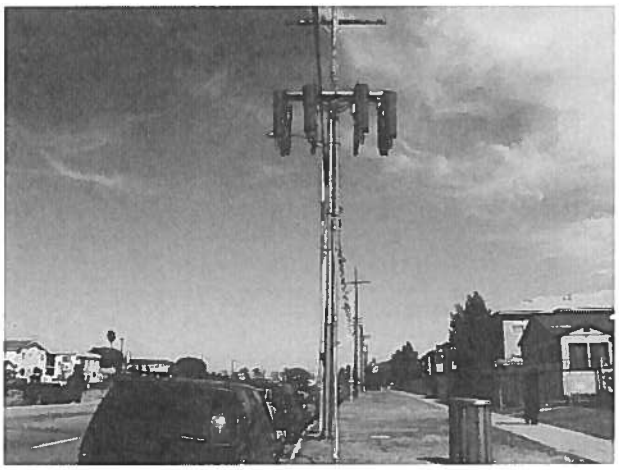
c. Address: near 11850 Vermont Avenue City: Los Angeles Zip: 90061

d. UTM: (Give more than one large or linear resources) Zone: Me/ mN

e. Other Locational Data (e.g. parcel #, directions to resource, elevation, etc. as appropriate);
APN: N/A

***P3a. Description** (Describe resource and its major elements, include design, materials, condition, alterations, size, setting and boundaries.)
The resource is a Class 5 Douglas Fir wood utility pole. The pole is a single wood pole with crossbars. The pole is located along the street in a residential neighborhood in the community of Los Angeles. The pole supports several canisters. No major changes were noted and the pole appears to be in good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP 39: Other/Utility Pole



P4. Resources Present: Building **Structure X** Object Site District Element of District
P5b. Description of Photo: (View, date Accessions #) View S/10/01/2012
***P6. Date Constructed/Age and Source Historic X** Prehistoric Both 1959
***P7. Address:** Public Right of Way
***P8: Recorded by:** (Name, Affiliation, Address) K.A. Crawford, P.O. Box 634, La Mesa, CA 91944
***P9. Date Recorded:** 10/01/2012 ***P10. Type of Survey:** (Describe) Intensive
***P11: Report Citation** (Cite Survey Report and other sources, ore enter "None".) None

***Attachments:** None Location Map Sketch Map **Continuation Sheet X Building, Structure and Object Record X** Archaeological Record District Record Liner Resource Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
RESIDENCE, STRUCTURE, AND OBJECT RECORD

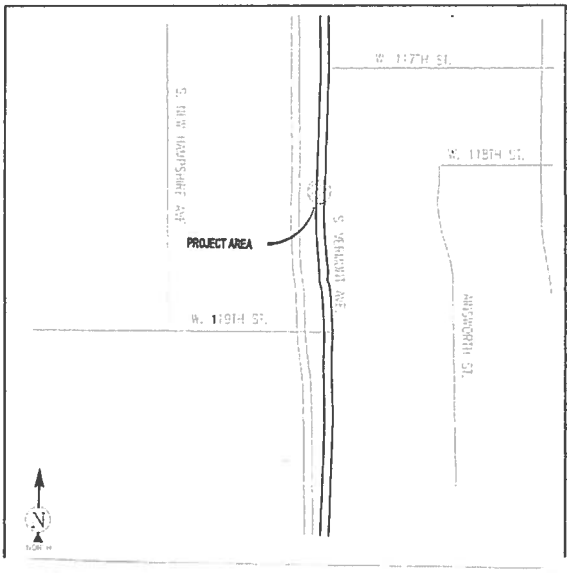
Primary # _____
HRI# _____
***NRHP Status Code** __

***Page** 2 of 5 ***Resource Name or # (Assigned by Recorder):** T-Mobile West LLC La03549G/SC549 JPA Vermont Ave. ROW

B1. Historic Name: Utility Pole
B2: Common Name: Utility Pole
B3. Original Use: Public Utility/Utility Pole
B4: Present Use: Public Utility/Utility Pole
***B5: Architectural Style:** Modern
***B6: Construction History:** (Construction Date, alterations and dates of alterations)
The utility pole was constructed in c. 1959. No major alterations were noted.
***B7. Moved?** X **No** Yes Unknown Date: Original Location
***B8. Related Features:** None
B9a. Architect: Unknown **b. Builder:** Unknown
***B10. Significance:** Public Utility Development **Area:** Los Angeles **Period of Significance:** 1959-Present **Property Type:** Public Utility **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The Southern California Joint Pole Committee was formed in the early twentieth century and the various utility organizations joined across the state of California. No other state has a similar method for dealing with joint use. Only the Southern and Northern California Associations allow utilities that qualify for membership to buy the necessary space to construct their systems on existing utility poles, rather than having to construct new poles or lease space from the utility that built the pole. This has minimized the construction of new utility poles, distributed maintenance costs among utilities and facilitated the deployment of new technology. The utility pole under investigation is part of the system stretching across the Los Angeles area and is part of the continuing residential and commercial development of the region. The pole appears to have maintained its integrity of design, however, over the decades, new equipment has been added and replaced by newer technology.

B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:** McAlester and McAlester, *A Guide to American Houses*, 1991; Southern California Joint Pole Association records
B13. Remarks: None
***B14: Evaluators:** K.A. Crawford
***Date of Evaluation:** 10/01/2012

(This space reserved for official comments.)



State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 3 of 5 *Resource Name or # (Assigned by recorder) T-Mobile West LLC LA03549G/SC549 JPA Vermont Ave. ROW
*Recorded by K.A. Crawford/Michael Brandman Associates Date 10/01/2012
Continuation X Update

(Continued from page 2)

Integrity Statement

In regard to the seven aspects of integrity – location, design, setting, materials, workmanship, feeling and association – the pre-1959 Modern style utility pole on this property has retained its original location. The utility pole has not been moved. The setting, feeling, and association have basically remained intact as the residential area surrounding the structure has not changed substantially. No major changes from 1959 to the present have altered the original neighborhood setting, feeling and association. The design, materials and workmanship of the structure have basically remained intact. The integrity level is good and the condition of the utility pole is good.

National Register of Historic Places Eligibility Evaluation

The property was assessed under National Register of Historic Places **Criterion A** for its potential significance as part of any historic trends or events that may have made a significant contribution to the broad patterns of our history. The utility pole was constructed as part of the overall continuing commercial and residential development of the Los Angeles area which began in the 1880s and continues to the present time. There is no significant trend or event associated with the property. **Therefore, the property does not appear to meet the criteria for significance under Criterion A: Event.**

The property was assessed under National Register of Historic Places **Criterion B** for its potential significance and association with a person of importance in national history. There is no evidence to suggest that any of the persons associated with the construction or development of the utility pole were considered important in the history of the property or nation. None of the persons associated with the property appear to be historically significant at the level necessary to meet the criteria for National Register of Historic Places. **Therefore, the property does not appear to meet the criteria for significance under Criterion B: Person.**

The property was assessed under National Register of Historic Places **Criterion C** for its potential significance as a property which embodies the distinctive characteristics of a type, period, method of construction or style of Modern architecture, represents the work of a master architect, builder or craftsman, possesses high artistic values, or represents a significant or distinguishable entity whose components lack individual distinction. The utility pole is a standard example of the main characteristics of the standard utility pole. The pole's style does not rise to a level of significance to qualify for the National Register of Historic Places as it was built from standard plans and displays no distinguishing characteristics. The utility pole is not an example of the work of a master architect, builder or craftsman as no architect or contractor was identified. Therefore, the utility pole cannot be considered to represent the work of a master architect, builder or craftsman. **Therefore, the property does not appear to meet the criteria for significance under Criterion C: Architecture as a good example of Modern style of utility pole architecture.**

The property was assessed under National Register of Historic Places **Criterion D** for its potential significance and its ability to convey information. The property does not yield, or may not be likely to yield, information important in prehistory or history. In order for buildings, structures, or objects to be significant under Criterion D, they need to "be, or must have been, the principal source of information." This is not the case with this property. **Therefore, the property does not appear to meet the criteria for significance under Criterion D: Information Potential.**

In summary, the property does not appear to qualify for the National Register of Historic Places under any of the above criteria. Therefore, the utility pole is not considered to be an historic resource for the purposes of the NHPA. The property was not accessed for eligibility under the California Register or local Los Angeles Register eligibility.

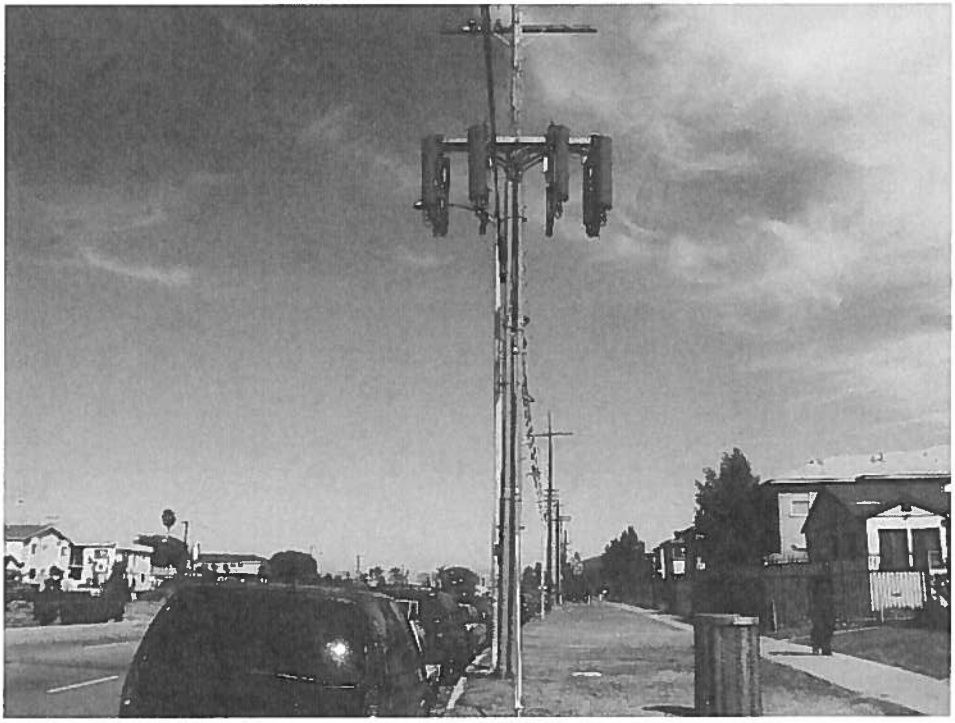
State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 4 of 5 *Resource Name or # (Assigned by recorder) T-Mobile West LLC LA03549G/SC549 JPA Vermont Ave. ROW

*Recorded by K.A. Crawford/Crawford Historic Services Date OCTOBER 1, 2012
Continuation X Update

T-Mobile West LLC LA03549G/SC549 JPA Vermont Ave. ROW
Utility Pole, 11850 Vermont Avenue, Unit Cell #1, Los Angeles, CA 90061
View North
October1, 2012



State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 5 of 5 *Resource Name or # (Assigned by recorder) T-Mobile West LLC LA03549G/SC549 JPA Vermont Ave. ROW

*Recorded by K.A. Crawford/Crawford Historic Services Date OCTOBER 1, 2012
Continuation X Update

T-Mobile West LLC LA03549G/SC549 JPA Vermont Ave. ROW
Utility Pole, 11850 Vermont Avenue, Unit Cell #1, Los Angeles, CA 90061
View East
October1, 2012

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

May 24, 2017

Leon Freeman
Los Angeles County Department of Regional Planning

Sent via e-mail: lfreeman@planning.lacounty.gov

RE: Proposed Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont Project, near the Community of Westmont; Inglewood USGS Quadrangle, Los Angeles County, California

Dear Mr. Freeman:

Government Code §65352.3 requires **local governments** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places in creating or amending general plans, including specific plans. Attached is a consultation list of tribes traditionally and culturally affiliated with the area that may have cultural places located within the boundaries of the project referenced above.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE. Records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of tribal cultural resources.

The list should provide a starting place to locate areas of potential adverse impact within the APE. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes on the attached list, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contact List
Los Angeles County
5/24/2017

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chariperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626)286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951)807-0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
23453 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (626) 676 - 1184
palmsprings9@yahoo.com

This list is current only as of the date of this document. 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 Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Connect Southwest LA: A TOD Specific Plan for West Athens- Westmont Project, Los Angeles County.

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

May 24, 2017

Linda Candelario, Co-Chairperson
Gabrielino-Tongva Tribe
1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90067

**SUBJECT: SENATE BILL (SB) 18 CONSULTATION (GOVERNMENT CODE §65352.3)
CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT
PROJECT NO. 2016-000317
PLAN NO. 2016002080**

The Native American Heritage Commission (NAHC) has identified your tribe as one with traditional lands or cultural places located within the proposed boundary of the above-referenced project. Because this project requires the amendment of the General Plan and adoption of a Specific Plan, it is subject to the SB 18 Tribal Consultation requirements (Government Code Section 65352.3). This letter serves as a formal notification and invitation to consult with the County of Los Angeles on the proposed project identified above.

Project Location: The Specific Plan encompasses 658 acres generally bounded by Lohengrin/110th Street to the north, 120th/121st Street to the south, Wilton Pl/Western Ave to the west, and Vermont Ave to the east in the unincorporated community of West Athens-Westmont in South Los Angeles. The Notice of Preparation including a map depicting the project site location is enclosed for your reference.

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CC.103116

Your participation in this local planning process is important. Pursuant to Government Code Section 65352.3(a)(2), you have 90 days from the receipt of this letter to request consultation with the County of Los Angeles. Please submit your request to the contact information listed below.

Lead Agency Contact Information:

Leon Freeman, Regional Planning Assistant II
Community Studies West Section
Department of Regional Planning
320 W. Temple Street, Room 1356
Los Angeles, CA 90012
Tel: (213) 974-6406
Email: LFreeman@planning.lacounty.gov

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner

Anita Gutierrez, AICP
Supervising Regional Planner
Community Studies West Section

Encl: Notice of Preparation

CC: Gabrieleno Band of Mission Indians – Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino/Tongva Nation; Gabrielino Tongva Indians of California Tribal Council

AG:LF

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

**NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
AND PUBLIC SCOPING MEETING**

DATE: May 17, 2017

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, section 15082(a) of the California Code of Regulations and Notice of Public Scoping Meeting

The County of Los Angeles ("County") is the lead agency pursuant to the California Environmental Quality Act ("CEQA") and intends to prepare an Environmental Impact Report ("EIR") for the proposed project identified below. The County has prepared this Notice of Preparation ("NOP") to provide Responsible Agencies and other interested parties with information describing the project and to identify its potential environmental effects pursuant to State requirements.

AGENCIES: The County requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with Title 14, section 15082(b) of the California Code of Regulations. Your agency will need to use the EIR prepared by the County when considering any permits that your agency must issue, or other approval for the project.

ORGANIZATIONS AND INTERESTED PARTIES: The County requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT TITLE: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont; Project No. 2016-000317, Plan No. 2016002080

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The unincorporated communities of West Athens and Westmont are located in the southwestern portion of the Metro Planning Area. The Transit Oriented District ("TOD") Specific Plan is 658 acres and encompasses areas within the unincorporated communities of West Athens and Westmont. The project area is bounded generally by Lohengrin Street/West 110th Street to the north; West 120th Street/West 121st Street to the south; Vermont Avenue to the east; and Lohengrin Street/Imperial Highway/South Wilton Place/Western Avenue to the west (see Figure 1, Regional Location). Regional access to the project site is from

Interstate 105 (I-105, the “Century Freeway” or “Glen Anderson Freeway”) via ramps at South Vermont Avenue. I-105 runs east-west through the Specific Plan area and divides it into northern and southern portions.

Approximately 189 acres of the 658-acre Specific Plan area is non-parcelized right-of-way, including roadways, utility easements and drainage infrastructure). The remaining area encompass the following existing land uses: 198 acres of single family residential uses, 85 acres of institutional uses, 53 acres of commercial use, 46 acres of multifamily residential use, 36 acres of duplex/triplex residential use, 19 acres of active right-of-way, 17 acres of vacant land, and 15 acres of miscellaneous use. The single family residential units encompass the majority of existing uses to the north and south of I-105 while the majority of multifamily and duplex/triplex residential uses are in the northeastern and eastern portions of the Specific Plan area. Commercial uses are located primarily along Imperial Highway, Vermont Avenue and Western Avenue. Institutional uses include the Los Angeles Southwest College (LASC), the Los Angeles County Sheriff’s Station, St. Francis Xavier Cabrini Catholic School and Church, West Athens Elementary School, and Southside Christian Palace Community Church.

The Metro Green Line runs along the median of I-105 for the majority of its route, extending from the City of Norwalk to the City of Redondo Beach. The Vermont/Athens Green Line station platform sits at freeway level and is under the Vermont Avenue overpass.

PROJECT DESCRIPTION: The proposed project is a transit oriented district specific plan that would permit development of up to 1,061 additional residential units and approximately 1.7 million additional square feet of nonresidential development over existing conditions in the plan area. In total, buildout of the project would allow up to 4,518 residential units and approximately 3.5 million square feet of nonresidential development.

The Specific Plan would designate the following ten zoning districts for the 473 acres of developable project area: Single-Family Residence (167 acres), Residential Planned Development (7 acres), Two-Family Residence (80 acres), Limited Density Multiple Residence (18 acres), Mixed Use 1 (27 acres), Mixed Use 2 (23 acres), Neighborhood Commercial (11 acres), Civic Center (22 acres), Public-Institutional (83 acres), and Buffer Strip (35 acres).

The Mixed Use 1 Zone promotes development of a mix of commercial, office, and residential, with an emphasis on neighborhood serving uses. The Mixed Use 2 Zone is intended to be developed over time as a transit-supportive environment, providing a higher-intensity mix of retail, office, restaurant uses and residential development in a compact, walkable setting. Developments in both mixed use zones would have private/public open space components and strong bicycle and pedestrian connections to the Vermont/Athens station, LASC campus, and into the community.

The Civic Center Zone is intended to allow opportunities for non-civic uses, including commercial, multifamily residential uses, and public open space, where appropriate, to

occur with existing civic use areas located along Imperial Highway. Over time, the Civic Center Zone is anticipated to integrate the existing civic uses and multifamily residential areas to the east into a walkable, safe district that is well connected to the nearby Vermont/Athens Station.

The draft of the Specific Plan will be available for viewing beginning May 31, 2017, at http://planning.lacounty.gov/southwest.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

Based on a preliminary review of the proposed project consistent with Section 15060 of the CEQA Guidelines, the County has determined that an EIR should be prepared for this proposed project. In addition, consistent with Section 15082 of the CEQA Guidelines, the County has identified the following probable environmental effects of the project, which will be addressed in the EIR for this project:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Services Systems

The County has determined that there is not a likelihood of potentially significant effects related to the following environmental topics:

- Agricultural Resources
- Biological Resources
- Energy
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The County proposes that the EIR indicate the reasons why these effects were determined not to be significant and are therefore not addressed in detail in the EIR.

NOTICE OF SCOPING MEETING: The County will conduct a public scoping meeting for the purpose of soliciting oral and written comments from interested parties as to the appropriate scope and content of the EIR.

All interested parties are invited to attend the scoping meeting to assist in identifying issues to be addressed in the EIR. The scoping meetings will include a brief presentation of the project to be addressed in the EIR and will provide attendees with an opportunity to provide input to the scope of the EIR. The Scoping Meeting will be held on **Thursday, June 15, 2017 from 6:00 P.M. to 8:00 P.M.** at the following location:

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150 E. El Segundo Blvd,
Los Angeles, CA 90061

Translation in other languages can be made available at the meeting upon request. Please submit translation requests at least seven business days in advance of each scheduled meeting to SouthwestTOD@planning.lacounty.gov or call (213) 974-6427.

PUBLIC REVIEW PERIOD: The County has determined to make this NOP available for public review and comment pursuant to Title 14, section 15082(b) of the California Code of Regulations. The comment period for the NOP **begins on Wednesday, May 31, 2017, and ends on Wednesday, July 5, 2017**.

Any comments provided should identify specific topics of environmental concern and your reason for suggesting the study of these topics in the EIR. Please direct all written comments to the following address:

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E-mail: SouthwestTOD@planning.lacounty.gov
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All written responses will be included as Appendices in the Draft EIR and their contents considered in accordance with State and County environmental guidelines. Thank you for your participation in the environmental review of this project.

DOCUMENT AVAILABILITY: The draft Specific Plan and NOP will be available for public review beginning May 31, 2017, on the project website: http://planning.lacounty.gov/southwest. They will also be available for review Monday through Thursday from 7:30 a.m. to 5:30 p.m. at the Los Angeles County Department of Regional Planning address listed above; and during regular library hours at the Woodcrest Library, 1340 W. 106th Street, Los Angeles, CA 90044; and the A. C. Bilbrew Library, 150 E. El Segundo Blvd, Los Angeles, CA 90061.

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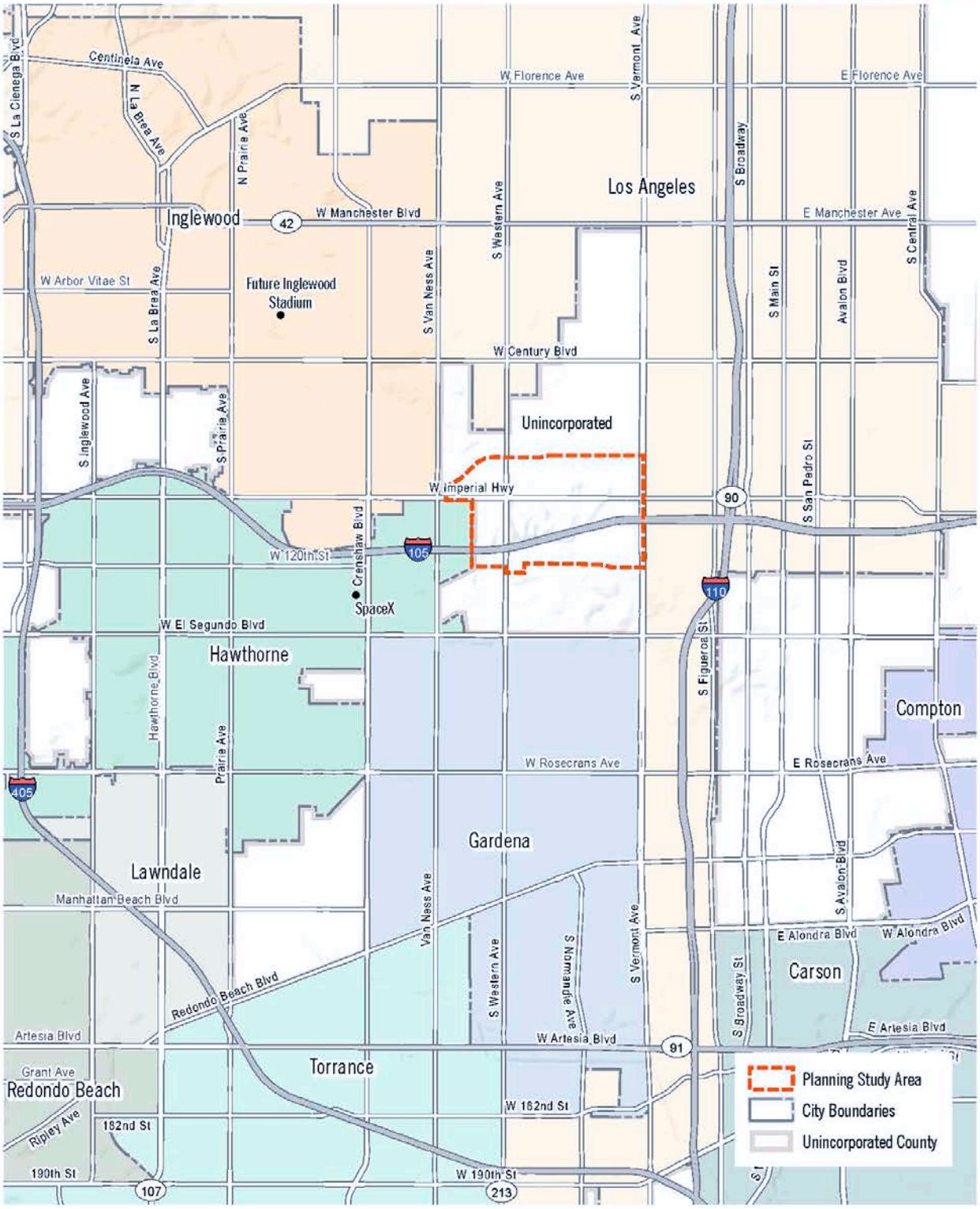

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

May 24, 2017

Robert Dorame, Chairperson
Gabrielino Tongva Indians of California Tribal Council
PO Box 490
Bellflower, CA 90707

**SUBJECT: SENATE BILL (SB) 18 CONSULTATION (GOVERNMENT CODE §65352.3)
CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT
PROJECT NO. 2016-000317
PLAN NO. 2016002080**

The Native American Heritage Commission (NAHC) has identified your tribe as one with traditional lands or cultural places located within the proposed boundary of the above-referenced project. Because this project requires the amendment of the General Plan and adoption of a Specific Plan, it is subject to the SB 18 Tribal Consultation requirements (Government Code Section 65352.3). This letter serves as a formal notification and invitation to consult with the County of Los Angeles on the proposed project identified above.

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CC.103116

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Department of Regional Planning
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DEPARTMENT OF REGIONAL PLANNING
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Encl: Notice of Preparation

CC: Gabrieleno Band of Mission Indians – Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino/Tongva Nation; Gabrielino-Tongva Tribe

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Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

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**NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
AND PUBLIC SCOPING MEETING**

DATE: May 17, 2017

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Parties

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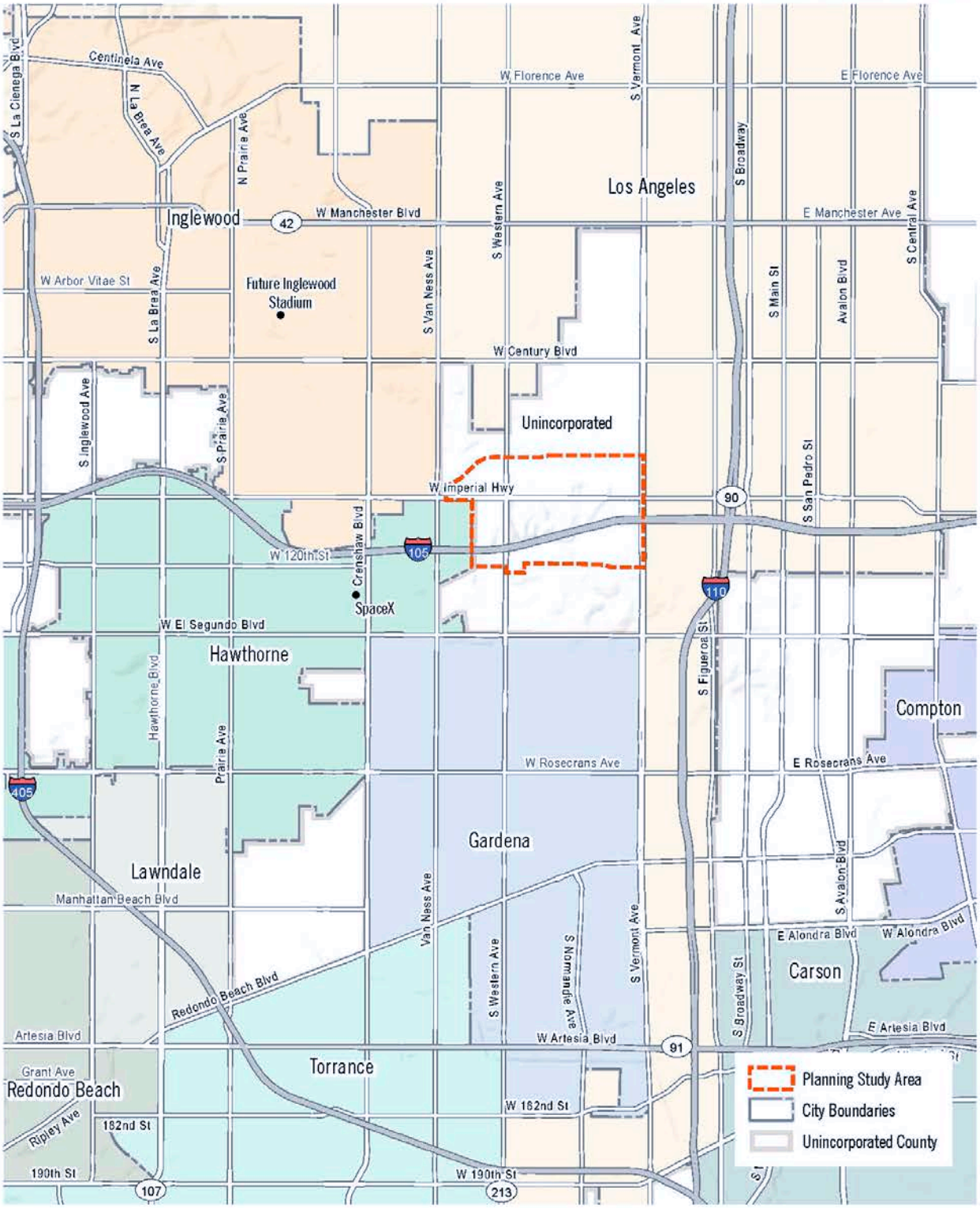

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

May 24, 2017

Sandonne Goad, Chairperson
Gabrielino/Tongva Nation
106 ½ Judge John Also Street #231
Los Angeles, CA 90012

**SUBJECT: SENATE BILL (SB) 18 CONSULTATION (GOVERNMENT CODE §65352.3)
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CC.103116

320 West Temple Street ▪ Los Angeles, CA 90012 ▪ 213-974-6411 ▪ Fax: 213-626-0434 ▪ TDD: 213-617-2292

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Encl: Notice of Preparation

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POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

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- Aesthetics
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- Noise
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The County has determined that there is not a likelihood of potentially significant effects related to the following environmental topics:

- Agricultural Resources
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The County proposes that the EIR indicate the reasons why these effects were determined not to be significant and are therefore not addressed in detail in the EIR.

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Anita Gutierrez, AICP, Supervising Regional Planner
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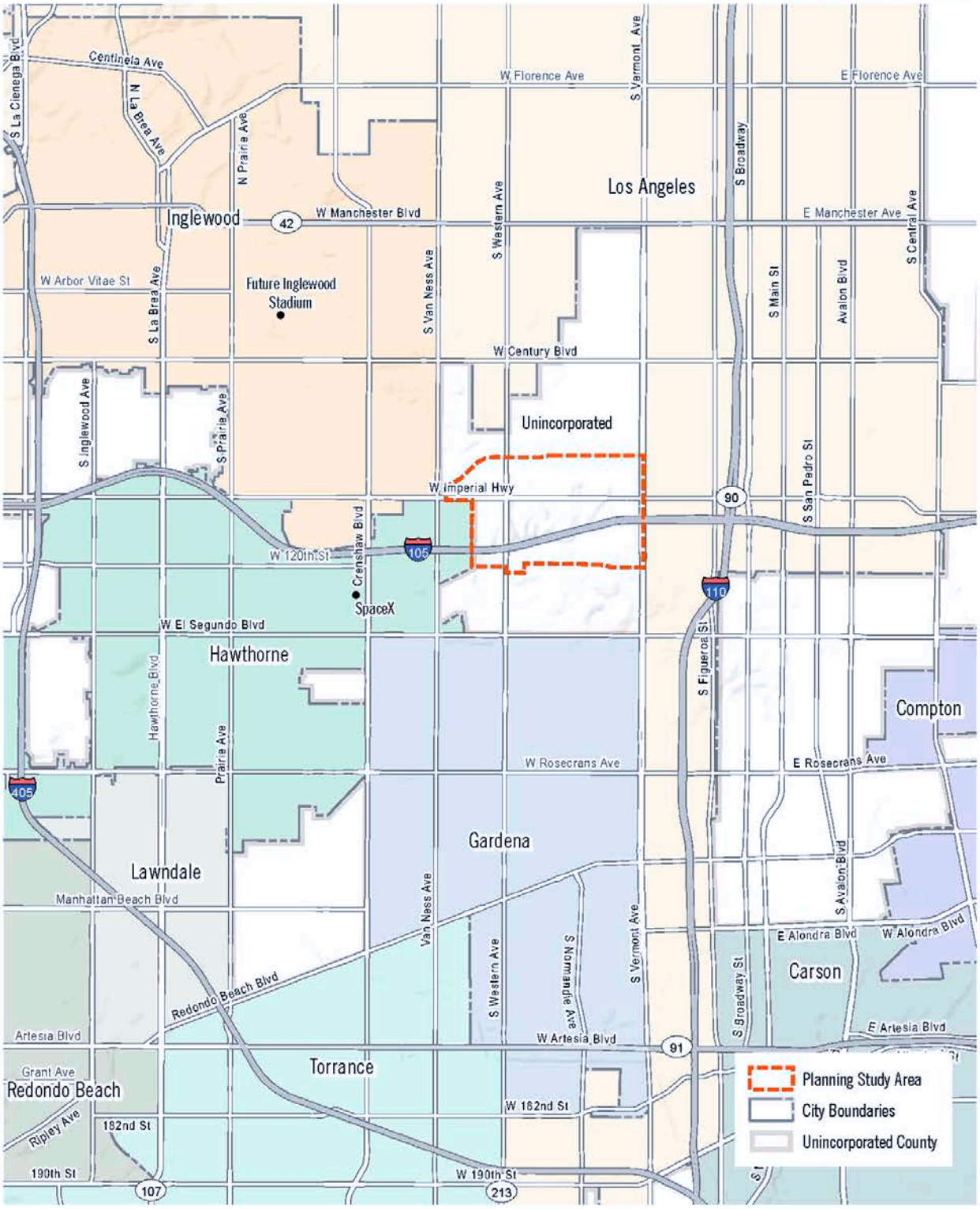

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

May 24, 2017

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
PO Box 693
San Gabriel, CA 91778

**SUBJECT: SENATE BILL (SB) 18 CONSULTATION (GOVERNMENT CODE §65352.3)
CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT
PROJECT NO. 2016-000317
PLAN NO. 2016002080**

The Native American Heritage Commission (NAHC) has identified your tribe as one with traditional lands or cultural places located within the proposed boundary of the above-referenced project. Because this project requires the amendment of the General Plan and adoption of a Specific Plan, it is subject to the SB 18 Tribal Consultation requirements (Government Code Section 65352.3). This letter serves as a formal notification and invitation to consult with the County of Los Angeles on the proposed project identified above.

Project Location: The Specific Plan encompasses 658 acres generally bounded by Lohengrin/110th Street to the north, 120th/121st Street to the south, Wilton Pl/Western Ave to the west, and Vermont Ave to the east in the unincorporated community of West Athens-Westmont in South Los Angeles. The Notice of Preparation including a map depicting the project site location is enclosed for your reference.

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A Sacred Lands File Search conducted by the NAHC did not find the presence of Native American cultural resources sites within the area of potential effect (APE) of the project area. In addition, Native American resources are not recorded in close proximity to the project site. The NAHC has also provided the Los Angeles County Department of Regional Planning with a list of Native American Tribes with traditional lands or cultural places located within the proposed project site. This letter was sent to each of the listed tribes.

CC.103116

320 West Temple Street ▪ Los Angeles, CA 90012 ▪ 213-974-6411 ▪ Fax: 213-626-0434 ▪ TDD: 213-617-2292

Your participation in this local planning process is important. Pursuant to Government Code Section 65352.3(a)(2), you have 90 days from the receipt of this letter to request consultation with the County of Los Angeles. Please submit your request to the contact information listed below.

Lead Agency Contact Information:

Leon Freeman, Regional Planning Assistant II
Community Studies West Section
Department of Regional Planning
320 W. Temple Street, Room 1356
Los Angeles, CA 90012
Tel: (213) 974-6406
Email: LFreeman@planning.lacounty.gov

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner

Anita Gutierrez, AICP
Supervising Regional Planner
Community Studies West Section

Encl: Notice of Preparation

CC: Gabrieleno Band of Mission Indians – Kizh Nation; Gabrielino/Tongva Nation; Gabrielino Tongva Indians of California Tribal Council; Gabrielino-Tongva Tribe

AG:LF

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

**NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
AND PUBLIC SCOPING MEETING**

DATE: May 17, 2017

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, section 15082(a) of the California Code of Regulations and Notice of Public Scoping Meeting

The County of Los Angeles ("County") is the lead agency pursuant to the California Environmental Quality Act ("CEQA") and intends to prepare an Environmental Impact Report ("EIR") for the proposed project identified below. The County has prepared this Notice of Preparation ("NOP") to provide Responsible Agencies and other interested parties with information describing the project and to identify its potential environmental effects pursuant to State requirements.

AGENCIES: The County requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with Title 14, section 15082(b) of the California Code of Regulations. Your agency will need to use the EIR prepared by the County when considering any permits that your agency must issue, or other approval for the project.

ORGANIZATIONS AND INTERESTED PARTIES: The County requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT TITLE: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont; Project No. 2016-000317, Plan No. 2016002080

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The unincorporated communities of West Athens and Westmont are located in the southwestern portion of the Metro Planning Area. The Transit Oriented District ("TOD") Specific Plan is 658 acres and encompasses areas within the unincorporated communities of West Athens and Westmont. The project area is bounded generally by Lohengrin Street/West 110th Street to the north; West 120th Street/West 121st Street to the south; Vermont Avenue to the east; and Lohengrin Street/Imperial Highway/South Wilton Place/Western Avenue to the west (see Figure 1, Regional Location). Regional access to the project site is from

Interstate 105 (I-105, the “Century Freeway” or “Glen Anderson Freeway”) via ramps at South Vermont Avenue. I-105 runs east-west through the Specific Plan area and divides it into northern and southern portions.

Approximately 189 acres of the 658-acre Specific Plan area is non-parcelized right-of-way, including roadways, utility easements and drainage infrastructure). The remaining area encompass the following existing land uses: 198 acres of single family residential uses, 85 acres of institutional uses, 53 acres of commercial use, 46 acres of multifamily residential use, 36 acres of duplex/triplex residential use, 19 acres of active right-of-way, 17 acres of vacant land, and 15 acres of miscellaneous use. The single family residential units encompass the majority of existing uses to the north and south of I-105 while the majority of multifamily and duplex/triplex residential uses are in the northeastern and eastern portions of the Specific Plan area. Commercial uses are located primarily along Imperial Highway, Vermont Avenue and Western Avenue. Institutional uses include the Los Angeles Southwest College (LASC), the Los Angeles County Sheriff’s Station, St. Francis Xavier Cabrini Catholic School and Church, West Athens Elementary School, and Southside Christian Palace Community Church.

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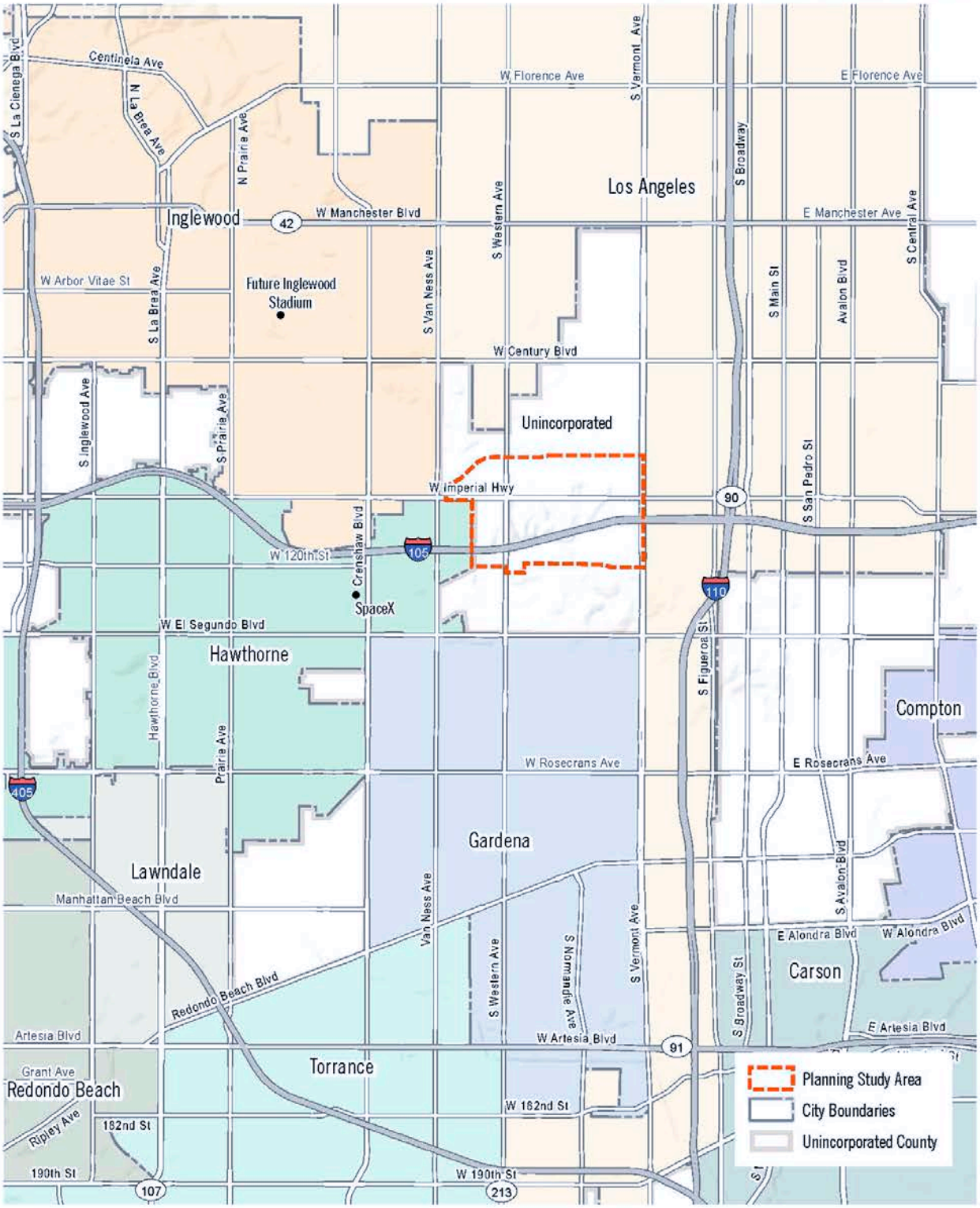

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

May 24, 2017

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
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Encl: Notice of Preparation

CC: Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino/Tongva Nation; Gabrielino Tongva Indians of California Tribal Council; Gabrielino-Tongva Tribe

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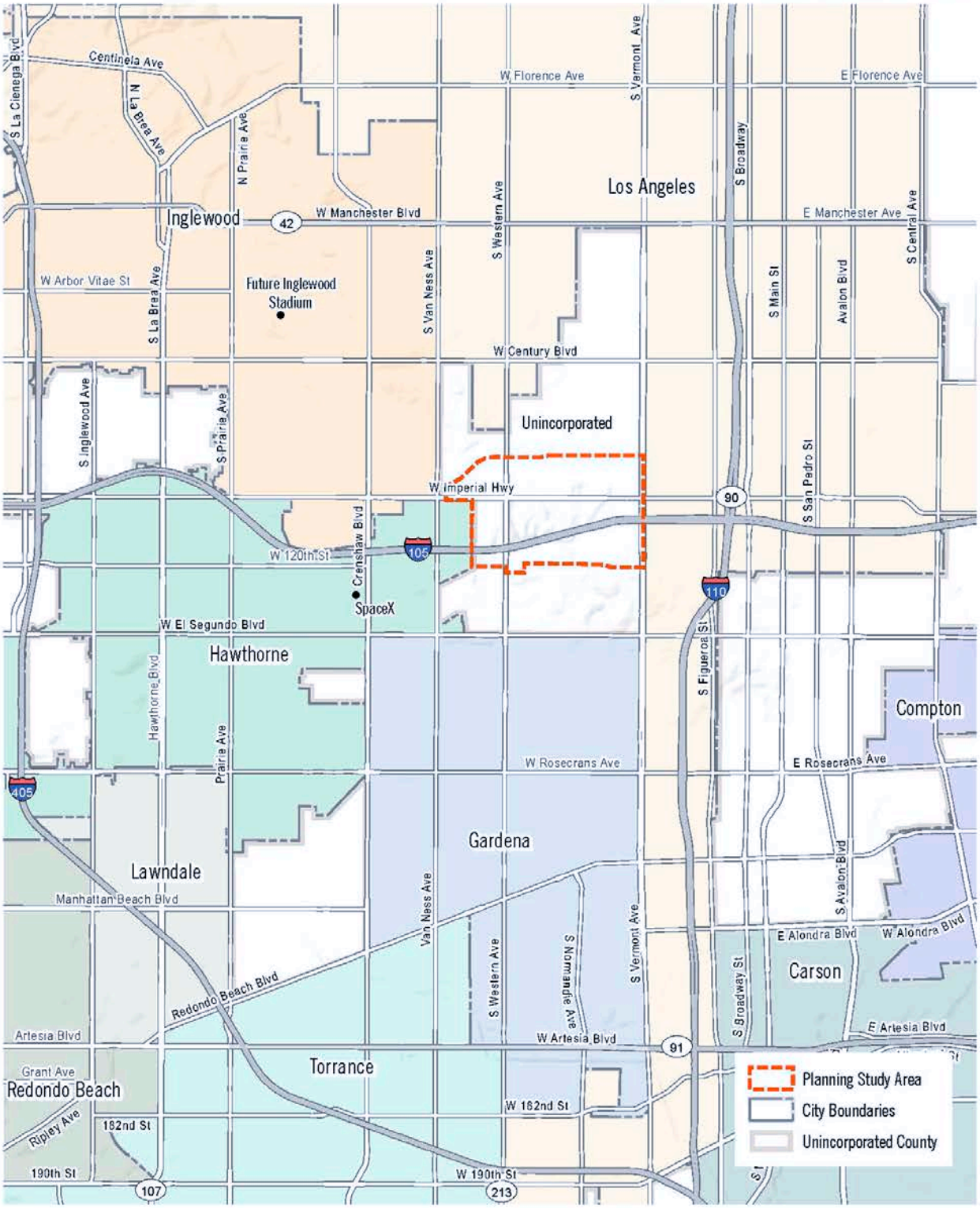

Los Angeles County
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Planning for the Challenges Ahead

Richard J. Bruckner
Director

May 24, 2017

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
PO Box 393
Covina, CA 91723

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of the Proposed Project pursuant to Public Resources Code (PRC) §21080.3.1.

The Los Angeles County Department of Regional Planning is issuing this formal notification of the proposed project. Below please find a description of the proposed project, a map showing the project location, and our contact information along with the name of our point of contact, pursuant to PRC §21080.3.1(d).

Proposed Project: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
Project No. 2016-000317
Plan No. 2016002080

Project Description: THE PROPOSED PROJECT IS A TRANSIT ORIENTED DISTRICT SPECIFIC PLAN THAT WOULD PERMIT DEVELOPMENT OF UP TO 1,061 ADDITIONAL RESIDENTIAL UNITS AND APPROXIMATELY 1.7 MILLION SQUARE FEET OF NONRESIDENTIAL DEVELOPMENT OVER EXISTING CONDITIONS IN THE PLAN AREA. IN TOTAL, BUILDOUT OF THE PROJECT WOULD ALLOW UP TO 4,518 RESIDENTIAL UNITS AND APPROXIMATELY 3.5 MILLION SQUARE FEET OF NON-RESIDENTIAL DEVELOPMENT.

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Email: LFreeman@planning.lacounty.gov

Pursuant to PRC §21080.3.1(b), you have 30 days from the receipt of this letter to request consultation, in writing, with the Department of Regional Planning. Written request must be submitted to the contact information listed above.

Our office hours are Monday through Thursday, 7:00 a.m. to 5:30 p.m. We are closed on Fridays.

Sincerely,
DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner

Anita Gutierrez, AICP
Supervising Regional Planner
Community Studies West Section

Encl: Notice of Preparation

AG:LF

CC.060616

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

**NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
AND PUBLIC SCOPING MEETING**

DATE: May 17, 2017

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, section 15082(a) of the California Code of Regulations and Notice of Public Scoping Meeting

The County of Los Angeles ("County") is the lead agency pursuant to the California Environmental Quality Act ("CEQA") and intends to prepare an Environmental Impact Report ("EIR") for the proposed project identified below. The County has prepared this Notice of Preparation ("NOP") to provide Responsible Agencies and other interested parties with information describing the project and to identify its potential environmental effects pursuant to State requirements.

AGENCIES: The County requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with Title 14, section 15082(b) of the California Code of Regulations. Your agency will need to use the EIR prepared by the County when considering any permits that your agency must issue, or other approval for the project.

ORGANIZATIONS AND INTERESTED PARTIES: The County requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT TITLE: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont; Project No. 2016-000317, Plan No. 2016002080

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The unincorporated communities of West Athens and Westmont are located in the southwestern portion of the Metro Planning Area. The Transit Oriented District ("TOD") Specific Plan is 658 acres and encompasses areas within the unincorporated communities of West Athens and Westmont. The project area is bounded generally by Lohengrin Street/West 110th Street to the north; West 120th Street/West 121st Street to the south; Vermont Avenue to the east; and Lohengrin Street/Imperial Highway/South Wilton Place/Western Avenue to the west (see Figure 1, Regional Location). Regional access to the project site is from

Interstate 105 (I-105, the “Century Freeway” or “Glen Anderson Freeway”) via ramps at South Vermont Avenue. I-105 runs east-west through the Specific Plan area and divides it into northern and southern portions.

Approximately 189 acres of the 658-acre Specific Plan area is non-parcelized right-of-way, including roadways, utility easements and drainage infrastructure). The remaining area encompass the following existing land uses: 198 acres of single family residential uses, 85 acres of institutional uses, 53 acres of commercial use, 46 acres of multifamily residential use, 36 acres of duplex/triplex residential use, 19 acres of active right-of-way, 17 acres of vacant land, and 15 acres of miscellaneous use. The single family residential units encompass the majority of existing uses to the north and south of I-105 while the majority of multifamily and duplex/triplex residential uses are in the northeastern and eastern portions of the Specific Plan area. Commercial uses are located primarily along Imperial Highway, Vermont Avenue and Western Avenue. Institutional uses include the Los Angeles Southwest College (LASC), the Los Angeles County Sheriff’s Station, St. Francis Xavier Cabrini Catholic School and Church, West Athens Elementary School, and Southside Christian Palace Community Church.

The Metro Green Line runs along the median of I-105 for the majority of its route, extending from the City of Norwalk to the City of Redondo Beach. The Vermont/Athens Green Line station platform sits at freeway level and is under the Vermont Avenue overpass.

PROJECT DESCRIPTION: The proposed project is a transit oriented district specific plan that would permit development of up to 1,061 additional residential units and approximately 1.7 million additional square feet of nonresidential development over existing conditions in the plan area. In total, buildout of the project would allow up to 4,518 residential units and approximately 3.5 million square feet of nonresidential development.

The Specific Plan would designate the following ten zoning districts for the 473 acres of developable project area: Single-Family Residence (167 acres), Residential Planned Development (7 acres), Two-Family Residence (80 acres), Limited Density Multiple Residence (18 acres), Mixed Use 1 (27 acres), Mixed Use 2 (23 acres), Neighborhood Commercial (11 acres), Civic Center (22 acres), Public-Institutional (83 acres), and Buffer Strip (35 acres).

The Mixed Use 1 Zone promotes development of a mix of commercial, office, and residential, with an emphasis on neighborhood serving uses. The Mixed Use 2 Zone is intended to be developed over time as a transit-supportive environment, providing a higher-intensity mix of retail, office, restaurant uses and residential development in a compact, walkable setting. Developments in both mixed use zones would have private/public open space components and strong bicycle and pedestrian connections to the Vermont/Athens station, LASC campus, and into the community.

The Civic Center Zone is intended to allow opportunities for non-civic uses, including commercial, multifamily residential uses, and public open space, where appropriate, to

occur with existing civic use areas located along Imperial Highway. Over time, the Civic Center Zone is anticipated to integrate the existing civic uses and multifamily residential areas to the east into a walkable, safe district that is well connected to the nearby Vermont/Athens Station.

The draft of the Specific Plan will be available for viewing beginning May 31, 2017, at http://planning.lacounty.gov/southwest.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

Based on a preliminary review of the proposed project consistent with Section 15060 of the CEQA Guidelines, the County has determined that an EIR should be prepared for this proposed project. In addition, consistent with Section 15082 of the CEQA Guidelines, the County has identified the following probable environmental effects of the project, which will be addressed in the EIR for this project:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Services Systems

The County has determined that there is not a likelihood of potentially significant effects related to the following environmental topics:

- Agricultural Resources
- Biological Resources
- Energy
- Geology and Soils
- Hydrology/Water Quality
- Mineral Resources

The County proposes that the EIR indicate the reasons why these effects were determined not to be significant and are therefore not addressed in detail in the EIR.

NOTICE OF SCOPING MEETING: The County will conduct a public scoping meeting for the purpose of soliciting oral and written comments from interested parties as to the appropriate scope and content of the EIR.

All interested parties are invited to attend the scoping meeting to assist in identifying issues to be addressed in the EIR. The scoping meetings will include a brief presentation of the project to be addressed in the EIR and will provide attendees with an opportunity to provide input to the scope of the EIR. The Scoping Meeting will be held on **Thursday, June 15, 2017 from 6:00 P.M. to 8:00 P.M.** at the following location:

A. C. Bilbrew Library Community Meeting Room
150 E. El Segundo Blvd,
Los Angeles, CA 90061

Translation in other languages can be made available at the meeting upon request. Please submit translation requests at least seven business days in advance of each scheduled meeting to SouthwestTOD@planning.lacounty.gov or call (213) 974-6427.

PUBLIC REVIEW PERIOD: The County has determined to make this NOP available for public review and comment pursuant to Title 14, section 15082(b) of the California Code of Regulations. The comment period for the NOP **begins on Wednesday, May 31, 2017, and ends on Wednesday, July 5, 2017**.

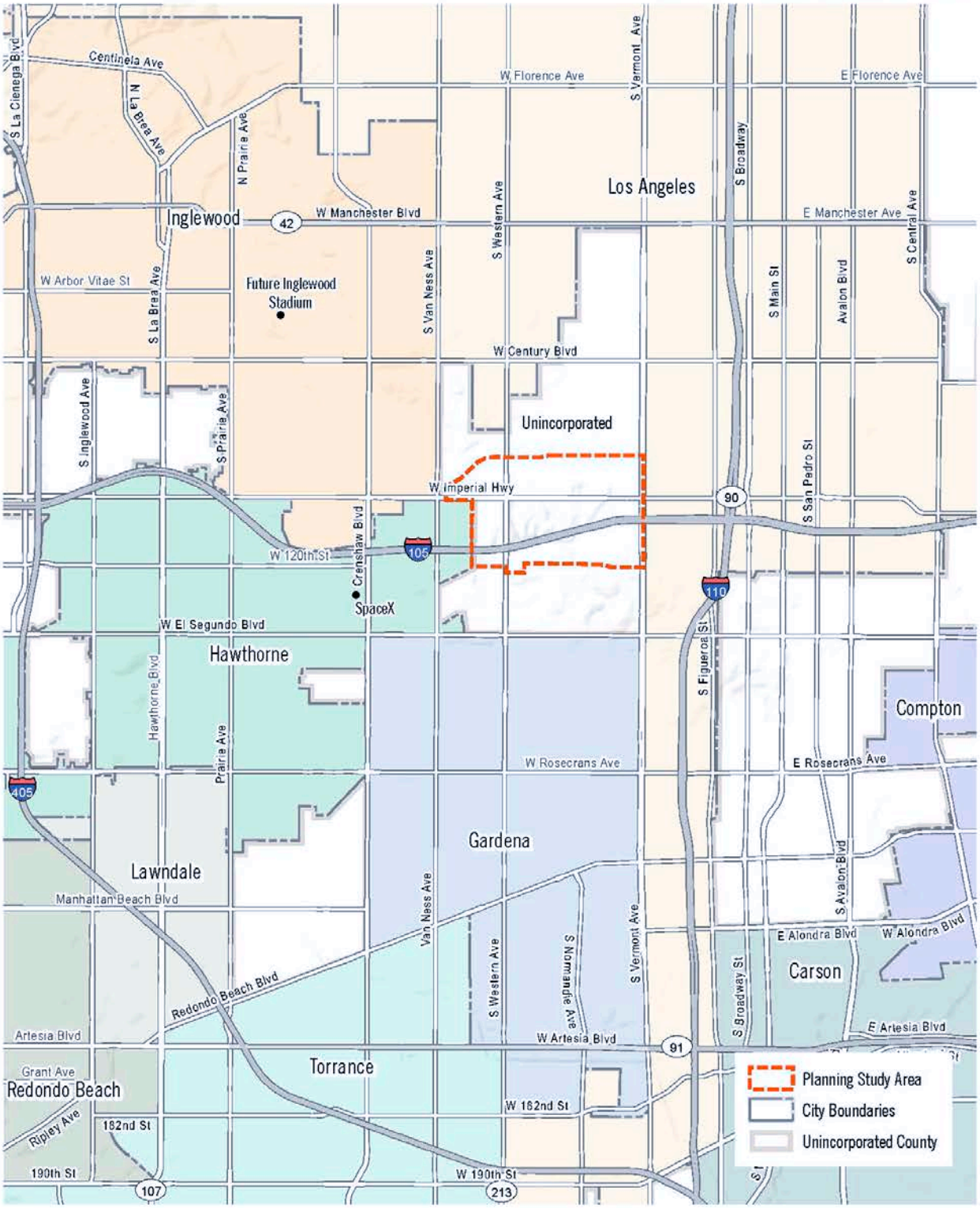
Any comments provided should identify specific topics of environmental concern and your reason for suggesting the study of these topics in the EIR. Please direct all written comments to the following address:

County of Los Angeles Department of Regional Planning
Community Studies West Section
Anita Gutierrez, AICP, Supervising Regional Planner
320 West Temple Street, Room 1356
Los Angeles, CA 90012
E-mail: SouthwestTOD@planning.lacounty.gov
Fax: (213) 626-0434

All written responses will be included as Appendices in the Draft EIR and their contents considered in accordance with State and County environmental guidelines. Thank you for your participation in the environmental review of this project.

DOCUMENT AVAILABILITY: The draft Specific Plan and NOP will be available for public review beginning May 31, 2017, on the project website: http://planning.lacounty.gov/southwest. They will also be available for review Monday through Thursday from 7:30 a.m. to 5:30 p.m. at the Los Angeles County Department of Regional Planning address listed above; and during regular library hours at the Woodcrest Library, 1340 W. 106th Street, Los Angeles, CA 90044; and the A. C. Bilbrew Library, 150 E. El Segundo Blvd, Los Angeles, CA 90061.

FIGURE 1.1: REGIONAL CONTEXT MAP



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Los Angeles County
Department of Regional Planning

June 9, 2017

Re: SB 18 Consultation (Government Code Section 65352.3) TOD Specific Plan for West Athens-Westmont

Dear Leon Freeman,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Senate Bill 18 (SB 18) Government Code Section 65352.3. Your project lies within our ancestral tribal territory, meaning descending from, a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the Council of Elders
PO Box 393, Covina, CA 91723 | www.gabrielenoindians.org | gabrielenoindians@yahoo.com

GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Los Angeles County
Department of Regional Planning

June 9, 2017

Re: AB52 Consultation request for West Athens-Westmont Located: Bounded by Lohengrin/110th St. to the north 120th/121st St. to south Wilton Pl/Western Ave to the west Vermont Ave to the east in the unicorporated community of west Athens-Westmont in South Los Angeles

Dear Leon Freeman,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning descending from, or a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

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** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view the video at: http://nahc.ca.gov/2015/12/ab-52-tribal-training/

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the Council of Elders
PO Box 393, Covina, CA 91723 | www.gabrielenoindians.org | gabrielenoindians@yahoo.com

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

August 10, 2017

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
PO Box 393
Covina, CA 91723

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of the Proposed Project pursuant to Public Resources Code (PRC) §21080.3.1 dated May 24, 2017.

Proposed Project: Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
Project No. 2016-000317
Plan No. 2016002080
State Clearinghouse No. 2017051051

Dear Chairman Salas:

On June 9, 2017, we received your request for consultation. We contacted you via email on June 15, 2017, and again on June 20, 2017, to schedule and did not received a response. Please be advised that after seven (7) business days from receipt of this letter, we will deem your request for consultation inactive and consider the matter closed. If you would like to schedule a consultation within that time, please contact me at (213) 974-6406.

Sincerely,

Leon Freeman, Regional Planning Assistant II
Community Studies West Section

AUG 10 2017

320 West Temple Street ▪ Los Angeles, CA 90012 ▪ 213-974-6411 ▪ Fax: 213-626-0434 ▪ TDD: 213-617-2292

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City, State, ZIP+

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians-
Kizh Nation
PO Box 393
Covina, CA 91723

S Form 3800, August 2006 — See Reverse for Instructions

TE THIS SECTION

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Salas, Chairman
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izh Nation
O Box 393
na, CA 91723

2940 7094 9657 42

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00 0000 7117 0913

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X
☐ Agent
☐ Addressee

B. Received by *(Printed Name)*
C. Date of Delivery 8-19-12

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☒ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ail
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- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Return Receipt for Merchandise
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

Appendix E Hazards – EDR Search

Appendices

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West Athens TOD
1563 S Denker Ave
Los Angeles, CA 90047

Inquiry Number: 4897032.2s
April 03, 2017

The EDR Radius Map™ Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

FORM-LBF-RG

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GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

1563 S DENKER AVE
LOS ANGELES, CA 90047

COORDINATES

Latitude (North):	33.9297220 - 33˚ 55' 46.99''
Longitude (West):	118.3019440 - 118˚ 18' 6.99''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	379662.7
UTM Y (Meters):	3754932.8
Elevation:	209 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5640440 INGLEWOOD, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
1563 S DENKER AVE
LOS ANGELES, CA 90047

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	GREEN DOT SCHOOL	11100 S WESTERN AVE	CA LOS ANGELES CO. HMS	Higher	1 ft.
B2	HOME SAVINGS OF AMER	11151 RAYMOND AVENUE	CA HAZNET	Higher	1 ft.
A3	LOS ANGELES TSPS	11100 S WESTERN AVE	CA SWEEPS UST, CA FID UST	Higher	1 ft.
A4	AT&T COMMUNICATIONS	11100 S WESTERN AVE	CA LOS ANGELES CO. HMS	Higher	1 ft.
C5	THE ONE STEP	11143 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
A6	AUTO-MAT OIL	11034 S WESTERN AVE	CA LOS ANGELES CO. HMS	Higher	1 ft.
D7		1452 W 110TH PL	EDR Hist Auto	Higher	1 ft.
A8	LAZARUS CHAS	11085 S WESTERN AVE	EDR Hist Cleaner	Higher	1 ft.
A9	AT & T COMMUNICATION	11100 S WESTERN AVE	CA SWEEPS UST	Higher	1 ft.
C10		11017 S VERMONT AVE	EDR Hist Auto	Lower	1 ft.
A11	JUNG JA LEE	11034 S WESTERN AVE	CA LOS ANGELES CO. HMS	Higher	1 ft.
E12	TACO VAQUERO	11001 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
A13	SYLVESTER ROBINSON	11129 S HOBART BLVD	CA LOS ANGELES CO. HMS	Higher	1 ft.
A14	LOS ANGELES TSPS	11100 S WESTERN AVE	CA HIST UST	Higher	1 ft.
E15		1053 W 111TH ST	EDR Hist Cleaner	Lower	1 ft.
A16	PACIFIC BELL	11100 S WESTERN AVE	RCRA NonGen / NLR, FINDS, ECHO	Higher	1 ft.
B17	DRUCILLA KING	11129 MARIPOSA AVE	CA HAZNET	Higher	1 ft.
C18	JEFFREY WILLIAMS	11100 S NEW HAMPSHIR	CA HAZNET	Lower	1 ft.
A19	GVCSD-ANIMO HIGH SCH	11100 S WESTERN AVE	CA HAZNET	Higher	1 ft.
20	RUTH JONES	11107 RUTHELEN ST	CA HAZNET	Lower	1 ft.
F21	STANLEY FRANCOIS	11103 S LA SALLE AVE	FINDS, ECHO	Higher	1 ft.
A22	AUTOMAT1	11034 S WESTERN	CA HIST UST	Higher	1 ft.
C23		11021 S VERMONT AVE	EDR Hist Auto	Lower	1 ft.
F24	STANLEY FRANCOIS	11103 S LA SALLE AVE	RCRA-SQG, CA HAZNET	Higher	1 ft.
25	ROXANNE LOPEZ	1119 W 111TH ST	CA HAZNET	Lower	1 ft.
F26		1616 W. 110TH STREET	CA CHMIRS	Higher	1 ft.
G27	DEL TACO	1816 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
H28	LA CO DPSS	1819 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	1 ft.
H29	DEPT OF PUBLIC SOCIA	1819 120TH ST	CA NPDES	Lower	1 ft.
G30	LUCY'S DRIVE-IN	1723 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Higher	1 ft.
I31	LA CO ISD STORAGE BU	1304 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G32		1852 W IMPERIAL HWY	EDR Hist Cleaner	Lower	1 ft.
G33	SOUTH REGION HIGHSCH	1723 IMPERIAL HWY	CA HAZNET	Higher	1 ft.
J34	JOANIE MOORE	1455 W 120TH	CA HAZNET	Lower	1 ft.
J35	POWER RUN OIL MOSER	1423 W 120TH ST	FINDS	Lower	1 ft.
G36	MOBIL #18-KYW (FORME	1769 IMPERIAL HWY W	CA LUST	Higher	1 ft.
G37	UNOCAL CORP	11404 S WESTERN AVE	CA SWEEPS UST	Lower	1 ft.
I38	EXXONMOBIL OIL CORPO	1377 WEST IMPERIAL	CA HAZNET	Lower	1 ft.
K39	PROPOSED SOUTH REGIO	1600 WEST IMPERIAL H	FINDS	Higher	1 ft.

MAPPED SITES SUMMARY

Target Property Address:
1563 S DENKER AVE
LOS ANGELES, CA 90047

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
I40	LOS ANGELES COUNTY S	1310 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
G41	ELTINGE AND GRAZIADI	11407-11435 S WESTER	CA HAZNET	Lower	1 ft.
K42	LOS ANGELES SOUTHWES	1600 W IMPERIAL HWY	CA HAZNET, LA Co. Site Mitigation	Higher	1 ft.
G43	IMPERIAL HTS LAUNDER	1821 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
L44	EXXON SERVICE STATIO	1377 IMPERIAL	CA HIST UST	Lower	1 ft.
L45	SHELL SERVICE STATIO	11255 S NORMANDIE AV	CA LOS ANGELES CO. HMS	Lower	1 ft.
L46	ST FRANCIS X CABRINI	1440 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
M47	RINGHEIM P M MRS	11259 S VERMONT AVE	EDR Hist Auto	Lower	1 ft.
G48	UNOCAL SERVICE STATI	11404 S WESTERN AVE	CA HAZNET	Lower	1 ft.
N49		1151 W. IMPERIAL HWY	HMIRS	Lower	1 ft.
L50	EXXON SERVICE STATIO	1377 W IMPERIAL HWY	CA SWEEPS UST, CA FID UST, CA LOS ANGELES CO. HMS	Lower	1 ft.
M51	ARCO PRODUCTS #09608	11259 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
52	NORMANDY MOUND CAL T	CORNER OF NORMANDY A	SEMS	Lower	1 ft.
G53	NUTRICION FUNDAMENTA	1825 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
I54	LOS ANGELES COUNTY D	1304 WEST IMPERIAL H	CA HAZNET	Lower	1 ft.
I55	WEST IMPERIAL HIGHWA	1256 W. IMPERIAL HIG	CA ENVIROSTOR, CA SCH	Lower	1 ft.
G56	UNOCAL CORP SS 3173	11404 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G57	TAMIS COFFEE SHOP	11500 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G58	SHELL SERV STA	1816 W IMPERIAL HWY	CA SWEEPS UST	Lower	1 ft.
L59	WINCHELL'S DONUT HOU	1404 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G60	DONG WI	1769 W IMPERIAL HWY	CA SWEEPS UST, CA HIST UST	Higher	1 ft.
O61	121 STREET AND BUGLO	11940 SOUTH BUDLONG	CA SWF/LF	Lower	1 ft.
L62	HONG KONG EXPRESS	11252 S NORMANDIE AV	CA LOS ANGELES CO. HMS	Lower	1 ft.
G63	MOBIL OIL CORP (DEST	1735 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Higher	1 ft.
N64		6301 HUES DRIVE	ERNS, HMIRS	Lower	1 ft.
J65	OLIVE GLEN	1535 WEST 120TH STRE	CA NPDES	Higher	1 ft.
G66	ONE HOUR CLEANERS	1852 W IMPERIAL HWY	RCRA-SQG, FINDS, ECHO	Lower	1 ft.
P67	WEST ATHENS ELEMENTA	1110 W 119TH ST	RCRA-LQG, FINDS, ECHO	Lower	1 ft.
Q68	FOOD 4 LESS #399	11533 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
R69		1665 W BRUIN ST	EDR Hist Cleaner	Lower	1 ft.
G70	LUCY'S DRIVE-IN	1723 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Higher	1 ft.
L71	JOHNNY JO	11255 S NORMANDIE AV	CA LOS ANGELES CO. HMS	Lower	1 ft.
G72	UNION OIL SERVICE ST	11404 S WESTERN AVE	CA HIST UST	Lower	1 ft.
H73	HIGH SOCIETY	12000 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
Q74	K-MART	11533 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G75	CARL'S JR RESTAURANT	11224 S WESTERN AVE	CA LOS ANGELES CO. HMS	Higher	1 ft.
I76	TERRACINA FAMILY APA	1218 W IMPERIAL HIGH	CA NPDES	Lower	1 ft.
L77	EXXON CO USA	1377 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
I78	EXXONMOBIL OIL CORP	1377 W IMPERIAL HWY	ECHO	Lower	1 ft.

MAPPED SITES SUMMARY

Target Property Address:
1563 S DENKER AVE
LOS ANGELES, CA 90047

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MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
S79	LA COUNTY SANITATION	1326 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
M80	THIRTY OIL CO.	11259 VERMONT AVE S	CA RGA LUST	Lower	1 ft.
G81	UNOCAL S.S. #3173	11404 WESTERN AVE.,	CA RGA LUST	Lower	1 ft.
I82	SOUTH LOS ANGELES SH	1310 W IMPERIAL HWY	CA AST	Lower	1 ft.
G83	UNOCAL SS #3173	11404 WESTERN AVE S	CA RGA LUST	Lower	1 ft.
L84	EXXONMOBIL OIL CORP	1377 W IMPERIAL HWY	RCRA-SQG	Lower	1 ft.
I85	LA CO SHERIFF ATHENS	1310 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G86	FOOD 4 LESS #399-STO	11407 S WESTERN AVE	CA HAZNET	Lower	1 ft.
P87	JIMMY ANDREWS	11802 S NEW HAMPSHIR	CA HAZNET	Lower	1 ft.
G88	UNOCAL CORP	11404 S WESTERN AVE	CA UST	Lower	1 ft.
G89	FOOD 4 LESS #399 STO	11507 S WESTERN AVE	CA HAZNET	Lower	1 ft.
I90	CARD OP LAUNDRY	1377 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
H91	CALTRANS I-105 FWY P	NE OF INTRSECTN OF W	CA RESPONSE, CA ENVIROSTOR, CA HIST Cal-Sites, CA...	Lower	1 ft.
G92		1834 W IMPERIAL HWY	EDR Hist Cleaner	Lower	1 ft.
O93	LASHAN L SHANNON	1133 W. 119TH STREET	CA PEST LIC	Lower	1 ft.
G94	E & G DEVELOPMENT CO	11507 S WESTERN AVE	CA HAZNET	Lower	1 ft.
G95	MOBIL #18-KYW (FORME	1769 IMPERIAL	CA HIST CORTESE	Higher	1 ft.
M96		11259 SOUTH VERMONT	CA CHMIRS	Lower	1 ft.
G97	UNION OIL SERVICE ST	11404 S WESTERN AVEN	CA HIST UST	Lower	1 ft.
L98	CALTRANS I-105 #16 &	I-5 FWY BTW NORMANDI	CA RESPONSE, CA ENVIROSTOR, CA HIST Cal-Sites, CA...	Higher	1 ft.
G99		11404 SOUTH WESTERN	CA CHMIRS	Lower	1 ft.
I100	CALTRANS - LEINARD F	1330 WEST IMPERIAL H	CA SWF/LF	Lower	1 ft.
T101	NORMA MEADOWS	1249 POINDEXTER ST	CA HAZNET	Lower	1 ft.
G102	UNOCAL CORP SS 3173	11404 S WESTERN AVE	CA SWEEPS UST	Lower	1 ft.
U103	VERDUGO CONSTRUCTION	11633 S ST ANDREWS P	CA HAZNET	Lower	1 ft.
U104	VERDUGO CONSTRUCTION	11647 S ST ANDREWS P	CA HAZNET	Lower	1 ft.
G105	BASKIN ROBBINS	1723 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Higher	1 ft.
G106	IMPERIAL ARCO	11404 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G107		1769 W IMPERIAL HWY	EDR Hist Auto	Higher	1 ft.
G108	UNOCAL #3173	11404 WESTERN AVE S	CA LUST, CA HIST CORTESE	Lower	1 ft.
G109		11404 S WESTERN AVE	ERNS	Lower	1 ft.
J110	WHITE FLOWER NURSERY	1535 W 120TH ST	CA SWEEPS UST	Higher	1 ft.
M111	ROBERTO'S TIRE	1017 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G112	EXXONMOBIL OIL CORPO	1769 W IMPERIAL HWY	RCRA-LQG, FINDS	Higher	1 ft.
L113	A J SUPER LAUNDRY	11252 S NORMANDIE AV	CA LOS ANGELES CO. HMS	Lower	1 ft.
V114	PAULEY PETROLEUM INC	11795 S NORMANDIE AV	CA LOS ANGELES CO. HMS	Lower	1 ft.
I115	GEORGE MANOR AUTO &	1360 W IMPERIAL HWY	CA LUST, CA LOS ANGELES CO. HMS	Lower	1 ft.
W116	ATHENS GLEN APTS (11	11515 S BUDLONG AVE	CA HAZNET	Lower	1 ft.
G117	LAUSD- PROPOSED SOUT	1723 IMPERIAL HIGHWA	CA HAZNET	Higher	1 ft.

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G118	IMPERIAL GAS & MART	11404 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
K119	LOS ANGELES SOUTHWES	1600 WEST IMPERIAL H	CA ENVIROSTOR, CA SCH, CA HIST UST, CA ENF, CA...	Higher	1 ft.
U120	EDWARD CARSON	1839 W 117TH ST	CA HAZNET	Lower	1 ft.
L121		1429 W 113TH ST	EDR Hist Auto	Higher	1 ft.
G122	FOOD 4 LESS #399 - F	11533 S WESTERN AVE	FINDS	Lower	1 ft.
I123	MASS ELECTRIC CONSTR	1256 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
I124	GEORGE MANOR AUTO &	1360 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
S125	LOS ANGELES COUNTY S	1326 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
I126	SLAVONIAN PICNIC LAN	1330 WEST IMPERIAL H	CA SWF/LF	Lower	1 ft.
G127	LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN	CA LUST	Lower	1 ft.
A128	SINGJOY CO	11227-11239 WESTERN	CA HAZNET	Higher	1 ft.
Q129	NOAH DWELLING CHILAN	11633 S WESTERN AVE	CA HAZNET	Lower	1 ft.
130	SOUTH REGION HIGH SC	IMPERIAL HIGHWAY/HOB	CA ENVIROSTOR, CA SCH	Higher	1 ft.
X131	AMERICAN TOWERS - CA	1450 W IMPERIAL HWY	FINDS	Higher	1 ft.
G132	1X MOBIL OIL #11-KYU	1769 WEST IMPERIAL H	CA HAZNET	Higher	1 ft.
G133	WIE'S STATION	1769 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Higher	1 ft.
I134	EL POLLO LOCO RESTAU	1360 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G135	K MART ENTERPRISES	11507 S WESTERN AVE	CA SWEEPS UST, CA FID UST	Lower	1 ft.
M136	MOM'S BBQ	1050 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
M137	ARCO PRODUCTS #09608	11259 S VERMONT AVE	CA UST	Lower	1 ft.
Y138	MIDDLE COLLEGE HIGH	11750 SOUTH WESTERN	FINDS, ECHO	Lower	1 ft.
X139	DOROTHY BOOKER	1455 W IMPERIAL HWY	CA HAZNET	Higher	1 ft.
U140	FNMA	11553 RUTHELEN ST	CA HAZNET	Lower	1 ft.
X141	DOROTHY BOOKER	1455 W IMPERIAL HWY	CA HAZNET	Higher	1 ft.
K142	SHELL	1550 IMPERIAL HWY	CA LUST, CA HIST CORTESE	Lower	1 ft.
L143	SHOEMAKER E P (DEST)	1400 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
M144	BP WEST COAST PRODUC	11259 S VERMONT	CA HAZNET	Lower	1 ft.
G145	FOOD 4 LESS #334	11407 S WESTERN AVE	CA HAZNET, CA LOS ANGELES CO. HMS	Lower	1 ft.
K146	LA COMMUNITY COLL-AC	1600 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Higher	1 ft.
G147	EQUILON ENTERPRISES	1816 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G148	LESTER GIBSON	1836 IMPERIAL HWY	CA FID UST	Lower	1 ft.
L149	CA7E NORMANDIE LLC	11255 S NORMANDIE AV	CA LOS ANGELES CO. HMS	Lower	1 ft.
L150	IMPERIAL HIGHWAY DUM	IMPERIAL HWY & NORMA	CA WMUDS/SWAT	Lower	1 ft.
M151	TESORO STATION 63199	11259 S VERMONT AVE	CA HAZNET	Lower	1 ft.
J152	THE WHITE FLOWER NUR	1535 W 120TH ST	CA HIST UST	Higher	1 ft.
Y153	BARBARA LAWSON	1823 W 117TH ST	CA HAZNET	Lower	1 ft.
K154	LA COUNTY SANITATION	1600 W IMPERIAL HWY	CA HAZNET	Higher	1 ft.
I155	DIGAS	1300 W IMPERIAL HWY	CA HIST UST	Lower	1 ft.
L156	CAL TRANS SITE 16	1440 WEST IMPERIAL H	CA SWF/LF	Higher	1 ft.

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M157	VERMONT ARCO	11259 S VERMONT AVE	CA HAZNET	Lower	1 ft.
I158	LA CO PROBATION DEPT	1330 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G159	DR JAMES PEACOCK (DE	1851 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G160	ONE 'OUR' DRY CLEANE	1852 N IMPERIAL HWY	CA EMI	Lower	1 ft.
G161	MOBIL #18-KYW	1769 IMPERIAL HWY. W	CA LUST	Higher	1 ft.
Q162	FOOD 4 LESS #399 FUE	11533 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G163	DONG CHAN WIE KYW	1769 W IMPERIAL HWY	CA UST	Higher	1 ft.
I164	SPIN CYCLE COIN LAUN	1377 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G165	LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN	CA RGA LUST	Lower	1 ft.
L166		11252 S NORMANDIE AV	EDR Hist Cleaner	Lower	1 ft.
G167	FOOD 4 LESS	11507 S WESTERN	CA NPDES	Lower	1 ft.
J168	120TH STREET LANDFIL	120TH STREET	CA LDS	Higher	1 ft.
M169	ROBERTO'S TIRE	1017 W IMPERIAL HWY	CA HAULERS	Lower	1 ft.
M170	ARCO NEW HAMPSHIRE	11408 S NEW HAMPSHIR	CA LOS ANGELES CO. HMS	Lower	1 ft.
Y171	MIDDLE COLLEGE HIGH	11750 S WESTERN AVE	RCRA-LQG	Lower	1 ft.
M172	LOUISIANA FRIED CHIC	11415 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
K173	LOS ANGELES SOUTHWES	1600 W.IMPERIAL HIGH	CA ENVIROSTOR, CA HIST UST, CA EMI	Higher	1 ft.
M174	THRIFTY OIL CO	11259 S VERMONT AVE	CA SWEEPS UST, CA HIST UST	Lower	1 ft.
S175	HOUSING AUTHORITY OF	11431 S NORMANDIE AV	CA HAZNET	Higher	1 ft.
I176		1360 W IMPERIAL HWY	EDR Hist Auto	Lower	1 ft.
K177	L A SOUTHWEST COLLEG	1600 W IMPERIAL HWY	CA NPDES	Higher	1 ft.
U178		11602 S WILTON PL	EDR Hist Cleaner	Lower	1 ft.
G179	BASKIN ROBBINS	1723 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Higher	1 ft.
S180	COUNTY OF LOS ANGELE	1326 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
G181	SHELL OIL #204-4539-	1816 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
I182	ELYMM LEONARD DUMP (	1300 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G183	BURGER KING RESTAURA	11239 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G184	CALTRANS - SITE 16	11514 SOUTH WESTERN	CA SWF/LF	Lower	1 ft.
Q185	SOUTHWEST BOWL	11633 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
M186	CALIFORNIA TARGET EN	11259 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
S187	LOS ANGELES COUNTY D	1326 WEST IMPERIAL H	CA HAZNET	Lower	1 ft.
G188	FOOD 4 LESS #399	11507 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
H189	SAMUELSON ERIC	11920 S WESTERN AVE	FINDS	Lower	1 ft.
G190	BUSY BEE WONDERLAND	1851 W IMPERIAL HWY	FINDS	Lower	1 ft.
G191	UNOCAL #3173	11404 WESTERN AVE S	CA RGA LUST	Lower	1 ft.
I192	I S D STORAGE BUILDI	1304 IMPERIAL HWY W	CA LUST	Lower	1 ft.
V193		11700 SOUTH NORMANDY	CA CHMIRS	Lower	1 ft.
Q194	FOOD 4 LESS-FUEL CEN	11533 S WESTERN AVE	RCRA-LQG, ECHO	Lower	1 ft.
G195	SHELL #204-4539-4008	1816 IMPERIAL HWY W	CA LUST, CA HIST CORTESE	Lower	1 ft.

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H196	SAMUELSON, ERIC	11920 SO WESTERN AVE	CA RGA LF	Lower	1 ft.
Q197	ASOMUGHA FOUNDATION	11633 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G198		11404 S WESTERN AVE	EDR Hist Auto	Lower	1 ft.
M199	THRIFTY OIL CO #199	11259 SOUTH VERMONT	CA HAZNET	Lower	1 ft.
G200	FOOD 4 LESS #399-FUE	11533 S WESTERN AVE	CA HAZNET	Lower	1 ft.
H201	CALTRANS I-105 FWY P	NE OF INTRSECTN OF W	FINDS	Lower	1 ft.
M202	THRIFTY #199	11259 VERMONT AVE S	CA RGA LUST	Lower	1 ft.
G203	TEXACO INC (DEST)	11521 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
M204	GULF SERVICE STATION	1010 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
I205	PENSKE TRUCK LEASING	1310 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
I206	EXXON #7-3591 (FORME	1377 IMPERIAL HWY W	CA LUST, CA HIST CORTESE	Lower	1 ft.
K207	LACCD SOUTHWEST CAMP	1600 IMPERIAL HIGHWA	CA HIST CORTESE, CA NPDES	Higher	1 ft.
G208	MARK SHULMAN (DEST)	11215 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
K209	MIDDLE COLLEGE SENIO	1600 W IMPERIAL HWY	CA HAZNET	Higher	1 ft.
G210	WIE'S STATION	1769 W IMPERIAL HWY	CA HAZNET	Higher	1 ft.
K211	L A C C DIST-ACCOUNT	1600 W IMPERIAL HWY	CA SWEEPS UST, CA FID UST, CA LOS ANGELES CO. HMS	Higher	1 ft.
S212	CALTRANS I-105 #16 &	I-5 FWY BTW NORMANDI	FINDS	Lower	1 ft.
M213	THRIFTY #199	11259 VERMONT AVE S	CA LUST, CA HIST CORTESE	Lower	1 ft.
G214	DEL TACO	1816 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G215	SHELL	1816 W IMPERIAL	CA HAZNET	Lower	1 ft.
I216	EXXONMOBIL OIL CORP	1377 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
N217		11219 BUDLONG AVE	CA CDL	Lower	1 ft.
Q218	THE FOUNDATION CENTE	11633 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G219	DONG CHAN WIE (WIE'S	1769 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Higher	1 ft.
G220	ONE 'OUR' DRY CLEANE	1852 W IMPERIAL HWY	CA EMI	Lower	1 ft.
I221	TESORO GASOLINE DIGA	1300 W IMPERIAL HWY	RCRA-SQG, FINDS, ECHO	Lower	1 ft.
K222	LA COUNTY SANITATION	1600 W IMPERIAL HWY	CA HAZNET	Higher	1 ft.
G223	BUSY BEES WONDERLAND	1851 W IMPERIAL HWY	FTTS, HIST FTTS	Lower	1 ft.
U224	ANNIE ARMSTRONG	11639 S SAINT ANDREW	CA HAZNET	Lower	1 ft.
G225	CHURCH'S FRIED CHICK	11251 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G226	MOBIL OIL CORP S/S #	1769 W IMPERIAL HWY	CA CHMIRS, CA LOS ANGELES CO. HMS	Higher	1 ft.
G227	SUPER WASH'N DRY	1834 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
M228	ARCO PRODUCTS COMPAN	11259 S VERMONT	CA HAZNET	Lower	1 ft.
M229	THRIFTY #	11259 VERMONT AVE S	CA RGA LUST	Lower	1 ft.
J230	STORM-LA/120TH	1449 W 120TH ST	LA Co. Site Mitigation	Lower	1 ft.
M231	ARCO #09608	11259 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
H232	SAMUELSON, ERIC	11920 SOUTH WESTERN	CA WMUDS/SWAT	Lower	1 ft.
L233	CA7E NORMANDIE LLC	11255 S. NORMANDIE A	CA HAZNET	Lower	1 ft.
W234	LEINARD FLYNN . CALT	11515 BUDLONG AVENUE	CA SWF/LF	Higher	1 ft.

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H235	BAILEY CONST CO DUMP	11900 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	1 ft.
G236	ONE OUR DRY CLEANERS	1852 W IMPERIAL HWY	CA HAZNET	Lower	1 ft.
K237	SHELL SERVICE STATIO	1550 IMPERIAL HWY	CA Notify 65	Higher	1 ft.
G238	KMART ENTERPRISES	11507 S WESTERN AVE	CA HIST UST	Lower	1 ft.
V239		11700 SOUTH NORMANDY	ERNS	Lower	1 ft.
240	MARGUERITE WILD	1060 W 117TH ST APT	CA HAZNET	Lower	1 ft.
I241	PENSKE TRUCK LEASING	1310 W IMPERIAL HWY	FINDS	Lower	1 ft.
L242	EXXONMOBIL OIL CORP	1377 W IMPERIAL HWY	FINDS	Lower	1 ft.
G243	EXXONMOBIL OIL CORPO	1769 WEST IMPERIAL H	CA HAZNET	Higher	1 ft.
T244		1236 GEDDES ST	CA CDL	Lower	1 ft.
G245	KC SHELL	1816 W IMPERIAL HWY	CA LOS ANGELES CO. HMS	Lower	1 ft.
G246	KIM'S UNOCAL SERVICE	11404 SO WESTERN AVE	CA HAZNET	Lower	1 ft.
K247	CABINO CASTILLO	1562 W 113TH ST	CA LOS ANGELES CO. HMS	Higher	1 ft.
E248		11007 S VERMONT AVE	EDR Hist Auto	Lower	4, 0.001,
C249		11019 S VERMONT AVE	EDR Hist Auto	Lower	5, 0.001,
J250	WILLIAMS OLIVE GLENN	1535 W 120TH ST	CA HAZNET	Lower	10, 0.002, SSW
J251	WILLIAMS OLIVE GLEN	1535 120TH STREET WE	CA LUST	Lower	10, 0.002, SSW
J252	WHITE FLOWER NURSERY	1535 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	10, 0.002, SSW
R253	SANTA FE ENERGY RESO	1601 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	12, 0.002, SSW
R254	GEO PETROLEUM	1601 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	12, 0.002, SSW
R255	KELT OIL & GAS INC	1601 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	12, 0.002, SSW
H256	GULF SERVICE STATION	12024 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	12, 0.002, SW
H257	COUNTRY CLUB CAR WAS	12024 S WESTERN AVE	CA LOS ANGELES CO. HMS	Lower	12, 0.002, SW
Z258	GIANT WASHERS	11809 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	16, 0.003, ESE
Z259	EL RANCHO MARKET	11805 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	17, 0.003, ESE
Z260	GUADALAJARA MEAT MAR	11805 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	17, 0.003, ESE
Z261	EL RANCHO MARKET	11805 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	17, 0.003, ESE
J262	SHASTA PAN OIL CO	1411 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	19, 0.004, South
J263	120TH STREET DUMP	1401 WEST 120TH STRE	CA WMUDS/SWAT	Lower	19, 0.004, SSE
J264	PETRO LEWIS (SEE FIL	1405 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	19, 0.004, SSE
H265	SANTA FE ENERGY OPER	120TH ST/WESTERN AV	CA EMI	Lower	25, 0.005, SW
O266	ARROWHEAD MTN SPRING	13109 BUDLONG AVE S	CA RGA LUST	Lower	32, 0.006, SE
C267	ETNA'S FISH MARKET	11175 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	38, 0.007, ENE
C268	ETNA'S FISH MARKET	11175 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	38, 0.007, ENE
M269	VERMONT DONUT	11405 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	42, 0.008, East
M270		11411 S VERMONT AVE	EDR Hist Cleaner	Lower	42, 0.008, East
P271	COUNTY OF LOS ANGELE	11911 S VERMONT AVE	CA HAZNET	Lower	43, 0.008, ESE
D272	ICHIKAWA J	1411 W 10TH ST	EDR Hist Cleaner	Higher	57, 0.011, North
D273	LAUSD/ ELLINGTON CON	1541 W 110TH ST	CA HAZNET	Higher	66, 0.013, NNW

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D274	ELLINGTON CONTINUATI	1541 W 110TH STREET	RCRA-LQG	Higher	66, 0.013, NNW
D275	ELLINGTON CONTINUATI	1541 W 110TH STREET	FINDS, ECHO	Higher	66, 0.013, NNW
P276	VERMONT CLEANERS	11949 S VERMONT AVE	RCRA-SQG, FINDS, ECHO	Lower	68, 0.013, SE
P277		11953 S VERMONT AVE	EDR Hist Auto	Lower	70, 0.013, SE
P278	SON AUTOMOTIVE	11957 SOUTH VERMONT	CA HAZNET	Lower	70, 0.013, SE
AA279	ELYMM, LEONARD A.	1300 W. IMPERIAL HIG	CA WMUDS/SWAT, CA LDS	Lower	70, 0.013, West
AB280	SEE 002227-I02305 (D	1840 W 121ST ST	CA LOS ANGELES CO. HMS	Lower	71, 0.013, SW
C281	WASHINGTON NEW PRIMA	VERMONT AVENUE/112TH	CA ENVIROSTOR, CA SCH	Lower	76, 0.014, ENE
J282	POWER RUN OIL DEIST	1520 W 120TH ST	FINDS	Lower	77, 0.015, South
AA283	CASTILLO. MANUEL	2000 W. IMPERIAL HWY	CA HAZNET	Lower	86, 0.016, West
H284	ALLIANCE PROPERTY GR	1819 W 120TH ST	CA HAZNET	Lower	93, 0.018, SW
AC285	POWER RUN OIL HUNTER	1554 W 120TH ST	FINDS	Lower	96, 0.018, SSW
J286	POWER RUN OIL HOWARD	1438 W 120TH ST	FINDS	Lower	98, 0.019, South
AB287	SOUTHERN CALIFORNIA	1706 W 121ST ST	CA HAZNET	Lower	99, 0.019, SSW
AB288	SOUTHERN CALIFORNIA	1706 W 121ST ST	CA HAZNET	Lower	99, 0.019, SSW
AB289	SOUTHERN CALIFORNIA	1706 W 121ST ST	FINDS	Lower	99, 0.019, SSW
AB290	SOUTHERN CALIFORNIA	1706 W 121ST ST	CA HAZNET	Lower	99, 0.019, SSW
AB291	HOWARD SUBSTATION	1706 W 121 ST	CA HAZNET	Lower	99, 0.019, SSW
AB292	SOUTHERN CA EDISON	1706 W 121ST ST	CA HAZNET	Lower	99, 0.019, SSW
AB293	SOUTHERN CALIFORNIA	1706 W 121ST ST	CA HAZNET	Lower	99, 0.019, SSW
AB294	SOUTHERN CALIF EDISO	1706 W 121ST ST	CA HAZNET	Lower	99, 0.019, SSW
AB295	SOUTHERN CALIFORNIA	1706 W 121ST ST	CA HAZNET	Lower	99, 0.019, SSW
AD296	LEE STEWART	11925 S WILTON PL	CA HAZNET	Lower	102, 0.019, WSW
AE297	GEDDES LEASE	1328 WEST 120TH STRE	CA HIST UST	Lower	108, 0.020, SSE
AE298	GEDDES LEASE	1328 W 120TH ST	CA HIST UST	Lower	108, 0.020, SSE
J299		1512 W. 120TH ST	CA CHMIRS	Lower	137, 0.026, South
J300		1512 WEST 120TH STRE	ERNS	Lower	137, 0.026, South
AD301	BERNARD BROCK	11935 S. WILTON PL	CA HAZNET	Lower	138, 0.026, WSW
R302	JACKSON, PEGGY	1612 W 120TH ST	CA HAZNET	Lower	140, 0.027, SSW
E303	CURTIS TRANSMISSION	10981 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	160, 0.030, NE
E304	SOWADZKI R M	10981 S VERMONT AVE	EDR Hist Auto	Lower	160, 0.030, NE
AB305		12226 WESTERN AVE	CA CHMIRS	Lower	179, 0.034, SW
M306		EXXON/MOBILE 11400 S	CA CHMIRS	Lower	181, 0.034, East
M307	THOMAS E S	11308 S VERMONT AVE	EDR Hist Auto	Lower	186, 0.035, ENE
C308	RINGHEIM N A	11136 S VERMONT AVE	EDR Hist Auto	Lower	203, 0.038, ENE
AF309	WOODCREST NAZARENE C	10936 S NORMANDIE AV	FINDS	Higher	205, 0.039, NNE
AG310	EMAD ESKANDOR	2112 W. IMPERIAL HWY	CA HAZNET	Lower	211, 0.040, West
AG311	ANNA HILL	2118 W IMPERIAL HWY	CA HAZNET	Lower	212, 0.040, West
E312	U-HAUL MOVING CENTER	11020 VERMONT AVE S	CA LUST	Lower	216, 0.041, ENE

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E313	U-HAUL S CENTRAL 713	11020 S VERMONT AVE	CA HAZNET	Lower	216, 0.041, ENE
E314	U-HAUL MOVING CENTER	11020 VERMONT AVE S	CA RGA LUST	Lower	216, 0.041, ENE
E315	U-HAUL CO OF L.A./C	11020 S VERMONT AVE	CA SWEEPS UST, CA FID UST	Lower	216, 0.041, ENE
E316	U-HAUL MOVING CENTER	11020 VERMONT	CA HIST CORTESE	Lower	216, 0.041, ENE
E317	U-HAUL MOVING CENTER	11020 VERMONT AVE S	CA LUST	Lower	216, 0.041, ENE
E318	U-HAUL MOVING CENTER	11020 VERMONT AVENUE	CA RGA LUST	Lower	216, 0.041, ENE
E319	SOUTH CENTRAL MOVING	11020 S VERMONT AVE	CA HIST UST	Lower	216, 0.041, ENE
C320	A NEW RECYCLING	11100 S VERMONT AVE	CA SWRCY	Lower	218, 0.041, ENE
C321	HULTON C P	11100 S VERMONT AVE	EDR Hist Auto	Lower	218, 0.041, ENE
AH322	ROOT EDW	12000 S VERMONT AVE	EDR Hist Auto	Lower	223, 0.042, SE
AH323	ATHENS SUPER SERVICE	12000 S VERMONT	EDR Hist Auto	Lower	223, 0.042, SE
AH324	CAUGHEY B A	12000 S VERMONT AV	EDR Hist Auto	Lower	223, 0.042, SE
AI325	NEBKA STILL	11712 TARRON AVE	CA HAZNET	Lower	231, 0.044, WSW
M326		11422 S VERMONT AVE	EDR Hist Auto	Lower	235, 0.045, East
M327	B & L AUTO CENTER	11422 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	235, 0.045, East
M328	ELITE CITY COMPLEX	11422 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	235, 0.045, East
M329	SEGURA AUTO	11422 S VERMONT AVE	CA SWEEPS UST, CA FID UST	Lower	235, 0.045, East
Z330	RALPHS GROCERY #266	11922 S VERMONT AVE	CA HAZNET	Lower	267, 0.051, ESE
M331	JIM DANDY FRIED CHIC	11328 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	272, 0.052, ENE
AJ332	WALDEMAR CHMIELEWSKI	11510 SOUTH VERMONT	CA HAZNET	Lower	283, 0.054, East
M333		11400 S VERMONT AVE	EDR Hist Auto	Lower	287, 0.054, East
M334	CHUNG JA KIM	11400 S VERMONT	CA HIST UST	Lower	287, 0.054, East
M335	MOBIL SERVICE STATIO	11400 S VERMONT AVE	CA UST	Lower	287, 0.054, East
M336	MOBIL OIL CORPORATIO	11400 S VERMONT AVE	CA SWEEPS UST, CA FID UST	Lower	287, 0.054, East
M337	MOBIL #18-G4Y FORMER	11400 VERMONT	CA HIST CORTESE	Lower	287, 0.054, East
M338	MOBIL 18-G4Y	11400 VERMONT AVE. S	CA RGA LUST	Lower	287, 0.054, East
M339	EXXONMOBIL OIL CORP	11400 S VERMONT AVE	CA HAZNET	Lower	287, 0.054, East
M340	MOBIL OIL CORPORATIO	11400 VERMONT AVE.,	CA RGA LUST	Lower	287, 0.054, East
M341	MOBIL #18-G4Y FORMER	11400 VERMONT AVE S	CA LUST	Lower	287, 0.054, East
M342	MOBIL #11-G4Y	11400 VERMONT AVE S	CA RGA LUST	Lower	287, 0.054, East
M343	MOBIL OIL CORPORATIO	11400 VERMONT AVE S	CA RGA LUST	Lower	287, 0.054, East
C344	H & H LUMBER	11210 S VERMONT AVE	CA SWEEPS UST, CA FID UST	Lower	291, 0.055, ENE
O345	121ST STREET DUMP	121ST & BUDLONG	CA WMUDS/SWAT	Lower	304, 0.058, SE
AE346	GLORIA WATSON	1259 W 121ST ST	CA HAZNET	Lower	305, 0.058, SSE
AE347	SANTA FE ENERGY CO	1333 W 121ST ST	CA LOS ANGELES CO. HMS	Lower	306, 0.058, SSE
AE348	GEO PETROLEUM GEDDES	1333 W 121ST ST	CA LOS ANGELES CO. HMS	Lower	306, 0.058, SSE
AE349	KELT OIL & GAS	1333 W 121ST ST	CA LOS ANGELES CO. HMS	Lower	306, 0.058, SSE
AC350		1549 WEST 121ST STRE	CA CHMIRS	Lower	315, 0.060, SSW
AE351	GEO PETROLEUM INC	1331 W 121ST ST	CA HAZNET	Lower	322, 0.061, SSE

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C352	ANGELES SAWDUST PROD	850 E 111TH ST	RCRA NonGen / NLR, FINDS, ECHO	Lower	337, 0.064, ENE
AK353		10949 SOUTH HOBART B	CA CHMIRS	Higher	344, 0.065, NW
AA354	THR CALIFORNIA LLC	11515 TARRON AVE	CA HAZNET	Lower	361, 0.068, West
M355		845 115TH ST, ALLEY	CA CDL	Lower	380, 0.072, East
AH356	93815	12010 S VERMONT	CA HIST UST	Lower	381, 0.072, SE
AH357	93815-CHEVRON STATIO	12010 S VERMONT AVE	CA SWEEPS UST, CA FID UST	Lower	381, 0.072, SE
AE358		1332 W. 121ST ST.	CA CHMIRS	Lower	390, 0.074, SSE
359	JENKINS CONSTRUCTION	1249 109TH PLACE	CA HAZNET	Lower	417, 0.079, NNE
M360	SINGLE	11323 SOUTHWEST BLVD	CA HAZNET	Lower	432, 0.082, ENE
AL361		1109 WEST 109TH PLAC	CA CHMIRS	Lower	433, 0.082, NE
C362	WASHINGTON NEW PRIMA	860 W 112TH ST	RCRA-SQG, FINDS, CA HAZNET, ECHO	Lower	435, 0.082, ENE
AG363	MARINA VISTA CHIROPR	12240 VAN NESS BLVD	CA HAZNET	Lower	440, 0.083, West
J364	GEO PETROLEUM HOWARD	1426 W 121ST ST	CA LOS ANGELES CO. HMS	Lower	441, 0.084, South
365	EXXON SERV STA	1377 W IMPERIAL	CA SWEEPS UST	Lower	463, 0.088, West
AD366	1X CHESTER WASHINGTO	1930 W 120TH ST	CA HAZNET	Lower	463, 0.088, SW
AD367	1X CHESTER WASHINGTO	1930 W 120TH ST	CA HAZNET	Lower	463, 0.088, SW
AD368	CHESTER WASHINGTON G	1930 W 120TH ST	CA RGA LUST	Lower	463, 0.088, SW
AD369	CHESTER WASHINGTON G	1930 W 120TH ST	CA AST, CA HAZNET	Lower	463, 0.088, SW
AD370	CHESTER WASHINGTON G	1930 120TH	CA LUST, CA HIST CORTESE	Lower	463, 0.088, SW
AD371	CHESTER WASHINGTON G	1930 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	463, 0.088, SW
AD372	LA CO P&R CHESTER L	1930 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	463, 0.088, SW
AD373	CHESTER WASHINGTON G	1930 W 120TH ST	CA LUST	Lower	463, 0.088, SW
AD374	CHESTER WASHINGTON G	1930 W 120TH ST	CA LOS ANGELES CO. HMS	Lower	463, 0.088, SW
E375	ROY SADLER'S TEXTURE	10924 VERMONT	CA HAZNET	Lower	486, 0.092, NE
M376	WISE J A	849 W IMPERIAL HWY	EDR Hist Auto	Lower	515, 0.098, East
AM377	LAUSD-CIMARRON AVE E	11559 CIMARRON AVENU	RCRA-SQG	Lower	528, 0.100, West
AM378	LAUSD-CIMARRON AVE E	11559 CIMARRON AVENU	FINDS, ECHO	Lower	528, 0.100, West
379	ACOSTA, DOMINIQUE	1043 W 122ND ST	CA HAZNET	Lower	544, 0.103, SE
E380	LA CO VERMONT CHILDC	10911 S VERMONT AVE	CA LOS ANGELES CO. HMS	Lower	555, 0.105, NE
381	BUDLONG PLANT SITE R	1141 W 122ND ST	CA NPDES	Lower	566, 0.107, SE
AN382	CURLEY KINCHEN	12118 RAYMOND AVENUE	CA HAZNET	Lower	596, 0.113, SSE
AN383		12118 RAYMOND AVE	CA CHMIRS	Lower	596, 0.113, SSE
AI384	JOHANA WHITE	11609 CIMARRON AVE	CA HAZNET	Lower	619, 0.117, West
AI385	MINNIE MCADOO	11731 CIMARRON AVE	CA HAZNET	Lower	621, 0.118, WSW
AO386	COMMUNITY DEVELOPMEN	10901 S VERMONT	CA HAZNET	Lower	631, 0.120, NE
387	GRANER OIL CO/LOFTUS	818 W IMPERIAL HWY	CA EMI	Lower	634, 0.120, East
AP388	LAUSD-CLAY MIDDLE SC	12226 S. WESTERN AVE	FINDS, ECHO	Lower	644, 0.122, SSW
AP389	LAUSD-CLAY MIDDLE SC	12226 S WESTERN AVEN	RCRA-LQG	Lower	644, 0.122, SSW
AP390	LAUSD/ CLAY JH	12226 S WESTERN AVE	CA HAZNET	Lower	644, 0.122, SSW

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AF391	US CARPET CLEANING C	1326 W 109TH ST	CA LOS ANGELES CO. HMS	Lower	644, 0.122, NNE
AJ392	HYPERION TERMINAL TO	818 W. IMPERIAL HWY.	CA AST	Lower	644, 0.122, East
393	MARTHA VARELA	1535 W 122ND ST	CA HAZNET	Lower	651, 0.123, South
394	GEORGE WASHINGTON PR	10860 S. DENKER AVEN	CA ENVIROSTOR, CA SCH	Higher	687, 0.130, North
AK395		10911 S WESTERN AVE	EDR Hist Auto	Higher	692, 0.131, NW
AO396	RONALD GRANT SERVI	10895 S VERMONT	EDR Hist Auto	Lower	708, 0.134, NE
AO397	COOK MC DONALD	10895 S VERMONT AVE	EDR Hist Auto	Lower	708, 0.134, NE
AF398		1339 W 109TH ST	EDR Hist Cleaner	Higher	742, 0.141, NNE
AL399	WOODCREST ELEMENTARY	1151 W 109TH ST	RCRA-LQG, FINDS, ECHO	Lower	772, 0.146, NE
AO400		10816 S VERMONT AVE	EDR Hist Auto	Lower	851, 0.161, NE
AO401	DENNY E A	10839 S VERMONT AVE	EDR Hist Auto	Lower	897, 0.170, NE
AO402	SWAGERTY H C	10837 S VERMONT AVE	EDR Hist Auto	Lower	903, 0.171, NE
AO403	CENTURY AUTOMOTIVE	10837 VERMONT AVE S	CA LUST	Lower	903, 0.171, NE
AO404	CENTURY AUTOMOTIVE	10837 S VERMONT	RCRA-SQG, CA LUST, FINDS, ECHO	Lower	903, 0.171, NE
AO405	CENTURY AUTOMOTIVE	10837 VERMONT	CA HIST CORTESE	Lower	903, 0.171, NE
AO406		10808 S VERMONT AVE	EDR Hist Cleaner	Lower	912, 0.173, NE
AQ407	PACIFIC BELL	12305 S VERMONT	CA SWEEPS UST	Lower	960, 0.182, SE
AQ408	PACIFIC BELL (A3-600	12305 VERMONT	CA HIST CORTESE	Lower	960, 0.182, SE
AQ409	PACIFIC BELL	12305 S VERMONT	RCRA NonGen / NLR, FINDS, CA LOS ANGELES CO. HMS,...	Lower	972, 0.184, SE
AQ410	PACIFIC BELL (A3-600	12305 VERMONT AVE S	CA LUST	Lower	972, 0.184, SE
AQ411	PACIFIC BELL (A3-600	12305 S VERMONT AVEN	CA HIST UST	Lower	972, 0.184, SE
AR412	LAUSD-WASHINGTON PRE	10860 S DENKER AVE	RCRA-LQG	Higher	1025, 0.194, NNW
AS413	LA CO FD FIRE STA #0	1401 W 108TH ST	CA SWEEPS UST	Higher	1027, 0.195, North
AT414	FREMONT INDEMNITY BU	1709 008TH ST W	CA LUST, CA HIST CORTESE	Higher	1082, 0.205, NNW
AS415	LA CO FIRE STATION #	1401 W 108TH ST	CA LUST, CA HIST UST	Higher	1090, 0.206, North
AS416	LA CO FIRE STATION #	1401 108TH ST W	CA LUST	Higher	1090, 0.206, North
AT417	FORMER MARK C BLOOME	10750 S WESTERN AVE	CA LUST, CA LOS ANGELES CO. HMS	Lower	1174, 0.222, NW
AU418		1224 W 107TH ST	EDR Hist Cleaner	Lower	1177, 0.223, NNE
AU419	BONE F D	1210 W 107TH ST	EDR Hist Cleaner	Lower	1195, 0.226, NNE
AT420	MARK C BLOOME	10750 S WESTERN AVE	CA SWEEPS UST	Higher	1203, 0.228, NW
AT421		10714 S WESTERN AVE	EDR Hist Cleaner	Higher	1279, 0.242, NNW
AT422		10714 S WESTERN AVE	EDR Hist Auto	Higher	1279, 0.242, NNW
AS423		1414 W 107TH ST	EDR Hist Auto	Higher	1293, 0.245, North
AV424		10720 S VERMONT AVE	EDR Hist Auto	Lower	1298, 0.246, NE
425	SUPERIOR BRAKE AND W	717 W 11TH ST	EDR Hist Auto	Lower	1314, 0.249, ENE
AW426		720 W IMPERIAL HWY	EDR Hist Auto	Lower	1316, 0.249, East
AR427	SHELL #204-4532-0102	1551 007TH ST W	CA LUST, CA HIST CORTESE	Higher	1319, 0.250, North
428	BONE FLOYD	1119 W 107TH ST	EDR Hist Cleaner	Lower	1320, 0.250, NNE
AX429	MILEY #6 LEASE	802 W 123RD ST	CA HIST UST	Lower	1324, 0.251, SE

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AX430	MILEY 6 LEASE	802 WEST 123RD STREE	CA HIST UST	Lower	1324, 0.251, SE
AV431	PACIFIC BELL	10600 VERMONT	RCRA-SQG, CA UST, CA SWEEPS UST, CA HIST UST, CA...	Lower	1505, 0.285, NE
AX432	J-1 LEASE	810 W 124TH ST	CA HIST UST	Lower	1554, 0.294, SE
AX433	J-I LEASE	810 WEST 124TH STREE	CA HIST UST	Lower	1554, 0.294, SE
AY434	LOCAL DISTRICT NO 7	10616 S WESTERN AVE	RCRA-LQG	Higher	1564, 0.296, NNW
AV435	PACIFIC BELL	10600 VERMONT	RCRA NonGen / NLR	Lower	1630, 0.309, NE
436	LOS ANGELES USD CENT	10935 S SPINNING AVE	RCRA-SQG, FINDS, ECHO	Lower	1654, 0.313, WNW
437	TOSCO - 76 STATION #	1307 006TH ST W	CA LUST, CA HIST CORTESE	Lower	1678, 0.318, NNE
AZ438	HOLLY PARK CLEANERS	2602 W IMPERIAL HWY	CA DRYCLEANERS	Lower	1685, 0.319, West
AY439	ALLIANCE HEALTH SERV	10410 AND 10600 SOUT	CA ENVIROSTOR, CA SCH	Higher	1697, 0.321, NNW
AZ440	TOYON LLC	3754 IMPERIAL HWY W	CA LUST	Lower	1819, 0.345, West
AW441	RELIANCE CLEANERS	657 W IMPERIAL	RCRA-SQG, FINDS, CA DRYCLEANERS, CA EMI, CA...	Lower	1857, 0.352, East
442	J-1	812 W 125TH ST	CA AST	Lower	1952, 0.370, SE
BA443	HELLEN KELLER PARK	1045 W. 126TH ST.	CA SWF/LF	Lower	1987, 0.376, SSE
BA444	HELEN KELLER PARK	1045 WEST 126TH STRE	CA ENVIROSTOR, CA NPDES	Lower	1997, 0.378, SSE
BA445	HELEN KELLER PARK	1045 W 126TH ST	SEMS-ARCHIVE	Lower	1997, 0.378, SSE
BB446	LA COUNTY COMMUNITY	10500 NORMANDIE AVE.	CA LUST	Lower	2013, 0.381, North
BC447		12335 SOUTH VAN NESS	CA SLIC, CA CHMIRS	Lower	2016, 0.382, SW
BC448	BP CHEMICAL SILMAR F	12335 VAN NESS AVE S	CA LUST, CA HIST CORTESE	Lower	2016, 0.382, SW
BC449	BP OIL COMPANY	12335 VAN NESS	CA SLIC	Lower	2016, 0.382, SW
BB450	LA CO FIRE STATION #	1401 105TH	CA HIST CORTESE	Lower	2065, 0.391, North
451	NORTHROP CORP, ELECT	2301 W 120TH ST	CA LUST, CA SWEEPS UST, CA FID UST, CA EMI, CA...	Lower	2119, 0.401, WSW
BD452	ARCO #5016	12726 WESTERN AVE S	CA LUST	Lower	2209, 0.418, SSW
BD453	ARCO #5016	12726 WESTERN	CA HIST CORTESE	Lower	2209, 0.418, SSW
BB454	LA CO DPW WW ATHENS	10426 NORMANDIE AVE	CA LUST	Lower	2236, 0.423, North
BB455	ATHENS MAINT. YARD/L	10426 NORMANDIE AVE	CA LUST, CA HIST CORTESE	Lower	2236, 0.423, North
BE456	BENNET RESIDENCE	2045 WEST 105TH STRE	CA ENVIROSTOR	Lower	2454, 0.465, NW
BE457	BENNETT RESIDENCE	2045 WEST 105TH STRE	SEMS-ARCHIVE	Lower	2499, 0.473, NW
BF458	CAR SMOG	1553 EL SEGUNDO	CA LUST, CA HIST CORTESE	Lower	2515, 0.476, South
BF459	CAR SMOG	1553 WEST EL SEGUNDO	CA LUST	Lower	2515, 0.476, South
BF460	SUNNYSIDE NURSERY	1650 W EL SEGUNDO BL	CA LUST, CA HIST UST, CA LOS ANGELES CO. HMS	Lower	2526, 0.478, SSW
BF461	SUNNYSIDE NURSERY	1650 EL SEGUNDO BLVD	CA LUST	Lower	2526, 0.478, SSW
BG462	TELEDYNE RELAYS	1635 E. 126TH STREET	CA SLIC	Lower	2538, 0.481, SW
463	R&K PROCESSING	1109 W EL SEGUNDO BL	SEMS-ARCHIVE	Lower	2567, 0.486, SSE
BD464	FORMER GAS STATION	12801 SOUTH WESTERN	US BROWNFIELDS	Lower	2571, 0.487, SSW
BH465	DYCER AIRPORT		CA ENVIROSTOR	Lower	2609, 0.494, SW
BG466	BELL IND. PRECISION	12605 S VAN NESS AVE	CA SLIC, CA EMI	Lower	2668, 0.505, SW
BI467	SHELL STATION #13532	854 W. EL SEGUNDO BO	CA LUST	Lower	2706, 0.512, SSE
BI468	SHULTZ, E.S.	13833 VERMONT AVENUE	CA WMUDS/SWAT	Lower	2739, 0.519, SSE

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469	ULTIMATE RECYCLING	11201 S FIGUEROA AVE	CA SWRCY	Lower	2773, 0.525, East
BI470	ARCO #1091	1004 EL SEGUNDO BLVD	CA LUST, CA HIST CORTESE	Lower	2793, 0.529, SSE
BI471	ARCO #01091	1004 EL SEGUNDO BLVD	CA LUST	Lower	2793, 0.529, SSE
BJ472	PAMELA F/JACK M OWOU	12003 S FIGUEROA ST	CA LUST, CA UST, CA SWRCY, CA SWEEPS UST	Lower	2839, 0.538, ESE
473	WINALL OIL CO #5	1342 EL SEGUNDO BLVD	CA LUST	Lower	2850, 0.540, South
474	GREEN	2105 EL SEGUNDO BLVD	CA LUST, CA WMUDS/SWAT	Lower	2851, 0.540, SW
BJ475	GOLDEN EAGLE REFINER	12000 SOUTH FIGUEROA	CA HIST Cal-Sites	Lower	2914, 0.552, ESE
BJ476	GOLDEN EAGLE REFINER	12000 SOUTH FIGUEROA	CA RESPONSE, CA ENVIROSTOR, CA DEED, CA Cortese,...	Lower	2914, 0.552, ESE
477	KUK YONS KIM	449 IMPERIAL HWY W	CA LUST, CA HIST CORTESE	Lower	2921, 0.553, East
478	SOUTHERN CA WATER CO	1218 EL SEGUNDO BLVD	CA LUST, CA HIST CORTESE	Lower	2922, 0.553, SSE
BH479	2010 EL SEGUNDO BOUL	2010 EL SEGUNDO BOUL	US BROWNFIELDS, FINDS	Lower	2929, 0.555, SW
BG480	CHEMRITE CORP	12600 DAPHNE AVE.	CA SLIC, CA EMI	Lower	2937, 0.556, SW
BK481	GARDENA PLATING COMP	12901 S. WESTERN AVE	RCRA-LQG, CA ENVIROSTOR, CA HIST UST, CA EMI, CA...	Lower	2940, 0.557, SSW
BG482	BOWERS PRINTING INKS	12727 S VAN NESS AVE	SEMS-ARCHIVE, RCRA-SQG, CA HAZNET	Lower	2958, 0.560, SW
BG483	PPG INK PRODUCTS HAW	12727 S VAN NESS AVE	CA SLIC, CA SWEEPS UST, CA HIST UST, CA FID UST,...	Lower	2958, 0.560, SW
BL484	TELEDYNE RELAYS	12525 DAPHNE AVENUE	SEMS, CORRACTS, RCRA-TSDF, RCRA-LQG, CA...	Lower	2972, 0.563, SW
BG485	MALLINCKRODT CORPORA	12729 SOUTH VAN NESS	CA ENVIROSTOR	Lower	2995, 0.567, SW
BG486	NISSENSON REALTY INV	12624 DAPHNE AVENUE	CA SLIC	Lower	3017, 0.571, SW
487	CENTRAL MAINTENANCE	1274 002ND ST W	CA LUST, CA HIST CORTESE	Lower	3069, 0.581, NNE
BK488	J.D. FIELDS LUMBER	1751 130TH ST W	CA LUST	Lower	3072, 0.582, SSW
BK489	J.D. FIELDS LUMBER	1751 W 130TH ST	CA LUST, CA LOS ANGELES CO. HMS	Lower	3072, 0.582, SSW
BM490	CAPRICE CLEANERS	11236 CRENSHAW BOULE	CA ENVIROSTOR, CA VCP	Lower	3086, 0.584, West
491	BRIA GRAPHICS	2205 & 2215 W. EL SE	CA SLIC	Lower	3090, 0.585, SW
BL492	RON FISHER	12619 S DAPHNE AVE	CA SLIC, CA SWEEPS UST, CA LOS ANGELES CO. HMS	Lower	3105, 0.588, SW
BL493	QUALITY HARDWARE MAN	12605 SOUTH DAPHNE A	CA SLIC	Lower	3120, 0.591, SW
BN494	CHEVRON #9-8503	11400 CRENSHAW BLVD	CA LUST, CA SWEEPS UST	Lower	3142, 0.595, West
BN495	CHEVRON #9-8503	11400 CRENSHAW BLVD	CA LUST, CA HIST CORTESE	Lower	3142, 0.595, West
496	1720 WEST 130TH AVEN	1720 WEST 130TH AVEN	US BROWNFIELDS, FINDS	Lower	3185, 0.603, SSW
BM497	UNOCAL	3101 W. IMPERIAL	CA Notify 65	Lower	3198, 0.606, West
BM498	UNOCAL #3145	3101 IMPERIAL HWY W	CA LUST, CA HIST CORTESE	Lower	3198, 0.606, West
BM499	CONOCOPHILLIPS CO	3101 W IMPERIAL HWY	CA LUST	Lower	3198, 0.606, West
BK500	1728 WEST 130TH AVEN	1728 WEST 130TH AVEN	RCRA-SQG, US BROWNFIELDS, FINDS, CA HAZNET, ECHO	Lower	3201, 0.606, SSW
BL501	ANDERSON SAW COMPANY	12715 DAPHNE AVENUE	CA SLIC	Lower	3277, 0.621, SW
502		130TH ST & VERMONT	CA Notify 65	Lower	3424, 0.648, SSE
503	ELECTRONIC PLATING C	13021 SOUTH BUDLONG	CA ENVIROSTOR	Lower	3590, 0.680, SSE
BO504	PB FASTENERS, DIVISI	1700 W. 132ND STREET	CA ENVIROSTOR	Lower	3891, 0.737, SSW
505	NORTHROP CORPORATION	13215 S WESTERN AVEN	CA ENVIROSTOR, CA EMI, CA HWP	Lower	3942, 0.747, SSW
506	GOLDEN STATE RUBBER	1538 WEST 132ND STRE	CA ENVIROSTOR	Lower	4004, 0.758, South
BO507	SONIC INDUSTRIES(FOR	13200 S.WESTERN AVE.	CA ENVIROSTOR	Lower	4029, 0.763, SSW

MAPPED SITES SUMMARY

Target Property Address:
1563 S DENKER AVE
LOS ANGELES, CA 90047

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
BP508	NORTHROP CORPORATION	2815 W EL SEGUNDO	CA ENVIROSTOR	Lower	4040, 0.765, WSW
509	CITY OF HAWTHORNE AI	12101 S CRENSHAW BLV	CA ENVIROSTOR, CA HIST UST, CA EMI, CA HAZNET, CA...	Lower	4134, 0.783, WSW
510	NORTHROP CORP AIRCRA	2815 W EL SEGUNDO	RCRA-TSDF, RCRA NonGen / NLR, FINDS, CA HWP, ECHO	Lower	4140, 0.784, SW
511	MONROE MIDDLE SCHOOL	10711 10TH AVENUE	CA ENVIROSTOR, CA SCH	Lower	4168, 0.789, WNW
BQ512	ELECTRO BLEACH PRODU	1628 W 134TH ST	CA ENVIROSTOR, CA LOS ANGELES CO. HMS	Lower	4356, 0.825, South
BQ513	ANGELUS PLATING WORK	1713 W 134 ST	SEMS-ARCHIVE, RCRA-SQG, CA ENVIROSTOR, CA SWEEPS	Lower	4356, 0.825, South
BP514	NORTHROP CORPORATION	12540 SOUTH CRENSHAW	CA HWP	Lower	4388, 0.831, WSW
BP515	NORTHROP CORPORATION	12540 SOUTH CRENSHAW	CA ENVIROSTOR	Lower	4388, 0.831, WSW
516	TODAY'S FRESH START	3405 W. IMPERIAL HIG	CA ENVIROSTOR, CA SCH	Lower	4846, 0.918, West
517	NASCO AIRCRAFT BRAKE	13300 ESTRELLA AVE	CA ENVIROSTOR, CA SLIC, CA BROWNFIELDS, ICIS,...	Lower	4964, 0.940, SE
BR518	EL SEGUNDO CRENSHAW	12801-12851 CRENSHAW	CA ENVIROSTOR	Lower	5043, 0.955, WSW
BS519	COMMERCIAL PLATING	342 W 130TH ST	CA ENVIROSTOR, CA EMI, CA HAZNET, CA LOS ANGELES...	Lower	5096, 0.965, SE
BR520	NORTHROP AIRCRAFT IN		CA ENVIROSTOR	Lower	5165, 0.978, WSW
BR521	AFPLT #10		CA ENVIROSTOR	Lower	5165, 0.978, WSW
BT522	OSI OPTOELECTRONICS	12525 CHADRON AVE	CA ENVIROSTOR, CA LUST, CA HIST CORTESE, CA NPDES,	Lower	5381, 1.019, WSW
BT523	OSI OPTOELECTRONICS,	12525 CHADRON AVENUE	RCRA-LQG, CA LUST, CA LOS ANGELES CO. HMS, CA HWP	Lower	5381, 1.019, WSW
BT524	SOLEC INTERNATIONAL,	12533 CHADRON AVENUE	CA ENVIROSTOR	Lower	5434, 1.029, WSW
525	HITCO CARBON COMPOSI	1600 W. 135TH	RCRA-LQG, CA LUST, CA SWEEPS UST, CA HIST UST, CA...	Lower	5469, 1.036, South
526	NORTHROP GRUMMAN COR	3201 W 131ST ST	CA ENVIROSTOR, CA HIST UST, CA EMI, CA HWP	Lower	5512, 1.044, WSW
BU527	NORTHROP CORP/AIRCRA	12921 SO CRENSHAW	CA ENVIROSTOR, CA LUST, CA EMI, CA HIST CORTESE,...	Lower	5516, 1.045, SW
BV528	AERODYNAMIC PLATING	13620 SOUTH SAINT AN	CA ENVIROSTOR	Lower	5549, 1.051, SSW
BV529	AERODYNAMIC PLATING	13620 SAINT ANDREWS	CA ENVIROSTOR, CA HAZNET	Lower	5549, 1.051, SSW
BS530	AL'S PLATING CO. INC	318 W. 131ST STREET	RCRA-LQG, CA ENVIROSTOR, CA HIST UST, CA LOS...	Lower	5565, 1.054, SE
BU531	NORTHROP CORP AIRCRA	3133 W 131ST ST	CORRACTS, RCRA-TSDF, RCRA NonGen / NLR, FINDS,...	Lower	5636, 1.067, SW
BU532	NORTHROP GRUMMAN COR	3133 W 131ST ST	CA HWP	Lower	5636, 1.067, SW
533	CONSOLIDATED INT'L A	13010 BROADWAY	CA ENVIROSTOR, LA Co. Site Mitigation	Lower	5648, 1.070, SE
BU534	NORTHROP GRUMMAN COR	3133 W 131ST ST	CA ENVIROSTOR	Lower	5722, 1.084, SW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ..... National Priority List
Proposed NPL ..... Proposed National Priority List Sites
NPL LIENS ..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ..... Federal Facility Site Information listing

Federal RCRA generators list

RCRA-CESQG ..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS ..... Land Use Control Information System
US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROL ..... Sites with Institutional Controls

State and tribal leaking storage tank lists

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST ..... Underground Storage Tank Listing
INDIAN UST ..... Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP ..... Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands

DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
ODI ..... Open Dump Inventory
IHS OPEN DUMPS ..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

CA AOCONCERN ..... San Gabriel Valley Areas of Concern
US HIST CDL ..... Delisted National Clandestine Laboratory Register
CA Toxic Pits ..... Toxic Pits Cleanup Act Sites
US CDL ..... National Clandestine Laboratory Register

Local Land Records

CA LIENS ..... Environmental Liens Listing
LIENS 2 ..... CERCLA Lien Information

Records of Emergency Release Reports

CA MCS ..... Military Cleanup Sites Listing
CA SPILLS 90 ..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS ..... Formerly Used Defense Sites
DOD ..... Department of Defense Sites
SCRD DRYCLEANERS ..... State Coalition for Remediation of Drycleaners Listing
EPA WATCH LIST ..... EPA WATCH LIST
2020 COR ACTION ..... 2020 Corrective Action Program List
TSCA ..... Toxic Substances Control Act
TRIS ..... Toxic Chemical Release Inventory System
SSTS ..... Section 7 Tracking Systems
ROD ..... Records Of Decision
RMP ..... Risk Management Plans
RAATS ..... RCRA Administrative Action Tracking System
PRP ..... Potentially Responsible Parties
PADS ..... PCB Activity Database System
MLTS ..... Material Licensing Tracking System
COAL ASH DOE ..... Steam-Electric Plant Operation Data
COAL ASH EPA ..... Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER ..... PCB Transformer Registration Database
RADINFO ..... Radiation Information Database
DOT OPS ..... Incident and Accident Data
CONSENT ..... Superfund (CERCLA) Consent Decrees
INDIAN RESERV ..... Indian Reservations
FUSRAP ..... Formerly Utilized Sites Remedial Action Program
UMTRA ..... Uranium Mill Tailings Sites
LEAD SMELTERS ..... Lead Smelter Sites
US AIRS ..... Aerometric Information Retrieval System Facility Subsystem
US MINES ..... Mines Master Index File
UXO ..... Unexploded Ordnance Sites
DOCKET HWC ..... Hazardous Waste Compliance Docket Listing
CA BOND EXP. PLAN ..... Bond Expenditure Plan
CA CUPA Listings ..... CUPA Resources List
CA Financial Assurance ..... Financial Assurance Information Listing
CA HWT ..... Registered Hazardous Waste Transporter Database

EXECUTIVE SUMMARY

CA MINES..... Mines Site Location Listing
CA MWMP..... Medical Waste Management Program Listing
CA PROC..... Certified Processors Database
CA UIC..... UIC Listing
CA WASTEWATER PITS..... Oil Wastewater Pits Listing
CA WIP..... Well Investigation Program Case List
FUELS PROGRAM..... EPA Fuels Program Registered Listing
ABANDONED MINES..... Abandoned Mines

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP..... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS list

SEMS: SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the SEMS list, as provided by EDR, and dated 10/10/2016 has revealed that there are 2 SEMS sites within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NORMANDY MOUND CAL T	CORNER OF NORMANDY A	0 - 1/8 (0.000 mi.)	52	46
TELEDYNE RELAYS	***12525 DAPHNE AVENUE***	***SW 1/2 - 1 (0.563 mi.)***	***BL484***	***592***

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 10/10/2016 has revealed that there are 4 SEMS-ARCHIVE sites within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HELEN KELLER PARK	1045 W 126TH ST	SSE 1/4 - 1/2 (0.378 mi.)	BA445	434
BENNETT RESIDENCE	2045 WEST 105TH STRE	NW 1/4 - 1/2 (0.473 mi.)	BE457	468
R&K PROCESSING	1109 W EL SEGUNDO BL	SSE 1/4 - 1/2 (0.486 mi.)	463	479
BOWERS PRINTING INKS	***12727 S VAN NESS AVE***	***SW 1/2 - 1 (0.560 mi.)***	***BG482***	***587***

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 12/12/2016 has revealed that there are 2 CORRACTS sites within approximately 1.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
TELEDYNE RELAYS	***12525 DAPHNE AVENUE***	***SW 1/2 - 1 (0.563 mi.)***	***BL484***	***592***
NORTHROP CORP AIRCRA	***3133 W 131ST ST***	***SW 1 - 2 (1.067 mi.)***	***BU531***	***794***

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 12/12/2016 has revealed that there is 1 RCRA-TSDF site within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
TELEDYNE RELAYS	***12525 DAPHNE AVENUE***	***SW 1/2 - 1 (0.563 mi.)***	***BL484***	***592***

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/12/2016 has revealed that there are 9 RCRA-LQG sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
EXXONMOBIL OIL CORPO	***1769 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G112***	***126***
ELLINGTON CONTINUATI	1541 W 110TH STREET	NNW 0 - 1/8 (0.013 mi.)	D274	265
LAUSD-WASHINGTON PRE	10860 S DENKER AVE	NNW 1/8 - 1/4 (0.194 mi.)	AR412	380
LOCAL DISTRICT NO 7	10616 S WESTERN AVE	NNW 1/4 - 1/2 (0.296 mi.)	AY434	413

Lower Elevation	Address	Direction / Distance	Map ID	Page
WEST ATHENS ELEMENTA	***1110 W 119TH ST***	***0 - 1/8 (0.000 mi.)***	***P67***	***67***
MIDDLE COLLEGE HIGH	11750 S WESTERN AVE	0 - 1/8 (0.000 mi.)	Y171	183
FOOD 4 LESS-FUEL CEN	***11533 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***Q194***	***202***
LAUSD-CLAY MIDDLE SC	12226 S WESTERN AVEN	SSW 0 - 1/8 (0.122 mi.)	AP389	359
WOODCREST ELEMENTARY	***1151 W 109TH ST***	***NE 1/8 - 1/4 (0.146 mi.)***	***AL399***	***367***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/12/2016 has revealed that there are 11 RCRA-SQG sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
STANLEY FRANCOIS	***11103 S LA SALLE AVE***	***0 - 1/8 (0.000 mi.)***	***F24***	***19***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ONE HOUR CLEANERS	***1852 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G66***	***65***
EXXONMOBIL OIL CORP	1377 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	L84	78
TESORO GASOLINE DIGA	***1300 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***I221***	***234***
VERMONT CLEANERS	***11949 S VERMONT AVE***	***SE 0 - 1/8 (0.013 mi.)***	***P276***	***267***
WASHINGTON NEW PRIMA	***860 W 112TH ST***	***ENE 0 - 1/8 (0.082 mi.)***	***C362***	***336***
LAUSD-CIMARRON AVE E	11559 CIMARRON AVENU	W 0 - 1/8 (0.100 mi.)	AM377	349
CENTURY AUTOMOTIVE	***10837 S VERMONT***	***NE 1/8 - 1/4 (0.171 mi.)***	***AO404***	***372***
PACIFIC BELL	***10600 VERMONT***	***NE 1/4 - 1/2 (0.285 mi.)***	***AV431***	***406***
LOS ANGELES USD CENT	***10935 S SPINNING AVE***	***WNW 1/4 - 1/2 (0.313 mi.)***	***436***	***415***
RELIANCE CLEANERS	***657 W IMPERIAL***	***E 1/4 - 1/2 (0.352 mi.)***	***AW441***	***426***

Federal ERNS list

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 09/26/2016 has revealed that there are 4 ERNS sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	***6301 HUES DRIVE***	***0 - 1/8 (0.000 mi.)***	***N64***	***62***
Not reported	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G109	125
Not reported	11700 SOUTH NORMANDY	0 - 1/8 (0.000 mi.)	V239	248
Not reported	1512 WEST 120TH STRE	S 0 - 1/8 (0.026 mi.)	J300	284

State- and tribal - equivalent NPL

CA RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the CA RESPONSE list, as provided by EDR, has revealed that there are 3 CA RESPONSE sites within approximately 1.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 #16 &	***I-5 FWY BTW NORMANDI***	***0 - 1/8 (0.000 mi.)***	***L98***	***102***
Database: RESPONSE, Date of Government Version: 10/31/2016 Status: Certified / Operation & Maintenance Facility Id: 19990003				

Lower Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 FWY P	***NE OF INTRSECTN OF W***	***0 - 1/8 (0.000 mi.)***	***H91***	***85***
Database: RESPONSE, Date of Government Version: 10/31/2016 Status: Certified / Operation & Maintenance Facility Id: 19990002				
GOLDEN EAGLE REFINER	***12000 SOUTH FIGUEROA***	***ESE 1/2 - 1 (0.552 mi.)***	***BJ476***	***528***
Database: RESPONSE, Date of Government Version: 10/31/2016 Status: Active Facility Id: 19290167				

State- and tribal - equivalent CERCLIS

CA ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where

environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the CA ENVIROSTOR list, as provided by EDR, and dated 10/31/2016 has revealed that there are 43 CA ENVIROSTOR sites within approximately 1.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 #16 & Facility Id: 19990003 Status: Certified / Operation & Maintenance	***I-5 FWY BTW NORMANDI***	***0 - 1/8 (0.000 mi.)***	***L98***	***102***
LOS ANGELES SOUTHWES Facility Id: 60000796 Status: Certified / Operation & Maintenance	***1600 WEST IMPERIAL H***	***0 - 1/8 (0.000 mi.)***	***K119***	***133***
SOUTH REGION HIGH SC Facility Id: 60000419 Status: Inactive - Needs Evaluation	***IMPERIAL HIGHWAY/HOB***	***0 - 1/8 (0.000 mi.)***	***130***	***150***
LOS ANGELES SOUTHWES Facility Id: 60000158 Status: Refer: 1248 Local Agency	***1600 W.IMPERIAL HIGH***	***0 - 1/8 (0.000 mi.)***	***K173***	***184***
GEORGE WASHINGTON PR Facility Id: 19820116 Status: No Action Required	***10860 S. DENKER AVEN***	***N 1/8 - 1/4 (0.130 mi.)***	***394***	***364***
ALLIANCE HEALTH SERV Facility Id: 60002179 Status: Inactive - Action Required	***10410 AND 10600 SOUT***	***NNW 1/4 - 1/2 (0.321 mi.)***	***AY439***	***420***

Lower Elevation	Address	Direction / Distance	Map ID	Page
WEST IMPERIAL HIGHWA Facility Id: 60001021 Status: Inactive - Needs Evaluation	***1256 W. IMPERIAL HIG***	***0 - 1/8 (0.000 mi.)***	***I55***	***49***
CALTRANS I-105 FWY P Facility Id: 19990002 Status: Certified / Operation & Maintenance	***NE OF INTRSECTN OF W***	***0 - 1/8 (0.000 mi.)***	***H91***	***85***
WASHINGTON NEW PRIMA Facility Id: 19240023 Status: No Further Action	***VERMONT AVENUE/112TH***	***ENE 0 - 1/8 (0.014 mi.)***	***C281***	***271***
HELEN KELLER PARK Facility Id: 19790001 Status: Refer: Other Agency	***1045 WEST 126TH STRE***	***SSE 1/4 - 1/2 (0.378 mi.)***	***BA444***	***430***
BENNET RESIDENCE Facility Id: 19650009 Status: Refer: Other Agency	2045 WEST 105TH STRE	NW 1/4 - 1/2 (0.465 mi.)	BE456	467
DYCER AIRPORT Facility Id: 80000845 Status: Inactive - Needs Evaluation		SW 1/4 - 1/2 (0.494 mi.)	BH465	483
GOLDEN EAGLE REFINER Facility Id: 19290167 Status: Active	***12000 SOUTH FIGUEROA***	***ESE 1/2 - 1 (0.552 mi.)***	***BJ476***	***528***
GARDENA PLATING COMP	***12901 S. WESTERN AVE***	***SSW 1/2 - 1 (0.557 mi.)***	***BK481***	***571***

Facility Id: 71002408 Status: Refer: Other Agency				
TELEDYNE RELAYS Facility Id: 80001515 Facility Id: 71003196 Status: Inactive - Needs Evaluation Status: Refer: Other Agency	***12525 DAPHNE AVENUE***	***SW 1/2 - 1 (0.563 mi.)***	***BL484***	***592***
MALLINCKRODT CORPORA Facility Id: 19280158 Status: No Further Action	12729 SOUTH VAN NESS	SW 1/2 - 1 (0.567 mi.)	BG485	632
CAPRICE CLEANERS Facility Id: 19720014 Status: No Further Action	***11236 CRENSHAW BOULE***	***W 1/2 - 1 (0.584 mi.)***	***BM490***	***640***
ELECTRONIC PLATING C Facility Id: 71002445 Facility Id: 19340658 Status: Active Status: Refer: Other Agency	13021 SOUTH BUDLONG	SSE 1/2 - 1 (0.680 mi.)	503	660
PB FASTENERS, DIVISI Facility Id: 71002370 Status: No Action Required	1700 W. 132ND STREET	SSW 1/2 - 1 (0.737 mi.)	BO504	663
NORTHROP CORPORATION Facility Id: 80001313 Status: * Inactive	***13215 S WESTERN AVEN***	***SSW 1/2 - 1 (0.747 mi.)***	***505***	***664***
GOLDEN STATE RUBBER Facility Id: 19300004 Status: Refer: Other Agency	1538 WEST 132ND STRE	S 1/2 - 1 (0.758 mi.)	506	666
SONIC INDUSTRIES(FOR Facility Id: 19730197 Status: Refer: 1248 Local Agency	13200 S.WESTERN AVE.	SSW 1/2 - 1 (0.763 mi.)	BO507	667
NORTHROP CORPORATION Facility Id: 80001321 Status: No Action Required	2815 W EL SEGUNDO	WSW 1/2 - 1 (0.765 mi.)	BP508	668
CITY OF HAWTHORNE AI Facility Id: 80000261 Status: Inactive - Needs Evaluation	***12101 S CRENSHAW BLV***	***WSW 1/2 - 1 (0.783 mi.)***	***509***	***669***
MONROE MIDDLE SCHOOL Facility Id: 60000417 Status: No Action Required	***10711 10TH AVENUE***	***WNW 1/2 - 1 (0.789 mi.)***	***511***	***681***
ELECTRO BLEACH PRODU Facility Id: 19280149 Status: No Further Action	***1628 W 134TH ST***	***S 1/2 - 1 (0.825 mi.)***	***BQ512***	***684***
ANGELUS PLATING WORK Facility Id: 19340654 Facility Id: 71002300 Status: No Further Action Status: Refer: Other Agency	***1713 W 134 ST***	***S 1/2 - 1 (0.825 mi.)***	***BQ513***	***685***
NORTHROP CORPORATION Facility Id: 80001317 Status: No Action Required	12540 SOUTH CRENSHAW	WSW 1/2 - 1 (0.831 mi.)	BP515	700
TODAY'S FRESH START	***3405 W. IMPERIAL HIG***	***W 1/2 - 1 (0.918 mi.)***	***516***	***701***

Facility Id: 60000556 Status: No Further Action				
NASCO AIRCRAFT BRAKE Facility Id: 70000121 Status: Refer: 1248 Local Agency	***13300 ESTRELLA AVE***	***SE 1/2 - 1 (0.940 mi.)***	***517***	***704***
EL SEGUNDO CRENSHAW Facility Id: 19720044 Status: Refer: 1248 Local Agency	12801-12851 CRENSHAW	WSW 1/2 - 1 (0.955 mi.)	BR518	711
COMMERCIAL PLATING Facility Id: 71002685 Status: Refer: Other Agency	***342 W 130TH ST***	***SE 1/2 - 1 (0.965 mi.)***	***BS519***	***712***
NORTHROP AIRCRAFT IN Facility Id: 80000085 Status: Inactive - Needs Evaluation		WSW 1/2 - 1 (0.978 mi.)	BR520	719
AFPLT #10 Facility Id: 80000064 Status: Inactive - Needs Evaluation		WSW 1/2 - 1 (0.978 mi.)	BR521	720
OSI OPTOELECTRONICS Facility Id: 71002850 Status: Refer: Other Agency	***12525 CHADRON AVE***	***WSW 1 - 2 (1.019 mi.)***	***BT522***	***721***
SOLEC INTERNATIONAL, Facility Id: 71003150 Facility Id: 71003657 Status: Refer: Other Agency	12533 CHADRON AVENUE	WSW 1 - 2 (1.029 mi.)	BT524	732
NORTHROP GRUMMAN COR Facility Id: 71002116 Facility Id: 80001323 Status: Refer: Other Agency Status: Refer: Local Agency	***3201 W 131ST ST***	***WSW 1 - 2 (1.044 mi.)***	***526***	***769***
NORTHROP CORP/AIRCRA Facility Id: 80001319 Status: * Inactive	***12921 SO CRENSHAW***	***SW 1 - 2 (1.045 mi.)***	***BU527***	***773***
AERODYNAMIC PLATING Facility Id: 19370158 Status: No Further Action	13620 SOUTH SAINT AN	SSW 1 - 2 (1.051 mi.)	BV528	778
AERODYNAMIC PLATING Facility Id: 71002382 Status: No Action Required	***13620 SAINT ANDREWS***	***SSW 1 - 2 (1.051 mi.)***	***BV529***	***779***
AL'S PLATING CO. INC Facility Id: 71002246 Status: Refer: Other Agency	***318 W. 131ST STREET***	***SE 1 - 2 (1.054 mi.)***	***BS530***	***782***
CONSOLIDATED INT'L A Facility Id: 71003067 Status: Refer: Other Agency	***13010 BROADWAY***	***SE 1 - 2 (1.070 mi.)***	***533***	***799***
NORTHROP GRUMMAN COR Facility Id: 80001322 Status: No Action Required	3133 W 131ST ST	SW 1 - 2 (1.084 mi.)	BU534	800

State and tribal landfill and/or solid waste disposal site lists

CA SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the CA SWF/LF list, as provided by EDR, has revealed that there are 7 CA SWF/LF sites within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CAL TRANS SITE 16	1440 WEST IMPERIAL H	0 - 1/8 (0.000 mi.)	L156	172
Database: SWF/LF (SWIS), Date of Government Version: 11/14/2016 Facility ID: 19-AA-5502 Operational Status: Closed Regulation Status: Unpermitted				
LEINARD FLYNN . CALT	11515 BUDLONG AVENUE	0 - 1/8 (0.000 mi.)	W234	244
Database: SWF/LF (SWIS), Date of Government Version: 11/14/2016 Facility ID: 19-AA-5088 Operational Status: Closed Regulation Status: Pre-regulations				

Lower Elevation	Address	Direction / Distance	Map ID	Page
121 STREET AND BUGLO	11940 SOUTH BUDLONG	0 - 1/8 (0.000 mi.)	O61	60
Database: LOS ANGELES CO. LF, Date of Government Version: 10/17/2016 Database: SWF/LF (SWIS), Date of Government Version: 11/14/2016 Facility ID: 19-AA-5304 Site ID: 1865 Status: Closed Operational Status: Closed Regulation Status: Pre-regulations				
CALTRANS - LEINARD F	1330 WEST IMPERIAL H	0 - 1/8 (0.000 mi.)	I100	117
Database: LOS ANGELES CO. LF, Date of Government Version: 10/17/2016 Site ID: 1891 Status: Closed				
SLAVONIAN PICNIC LAN	1330 WEST IMPERIAL H	0 - 1/8 (0.000 mi.)	I126	147
Database: LOS ANGELES CO. LF, Date of Government Version: 10/17/2016 Site ID: 2024 Status: Closed				
CALTRANS - SITE 16	11514 SOUTH WESTERN	0 - 1/8 (0.000 mi.)	G184	193
Database: LOS ANGELES CO. LF, Date of Government Version: 10/17/2016 Site ID: 2192 Status: Closed				
HELLEN KELLER PARK	1045 W. 126TH ST.	SSE 1/4 - 1/2 (0.376 mi.)	BA443	430
Database: SWF/LF (SWIS), Date of Government Version: 11/14/2016 Facility ID: 19-CR-0829 Operational Status: Closed Regulation Status: Unpermitted				

State and tribal leaking storage tank lists

CA LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CA LUST list, as provided by EDR, has revealed that there are 51 CA LUST sites within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MOBIL #18-KYW (FORME	1769 IMPERIAL HWY W	0 - 1/8 (0.000 mi.)	G36	27
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 12/12/2016 Status: Completed - Case Closed Facility Id: I-06198 Status: Case Closed Global Id: T0603741174 Global Id: T0603703180 Global ID: T0603703180				
MOBIL #18-KYW	1769 IMPERIAL HWY. W	0 - 1/8 (0.000 mi.)	G161	175
Database: LUST REG 4, Date of Government Version: 09/07/2004 Facility Id: I-06198A Status: Preliminary site assessment underway Global ID: T0603741174				
FREMONT INDEMNITY BU	***1709 008TH ST W***	***NNW 1/8 - 1/4 (0.205 mi.)***	***AT414***	***381***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 12/12/2016 Status: Completed - Case Closed Facility Id: 900570089 Status: Case Closed Global Id: T0603701132 Global ID: T0603701132				
LA CO FIRE STATION #	***1401 W 108TH ST***	***N 1/8 - 1/4 (0.206 mi.)***	***AS415***	***384***
Database: LUST, Date of Government Version: 12/12/2016 Status: Completed - Case Closed Global Id: T0603705160				
LA CO FIRE STATION #	1401 108TH ST W	N 1/8 - 1/4 (0.206 mi.)	AS416	387
Database: LUST REG 4, Date of Government Version: 09/07/2004 Facility Id: R-12754 Status: Preliminary site assessment underway Global ID: T0603705160				
SHELL #204-4532-0102	***1551 007TH ST W***	***N 1/8 - 1/4 (0.250 mi.)***	***AR427***	***392***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 12/12/2016 Status: Open - Remediation Facility Id: 900170116 Status: Pollution Characterization Global Id: T0603700591 Global ID: T0603700591				

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL #3173	***11404 WESTERN AVE S***	***0 - 1/8 (0.000 mi.)***	***G108***	***122***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 12/12/2016				

Status: Completed - Case Closed
Facility Id: R-03128
Status: Case Closed
Global Id: T0603704606
Global ID: T0603704606

GEORGE MANOR AUTO & 1360 W IMPERIAL HWY 0 - 1/8 (0.000 mi.) I115 128
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Open - Site Assessment
Facility Id: R-31995
Status: Leak being confirmed
Global Id: T0603753656
Global ID: T0603753656

LA SOUTHWEST COLLEGE 11404 SOUTH WESTERN 0 - 1/8 (0.000 mi.) G127 148
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T0603764149

SHELL 1550 IMPERIAL HWY 0 - 1/8 (0.000 mi.) K142 158
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: 003001
Status: Pollution Characterization
Global Id: T0603700036
Global ID: T0603700036

I S D STORAGE BUILDI 1304 IMPERIAL HWY W 0 - 1/8 (0.000 mi.) I192 198
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: R-33044
Status: Preliminary site assessment workplan submitted
Global Id: T0603790018
Global ID: T0603790018

SHELL #204-4539-4008 1816 IMPERIAL HWY W 0 - 1/8 (0.000 mi.) G195 203
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: I-05614
Status: Case Closed
Global Id: T0603703091
Global ID: T0603703091

EXXON #7-3591 (FORME 1377 IMPERIAL HWY W 0 - 1/8 (0.000 mi.) I206 211
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Open - Remediation
Facility Id: I-03027
Status: Remedial action (cleanup) Underway
Global Id: T0603702884
Global ID: T0603702884

THRIFTY #199 11259 VERMONT AVE S 0 - 1/8 (0.000 mi.) M213 225
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed

Facility Id: I-20735
Status: Preliminary site assessment underway
Global Id: T0603704455
Global ID: T0603704455

WILLIAMS OLIVE GLEN	1535 120TH STREET WE	SSW 0 - 1/8 (0.002 mi.)	J251	254

Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T10000003451

U-HAUL MOVING CENTER	11020 VERMONT AVE S	ENE 0 - 1/8 (0.041 mi.)	E312	291

Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T0603701027

U-HAUL MOVING CENTER	11020 VERMONT AVE S	ENE 0 - 1/8 (0.041 mi.)	E317	294

Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: 900440107
Status: Leak being confirmed
Global ID: T0603701027

MOBIL #18-G4Y FORMER	11400 VERMONT AVE S	E 0 - 1/8 (0.054 mi.)	M341	311

Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: 900440116
Status: Case Closed
Global Id: T0603701028
Global Id: T0603793366
Global ID: T0603701028

CHESTER WASHINGTON G	***1930 120TH***	***SW 0 - 1/8 (0.088 mi.)***	***AD370***	***345***

Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: R-12720
Status: Leak being confirmed
Global ID: T0603705158

CHESTER WASHINGTON G	1930 W 120TH ST	SW 0 - 1/8 (0.088 mi.)	AD373	347

Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T0603705158

CENTURY AUTOMOTIVE	10837 VERMONT AVE S	NE 1/8 - 1/4 (0.171 mi.)	AO403	370

Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T0603704465

CENTURY AUTOMOTIVE	***10837 S VERMONT***	***NE 1/8 - 1/4 (0.171 mi.)***	***AO404***	***372***

Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: I-21043
Status: Case Closed
Global ID: T0603704465

PACIFIC BELL (A3-600	12305 VERMONT AVE S	SE 1/8 - 1/4 (0.184 mi.)	AQ410	377

Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: 900440043
Status: Case Closed
Global Id: T0603701021
Global ID: T0603701021

FORMER MARK C BLOOME	***10750 S WESTERN AVE***	***NW 1/8 - 1/4 (0.222 mi.)***	***AT417***	***388***

Database: LUST, Date of Government Version: 12/12/2016

Status: Completed - Case Closed
Global Id: T0603713324

TOSCO - 76 STATION # 1307 006TH ST W NNE 1/4 - 1/2 (0.318 mi.) 437 417
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: 900170052
Status: Case Closed
Global Id: T0603700584
Global ID: T0603700584

TOYON LLC 3754 IMPERIAL HWY W W 1/4 - 1/2 (0.345 mi.) AZ440 423
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: R-26557
Status: Leak being confirmed
Global Id: T0603792980
Global ID: T0603792980

LA COUNTY COMMUNITY 10500 NORMANDIE AVE. N 1/4 - 1/2 (0.381 mi.) BB446 435
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: R-38466
Status: Case Closed
Global Id: T0603777221
Global ID: T0603777221

BP CHEMICAL SILMAR F 12335 VAN NESS AVE S SW 1/4 - 1/2 (0.382 mi.) BC448 444
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: R-22690
Status: Leak being confirmed
Global Id: T0603705370
Global ID: T0603705370

NORTHROP CORP, ELECT 2301 W 120TH ST WSW 1/4 - 1/2 (0.401 mi.) 451 447
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: 902510016
Status: Case Closed
Global Id: T0603701294
Global ID: T0603701294

ARCO #5016 12726 WESTERN AVE S SSW 1/4 - 1/2 (0.418 mi.) BD452 454
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: I-05053
Status: Case Closed
Global Id: T0603703023
Global Id: T0603726297
Global ID: T0603703023

LA CO DPW WW ATHENS 10426 NORMANDIE AVE N 1/4 - 1/2 (0.423 mi.) BB454 461
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016

Status: Completed - Case Closed
Facility Id: R-10699
Status: Remedial action (cleanup) Underway
Global Id: T0603704955
Global ID: T0603704955

ATHENS MAINT. YARD/L ***10426 NORMANDIE AVE*** ***N 1/4 - 1/2 (0.423 mi.)*** ***BB455*** ***465***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: R-25887
Status: Case Closed
Global Id: T0603705529
Global ID: T0603705529

CAR SMOG ***1553 EL SEGUNDO*** ***S 1/4 - 1/2 (0.476 mi.)*** ***BF458*** ***469***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: R-05553
Status: Leak being confirmed
Global ID: T0603704682

CAR SMOG 1553 WEST EL SEGUNDO S 1/4 - 1/2 (0.476 mi.) BF459 470
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T0603704682

SUNNYSIDE NURSERY ***1650 W EL SEGUNDO BL*** ***SSW 1/4 - 1/2 (0.478 mi.)*** ***BF460*** ***473***
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T060378142

SUNNYSIDE NURSERY 1650 EL SEGUNDO BLVD SSW 1/4 - 1/2 (0.478 mi.) BF461 477
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: R-11710
Status: Case Closed
Global ID: T060378142

SHELL STATION #13532 854 W. EL SEGUNDO BO SSE 1/2 - 1 (0.512 mi.) BI467 485
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T10000003209

ARCO #1091 ***1004 EL SEGUNDO BLVD*** ***SSE 1/2 - 1 (0.529 mi.)*** ***BI470*** ***488***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: R-12050
Status: Case Closed
Global Id: T0603705092
Global Id: T0603740027
Global ID: T0603705092

ARCO #01091 1004 EL SEGUNDO BLVD SSE 1/2 - 1 (0.529 mi.) BI471 500
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: R-12050A
Status: Remedial action (cleanup) Underway
Global ID: T0603740027

PAMELA F/JACK M OWOU ***12003 S FIGUEROA ST*** ***ESE 1/2 - 1 (0.538 mi.)*** ***BJ472*** ***501***
Database: LUST, Date of Government Version: 12/12/2016
Status: Open - Eligible for Closure

Global Id: T0603761821

WINALL OIL CO #5	1342 EL SEGUNDO BLVD	S 1/2 - 1 (0.540 mi.)	473	504

Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: I-13611
Status: Case Closed
Global Id: T0603704080
Global Id: T10000000164
Global ID: T0603704080

GREEN	***2105 EL SEGUNDO BLVD***	***SW 1/2 - 1 (0.540 mi.)***	***474***	***509***

Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: R-22391
Status: Case Closed
Global Id: T0603705361
Global ID: T0603705361

KUK YONS KIM	***449 IMPERIAL HWY W***	***E 1/2 - 1 (0.553 mi.)***	***477***	***558***

Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Open - Remediation
Facility Id: 900610025
Status: Leak being confirmed
Global Id: T0603701153
Global ID: T0603701153

SOUTHERN CA WATER CO	***1218 EL SEGUNDO BLVD***	***SSE 1/2 - 1 (0.553 mi.)***	***478***	***565***

Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: I-12807
Status: Case Closed
Global Id: T0603704000
Global ID: T0603704000

CENTRAL MAINTENANCE	***1274 002ND ST W***	***NNE 1/2 - 1 (0.581 mi.)***	***487***	***634***

Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: 900250089
Status: Case Closed
Global Id: T0603700693
Global ID: T0603700693

J.D. FIELDS LUMBER	1751 130TH ST W	SSW 1/2 - 1 (0.582 mi.)	BK488	636

Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: R-26750
Status: Leak being confirmed
Global ID: T0603793085

J.D. FIELDS LUMBER	***1751 W 130TH ST***	***SSW 1/2 - 1 (0.582 mi.)***	***BK489***	***637***

Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T0603793085

CHEVRON #9-8503	***11400 CRENSHAW BLVD***	***W 1/2 - 1 (0.595 mi.)***	***BN494***	***644***

Database: LUST REG 4, Date of Government Version: 09/07/2004

Facility Id: I-09886
Status: Case Closed
Global ID: T0603703508

CHEVRON #9-8503 ***11400 CRENSHAW BLVD*** ***W 1/2 - 1 (0.595 mi.)*** ***BN495*** ***646***
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T0603703508

UNOCAL #3145 ***3101 IMPERIAL HWY W*** ***W 1/2 - 1 (0.606 mi.)*** ***BM498*** ***650***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: R-01712
Status: Case Closed
Global Id: T0603704572
Global ID: T0603704572

CONOCOPHILLIPS CO 3101 W IMPERIAL HWY W 1/2 - 1 (0.606 mi.) BM499 653
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Global Id: T10000004963

CA SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CA SLIC list, as provided by EDR, has revealed that there are 11 CA SLIC sites within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	***12335 SOUTH VAN NESS***	***SW 1/4 - 1/2 (0.382 mi.)***	***BC447***	***438***
Database: SLIC, Date of Government Version: 12/12/2016 Facility Status: Completed - Case Closed Global Id: SL184511434				
BP OIL COMPANY	12335 VAN NESS	SW 1/4 - 1/2 (0.382 mi.)	BC449	447
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Facility Status: No further action required				
TELEDYNE RELAYS	1635 E. 126TH STREET	SW 1/4 - 1/2 (0.481 mi.)	BG462	479
Database: SLIC, Date of Government Version: 12/12/2016 Facility Status: Open - Assessment & Interim Remedial Action Global Id: T10000004192				
BELL IND. PRECISION	***12605 S VAN NESS AVE***	***SW 1/2 - 1 (0.505 mi.)***	***BG466***	***484***
Database: SLIC, Date of Government Version: 12/12/2016 Facility Status: Open - Assessment & Interim Remedial Action Global Id: T10000004194				
CHEMRITE CORP	***12600 DAPHNE AVE.***	***SW 1/2 - 1 (0.556 mi.)***	***BG480***	***570***
Database: SLIC, Date of Government Version: 12/12/2016 Facility Status: Open - Assessment & Interim Remedial Action Global Id: T10000004193				
PPG INK PRODUCTS HAW	***12727 S VAN NESS AVE***	***SW 1/2 - 1 (0.560 mi.)***	***BG483***	***590***
Database: SLIC, Date of Government Version: 12/12/2016				

Facility Status: Open - Assessment & Interim Remedial Action
Global Id: T10000004205

NISSENSON REALTY INV	12624 DAPHNE AVENUE	SW 1/2 - 1 (0.571 mi.)	BG486	633

Database: SLIC, Date of Government Version: 12/12/2016
Facility Status: Open - Assessment & Interim Remedial Action
Global Id: T10000004204

BRIA GRAPHICS	2205 & 2215 W. EL SE	SW 1/2 - 1 (0.585 mi.)	491	642

Database: SLIC, Date of Government Version: 12/12/2016
Facility Status: Open - Assessment & Interim Remedial Action
Global Id: T10000004206

RON FISHER	***12619 S DAPHNE AVE***	***SW 1/2 - 1 (0.588 mi.)***	***BL492***	***642***

Database: SLIC, Date of Government Version: 12/12/2016
Facility Status: Open - Assessment & Interim Remedial Action
Global Id: T10000004195

QUALITY HARDWARE MAN	12605 SOUTH DAPHNE A	SW 1/2 - 1 (0.591 mi.)	BL493	644

Database: SLIC, Date of Government Version: 12/12/2016
Database: SLIC REG 4, Date of Government Version: 11/17/2004
Facility Status: Completed - Case Closed
Facility Status: Post Remediation Monitoring
Global Id: SL2043B1559

ANDERSON SAW COMPANY	12715 DAPHNE AVENUE	SW 1/2 - 1 (0.621 mi.)	BL501	659

Database: SLIC, Date of Government Version: 12/12/2016
Facility Status: Open - Assessment & Interim Remedial Action
Global Id: T10000004196

State and tribal registered storage tank lists

CA UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the CA UST list, as provided by EDR, has revealed that there are 5 CA UST sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DONG CHAN WIE KYW	1769 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G163	177

Database: UST, Date of Government Version: 09/12/2016
Facility Id: 25011

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL CORP	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G88	82

Database: UST, Date of Government Version: 09/12/2016
Facility Id: 23857

ARCO PRODUCTS #09608	11259 S VERMONT AVE	0 - 1/8 (0.000 mi.)	M137	156

Database: UST, Date of Government Version: 09/12/2016
Facility Id: 25087

MOBIL SERVICE STATIO	11400 S VERMONT AVE	E 0 - 1/8 (0.054 mi.)	M335	306

Database: UST, Date of Government Version: 09/12/2016

Facility Id: 25413

PACIFIC BELL ***10600 VERMONT*** ***NE 1/4 - 1/2 (0.285 mi.)*** ***AV431*** ***406***
Database: UST, Date of Government Version: 09/12/2016
Facility Id: 25389

CA AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the CA AST list, as provided by EDR, and dated 07/06/2016 has revealed that there are 4 CA AST sites within approximately 0.375 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SOUTH LOS ANGELES SH	1310 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I82	77
CHESTER WASHINGTON G	***1930 W 120TH ST***	***SW 0 - 1/8 (0.088 mi.)***	***AD369***	***344***
HYPERION TERMINAL TO	818 W. IMPERIAL HWY.	E 0 - 1/8 (0.122 mi.)	AJ392	362
J-1	812 W 125TH ST	SE 1/4 - 1/2 (0.370 mi.)	442	429

State and tribal voluntary cleanup sites

CA VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the CA VCP list, as provided by EDR, and dated 10/31/2016 has revealed that there is 1 CA VCP site within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CAPRICE CLEANERS	***11236 CRENSHAW BOULE***	***W 1/2 - 1 (0.584 mi.)***	***BM490***	***640***

Status: No Further Action
Facility Id: 19720014

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 12/19/2016 has revealed that there are 4 US BROWNFIELDS sites within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FORMER GAS STATION	12801 SOUTH WESTERN	SSW 1/4 - 1/2 (0.487 mi.)	BD464	480
2010 EL SEGUNDO BOUL	***2010 EL SEGUNDO BOUL***	***SW 1/2 - 1 (0.555 mi.)***	***BH479***	***568***
1720 WEST 130TH AVEN	***1720 WEST 130TH AVEN***	***SSW 1/2 - 1 (0.603 mi.)***	***496***	***647***
1728 WEST 130TH AVEN	***1728 WEST 130TH AVEN***	***SSW 1/2 - 1 (0.606 mi.)***	***BK500***	***655***

Local Lists of Landfill / Solid Waste Disposal Sites

CA WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the CA WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there are 7 CA WMUDS/SWAT sites within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
IMPERIAL HIGHWAY DUM	IMPERIAL HWY & NORMA	0 - 1/8 (0.000 mi.)	L150	165
SAMUELSON, ERIC	11920 SOUTH WESTERN	0 - 1/8 (0.000 mi.)	H232	243
120TH STREET DUMP	1401 WEST 120TH STRE	SSE 0 - 1/8 (0.004 mi.)	J263	260
ELYMM, LEONARD A.	***1300 W. IMPERIAL HIG***	***W 0 - 1/8 (0.013 mi.)***	***AA279***	***269***
121ST STREET DUMP	121ST & BUDLONG	SE 0 - 1/8 (0.058 mi.)	O345	320
SHULTZ, E.S.	13833 VERMONT AVENUE	SSE 1/2 - 1 (0.519 mi.)	BI468	486
GREEN	***2105 EL SEGUNDO BLVD***	***SW 1/2 - 1 (0.540 mi.)***	***474***	***509***

CA SWRCY: A listing of recycling facilities in California.

A review of the CA SWRCY list, as provided by EDR, and dated 12/12/2016 has revealed that there are 3 CA SWRCY sites within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
A NEW RECYCLING Cert Id: RC74297.001	11100 S VERMONT AVE	ENE 0 - 1/8 (0.041 mi.)	C320	296
ULTIMATE RECYCLING Cert Id: RC14523	11201 S FIGUEROA AVE	E 1/2 - 1 (0.525 mi.)	469	487
PAMELA F/JACK M OWOU Cert Id: RC131699.001	***12003 S FIGUEROA ST***	***ESE 1/2 - 1 (0.538 mi.)***	***BJ472***	***501***

CA HAULERS: A listing of registered waste tire haulers.

A review of the CA HAULERS list, as provided by EDR, and dated 08/25/2016 has revealed that there is 1 CA HAULERS site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ROBERTO'S TIRE Facility ID: 1590981	1017 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	M169	182

Local Lists of Hazardous waste / Contaminated Sites

CA HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the CA HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that

there are 3 CA HIST Cal-Sites sites within approximately 1.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 #16 &	***I-5 FWY BTW NORMANDI***	***0 - 1/8 (0.000 mi.)***	***L98***	***102***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 FWY P	***NE OF INTRSECTN OF W***	***0 - 1/8 (0.000 mi.)***	***H91***	***85***
GOLDEN EAGLE REFINER	12000 SOUTH FIGUEROA	ESE 1/2 - 1 (0.552 mi.)	BJ475	512

CA SCH: This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category. depending on the level of threat to public health and safety or the. environment they pose.

A review of the CA SCH list, as provided by EDR, and dated 10/31/2016 has revealed that there are 6 CA SCH sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES SOUTHWES Facility Id: 60000796 Status: Certified / Operation & Maintenance	***1600 WEST IMPERIAL H***	***0 - 1/8 (0.000 mi.)***	***K119***	***133***
SOUTH REGION HIGH SC Facility Id: 60000419 Status: Inactive - Needs Evaluation	***IMPERIAL HIGHWAY/HOB***	***0 - 1/8 (0.000 mi.)***	***130***	***150***
GEORGE WASHINGTON PR Facility Id: 19820116 Status: No Action Required	***10860 S. DENKER AVEN***	***N 1/8 - 1/4 (0.130 mi.)***	***394***	***364***
ALLIANCE HEALTH SERV Facility Id: 60002179 Status: Inactive - Action Required	***10410 AND 10600 SOUT***	***NNW 1/4 - 1/2 (0.321 mi.)***	***AY439***	***420***

Lower Elevation	Address	Direction / Distance	Map ID	Page
WEST IMPERIAL HIGHWA Facility Id: 60001021 Status: Inactive - Needs Evaluation	***1256 W. IMPERIAL HIG***	***0 - 1/8 (0.000 mi.)***	***I55***	***49***
WASHINGTON NEW PRIMA Facility Id: 19240023 Status: No Further Action	***VERMONT AVENUE/112TH***	***ENE 0 - 1/8 (0.014 mi.)***	***C281***	***271***

CA CDL: A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

A review of the CA CDL list, as provided by EDR, and dated 08/31/2016 has revealed that there are 3 CA CDL sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported Facility Id: 2001-01-103	11219 BUDLONG AVE	0 - 1/8 (0.000 mi.)	N217	233
Not reported	1236 GEDDES ST	0 - 1/8 (0.000 mi.)	T244	251

Facility Id: 1999-06-120				
Not reported Facility Id: 2015-06-004	845 115TH ST, ALLEY	E 0 - 1/8 (0.072 mi.)	M355	328

Local Lists of Registered Storage Tanks

CA SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the CA SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 21 CA SWEEPS UST sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES TSPS Comp Number: 3863	***11100 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***A3***	***8***
AT & T COMMUNICATION Status: A Comp Number: 13238	11100 S WESTERN AVE	0 - 1/8 (0.000 mi.)	A9	11
DONG WI Status: A Tank Status: A Comp Number: 8234 Comp Number: 6198	***1769 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G60***	***56***
WHITE FLOWER NURSERY Status: A Comp Number: 14041	1535 W 120TH ST	0 - 1/8 (0.000 mi.)	J110	125
L A C C DIST-ACCOUNT Status: A Comp Number: 4259	***1600 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***K211***	***223***
LA CO FD FIRE STA #0 Status: A Tank Status: A Comp Number: 12754	1401 W 108TH ST	N 1/8 - 1/4 (0.195 mi.)	AS413	381
MARK C BLOOME Status: A Comp Number: 11456	10750 S WESTERN AVE	NW 1/8 - 1/4 (0.228 mi.)	AT420	390

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL CORP Status: A Comp Number: 8319	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G37	35
EXXON SERVICE STATIO Comp Number: 3943	***1377 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***L50***	***45***
SHELL SERV STA Status: A	1816 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G58	53

Tank Status: A Comp Number: 5614				
UNOCAL CORP SS 3173 Status: A Tank Status: A Comp Number: 3128	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G102	118
K MART ENTERPRISES Comp Number: 432	***11507 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***G135***	***155***
THRIFTY OIL CO Status: A Tank Status: A Comp Number: 396	***11259 S VERMONT AVE***	***0 - 1/8 (0.000 mi.)***	***M174***	***186***
U-HAUL CO OF L.A./C Status: A Tank Status: A Comp Number: 211	***11020 S VERMONT AVE***	***ENE 0 - 1/8 (0.041 mi.)***	***E315***	***293***
SEGURA AUTO Comp Number: 5465	***11422 S VERMONT AVE***	***E 0 - 1/8 (0.045 mi.)***	***M329***	***300***
MOBIL OIL CORPORATIO Status: A Tank Status: A Comp Number: 2152	***11400 S VERMONT AVE***	***E 0 - 1/8 (0.054 mi.)***	***M336***	***307***
H & H LUMBER Status: A Comp Number: 4845	***11210 S VERMONT AVE***	***ENE 0 - 1/8 (0.055 mi.)***	***C344***	***319***
93815-CHEVRON STATIO Comp Number: 3556	***12010 S VERMONT AVE***	***SE 0 - 1/8 (0.072 mi.)***	***AH357***	***329***
EXXON SERV STA Status: A Tank Status: A Comp Number: 3027	1377 W IMPERIAL	W 0 - 1/8 (0.088 mi.)	365	341
PACIFIC BELL Status: A Comp Number: 306	12305 S VERMONT	SE 1/8 - 1/4 (0.182 mi.)	AQ407	374
PACIFIC BELL Status: A Tank Status: A Comp Number: 3380	***10600 VERMONT***	***NE 1/4 - 1/2 (0.285 mi.)***	***AV431***	***406***

CA HIST UST: Historical UST Registered Database.

A review of the CA HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 24 CA HIST UST sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES TSPS Facility Id: 00000055846	11100 S WESTERN AVE	0 - 1/8 (0.000 mi.)	A14	13
AUTOMAT1	11034 S WESTERN	0 - 1/8 (0.000 mi.)	A22	18

Facility Id: 00000060950				
DONG WI	***1769 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G60***	***56***
Facility Id: 00000039876				
LOS ANGELES SOUTHWES	***1600 WEST IMPERIAL H***	***0 - 1/8 (0.000 mi.)***	***K119***	***133***
THE WHITE FLOWER NUR	1535 W 120TH ST	0 - 1/8 (0.000 mi.)	J152	168
Facility Id: 00000050613				
LOS ANGELES SOUTHWES	***1600 W.IMPERIAL HIGH***	***0 - 1/8 (0.000 mi.)***	***K173***	***184***
Facility Id: 00000047032				
LA CO FIRE STATION #	***1401 W 108TH ST***	***N 1/8 - 1/4 (0.206 mi.)***	***AS415***	***384***
Facility Id: 00000020797				

Lower Elevation	Address	Direction / Distance	Map ID	Page
EXXON SERVICE STATIO	1377 IMPERIAL	0 - 1/8 (0.000 mi.)	L44	41
Facility Id: 00000029166				
UNION OIL SERVICE ST	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G72	70
Facility Id: 00000056045				
UNION OIL SERVICE ST	11404 S WESTERN AVEN	0 - 1/8 (0.000 mi.)	G97	101
Facility Id: 00000029316				
DIGAS	1300 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I155	171
Facility Id: 00000029628				
THRIFTY OIL CO	***11259 S VERMONT AVE***	***0 - 1/8 (0.000 mi.)***	***M174***	***186***
Facility Id: 00000005215				
KMART ENTERPRISES	11507 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G238	247
Facility Id: 00000004895				
GEDDES LEASE	1328 WEST 120TH STRE	SSE 0 - 1/8 (0.020 mi.)	AE297	281
GEDDES LEASE	1328 W 120TH ST	SSE 0 - 1/8 (0.020 mi.)	AE298	282
Facility Id: 00000029059				
SOUTH CENTRAL MOVING	11020 S VERMONT AVE	ENE 0 - 1/8 (0.041 mi.)	E319	295
Facility Id: 00000003561				
CHUNG JA KIM	11400 S VERMONT	E 0 - 1/8 (0.054 mi.)	M334	305
Facility Id: 00000040042				
93815	12010 S VERMONT	SE 0 - 1/8 (0.072 mi.)	AH356	328
Facility Id: 00000062512				
PACIFIC BELL (A3-600	12305 S VERMONT AVEN	SE 1/8 - 1/4 (0.184 mi.)	AQ411	379
Facility Id: 00000016798				
MILEY #6 LEASE	802 W 123RD ST	SE 1/4 - 1/2 (0.251 mi.)	AX429	405
Facility Id: 00000029090				
MILEY 6 LEASE	802 WEST 123RD STREE	SE 1/4 - 1/2 (0.251 mi.)	AX430	406
PACIFIC BELL	***10600 VERMONT***	***NE 1/4 - 1/2 (0.285 mi.)***	***AV431***	***406***
Facility Id: 00000061244				
J-1 LEASE	810 W 124TH ST	SE 1/4 - 1/2 (0.294 mi.)	AX432	411
Facility Id: 00000029092				
J-I LEASE	810 WEST 124TH STREE	SE 1/4 - 1/2 (0.294 mi.)	AX433	412

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 11 CA FID UST sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES TSPS Facility Id: 19051008 Status: A	***11100 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***A3***	***8***
L A C C DIST-ACCOUNT Facility Id: 19030775 Status: A	***1600 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***K211***	***223***

Lower Elevation	Address	Direction / Distance	Map ID	Page
EXXON SERVICE STATIO Facility Id: 19003362 Status: A	***1377 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***L50***	***45***
K MART ENTERPRISES Facility Id: 19009542 Status: I	***11507 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***G135***	***155***
LESTER GIBSON Facility Id: 19002718 Status: A	1836 IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G148	165
U-HAUL CO OF L.A./C Facility Id: 19001338 Status: A	***11020 S VERMONT AVE***	***ENE 0 - 1/8 (0.041 mi.)***	***E315***	***293***
SEGURA AUTO Facility Id: 19036854 Status: A	***11422 S VERMONT AVE***	***E 0 - 1/8 (0.045 mi.)***	***M329***	***300***
MOBIL OIL CORPORATIO Facility Id: 19003380 Status: A	***11400 S VERMONT AVE***	***E 0 - 1/8 (0.054 mi.)***	***M336***	***307***
H & H LUMBER Facility Id: 19055905 Status: A	***11210 S VERMONT AVE***	***ENE 0 - 1/8 (0.055 mi.)***	***C344***	***319***
93815-CHEVRON STATIO Facility Id: 19054315 Status: I	***12010 S VERMONT AVE***	***SE 0 - 1/8 (0.072 mi.)***	***AH357***	***329***
PACIFIC BELL Facility Id: 19017383 Status: A	***10600 VERMONT***	***NE 1/4 - 1/2 (0.285 mi.)***	***AV431***	***406***

Local Land Records

CA DEED: The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes .

A review of the CA DEED list, as provided by EDR, and dated 12/06/2016 has revealed that there are 3

CA DEED sites within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 #16 &	***I-5 FWY BTW NORMANDI***	***0 - 1/8 (0.000 mi.)***	***L98***	***102***
Status: CERTIFIED / OPERATION & MAINTENANCE				
Envirostor ID: 19990003				

Lower Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 FWY P	***NE OF INTRSECTN OF W***	***0 - 1/8 (0.000 mi.)***	***H91***	***85***
Status: CERTIFIED / OPERATION & MAINTENANCE				
Envirostor ID: 19990002				
GOLDEN EAGLE REFINER	***12000 SOUTH FIGUEROA***	***ESE 1/2 - 1 (0.552 mi.)***	***BJ476***	***528***
Status: ACTIVE				
Envirostor ID: 19290167				

Records of Emergency Release Reports

HMIRS: The Hazardous Materials Incident Report System contains hazardous material spill incidents reported to the Department of Transportation. The source of this database is the U.S. EPA.

A review of the HMIRS list, as provided by EDR, and dated 12/28/2016 has revealed that there are 2 HMIRS sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1151 W. IMPERIAL HWY	0 - 1/8 (0.000 mi.)	N49	45
Not reported	***6301 HUES DRIVE***	***0 - 1/8 (0.000 mi.)***	***N64***	***62***

CA CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CA CHMIRS list, as provided by EDR, and dated 09/26/2016 has revealed that there are 13 CA CHMIRS sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1616 W. 110TH STREET	0 - 1/8 (0.000 mi.)	F26	22
OES Incident Number: 7-5320				
MOBIL OIL CORP S/S #	***1769 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G226***	***239***
OES Incident Number: 3-2650				
Not reported	10949 SOUTH HOBART B	NW 0 - 1/8 (0.065 mi.)	AK353	326
OES Incident Number: 13-4153				

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	11259 SOUTH VERMONT	0 - 1/8 (0.000 mi.)	M96	100
OES Incident Number: 3-0367				
Not reported	11404 SOUTH WESTERN	0 - 1/8 (0.000 mi.)	G99	116
OES Incident Number: 6294				
Not reported	11700 SOUTH NORMANDY	0 - 1/8 (0.000 mi.)	V193	200

OES Incident Number: 13-2298				
Not reported OES Incident Number: 15-0784	1512 W. 120TH ST	S 0 - 1/8 (0.026 mi.)	J299	282
Not reported OES Incident Number: 7-7904	12226 WESTERN AVE	SW 0 - 1/8 (0.034 mi.)	AB305	286
Not reported OES Incident Number: 5-4806	EXXON/MOBILE 11400 S	E 0 - 1/8 (0.034 mi.)	M306	287
Not reported OES Incident Number: 8-4423	1549 WEST 121ST STRE	SSW 0 - 1/8 (0.060 mi.)	AC350	323
Not reported OES Incident Number: 2-3093	1332 W. 121ST ST.	SSE 0 - 1/8 (0.074 mi.)	AE358	331
Not reported OES Incident Number: 13685	1109 WEST 109TH PLAC	NE 0 - 1/8 (0.082 mi.)	AL361	335
Not reported OES Incident Number: 06940	12118 RAYMOND AVE	SSE 0 - 1/8 (0.113 mi.)	AN383	354

CA LDS: Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CA LDS list, as provided by EDR, and dated 12/12/2016 has revealed that there are 2 CA LDS sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
120TH STREET LANDFIL Global Id: T10000009309 Status: Completed - Case Closed	120TH STREET	0 - 1/8 (0.000 mi.)	J168	181

Lower Elevation	Address	Direction / Distance	Map ID	Page
ELYMM, LEONARD A. Global Id: T10000009310 Status: Completed - Case Closed	***1300 W. IMPERIAL HIG***	***W 0 - 1/8 (0.013 mi.)***	***AA279***	***269***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/12/2016 has revealed that there are 4 RCRA NonGen / NLR sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC BELL	***11100 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***A16***	***13***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ANGELES SAWDUST PROD	***850 E 111TH ST***	***ENE 0 - 1/8 (0.064 mi.)***	***C352***	***325***

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC BELL	***12305 S VERMONT***	***SE 1/8 - 1/4 (0.184 mi.)***	***AQ409***	***375***
PACIFIC BELL	10600 VERMONT	NE 1/4 - 1/2 (0.309 mi.)	AV435	414

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, has revealed that there is 1 FTTS site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BUSY BEES WONDERLAND	***1851 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G223***	***238***

Database: FTTS INSP, Date of Government Version: 04/09/2009

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, has revealed that there is 1 HIST FTTS site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BUSY BEES WONDERLAND	***1851 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G223***	***238***

Database: HIST FTTS INSP, Date of Government Version: 10/19/2006

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 07/15/2016 has revealed that there are 28 FINDS sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC BELL	***11100 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***A16***	***13***
STANLEY FRANCOIS	***11103 S LA SALLE AVE***	***0 - 1/8 (0.000 mi.)***	***F21***	***17***
PROPOSED SOUTH REGIO	1600 WEST IMPERIAL H	0 - 1/8 (0.000 mi.)	K39	37
EXXONMOBIL OIL CORPO	***1769 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G112***	***126***
AMERICAN TOWERS - CA	1450 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	X131	153
ELLINGTON CONTINUATI	***1541 W 110TH STREET***	***NNW 0 - 1/8 (0.013 mi.)***	***D275***	***266***
WOODCREST NAZARENE C	10936 S NORMANDIE AV	NNE 0 - 1/8 (0.039 mi.)	AF309	289

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
POWER RUN OIL MOSER	1423 W 120TH ST	0 - 1/8 (0.000 mi.)	J35	27
ONE HOUR CLEANERS	***1852 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G66***	***65***
WEST ATHENS ELEMENTA	***1110 W 119TH ST***	***0 - 1/8 (0.000 mi.)***	***P67***	***67***
FOOD 4 LESS #399 - F	11533 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G122	144
MIDDLE COLLEGE HIGH	***11750 SOUTH WESTERN***	***0 - 1/8 (0.000 mi.)***	***Y138***	***156***
SAMUELSON ERIC	11920 S WESTERN AVE	0 - 1/8 (0.000 mi.)	H189	197
BUSY BEE WONDERLAND	1851 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G190	197
CALTRANS I-105 FWY P	NE OF INTRSECTN OF W	0 - 1/8 (0.000 mi.)	H201	209
CALTRANS I-105 #16 &	I-5 FWY BTW NORMANDI	0 - 1/8 (0.000 mi.)	S212	225
TESORO GASOLINE DIGA	***1300 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***I221***	***234***
PENSKE TRUCK LEASING	1310 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I241	248
EXXONMOBIL OIL CORP	1377 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	L242	249
VERMONT CLEANERS	***11949 S VERMONT AVE***	***SE 0 - 1/8 (0.013 mi.)***	***P276***	***267***
POWER RUN OIL DEIST	1520 W 120TH ST	S 0 - 1/8 (0.015 mi.)	J282	274
POWER RUN OIL HUNTER	1554 W 120TH ST	SSW 0 - 1/8 (0.018 mi.)	AC285	275
POWER RUN OIL HOWARD	1438 W 120TH ST	S 0 - 1/8 (0.019 mi.)	J286	275
SOUTHERN CALIFORNIA	1706 W 121ST ST	SSW 0 - 1/8 (0.019 mi.)	AB289	277
ANGELES SAWDUST PROD	***850 E 111TH ST***	***ENE 0 - 1/8 (0.064 mi.)***	***C352***	***325***
WASHINGTON NEW PRIMA	***860 W 112TH ST***	***ENE 0 - 1/8 (0.082 mi.)***	***C362***	***336***
LAUSD-CIMARRON AVE E	***11559 CIMARRON AVENU***	***W 0 - 1/8 (0.100 mi.)***	***AM378***	***351***
LAUSD-CLAY MIDDLE SC	***12226 S. WESTERN AVE***	***SSW 0 - 1/8 (0.122 mi.)***	***AP388***	***358***

CA Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the CA Cortese list, as provided by EDR, and dated 12/28/2016 has revealed that there are 3 CA Cortese sites within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 #16 &	***I-5 FWY BTW NORMANDI***	***0 - 1/8 (0.000 mi.)***	***L98***	***102***
Envirostor Id: 19990003				
Cleanup Status: CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS				

Lower Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 FWY P	***NE OF INTRSECTN OF W***	***0 - 1/8 (0.000 mi.)***	***H91***	***85***
Envirostor Id: 19990002				
Cleanup Status: CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS				
GOLDEN EAGLE REFINER	***12000 SOUTH FIGUEROA***	***ESE 1/2 - 1 (0.552 mi.)***	***BJ476***	***528***
Envirostor Id: 19290167				
Cleanup Status: ACTIVE - LAND USE RESTRICTIONS				

CA DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CA DRYCLEANERS list, as provided by EDR, and dated 09/02/2016 has revealed that there are 2 CA DRYCLEANERS sites within approximately 0.375 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLY PARK CLEANERS EPA Id: CAL000341658	2602 W IMPERIAL HWY	W 1/4 - 1/2 (0.319 mi.)	AZ438	419
RELIANCE CLEANERS EPA Id: CAL000036088	***657 W IMPERIAL***	***E 1/4 - 1/2 (0.352 mi.)***	***AW441***	***426***

CA EMI: Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies

A review of the CA EMI list, as provided by EDR, and dated 12/31/2014 has revealed that there are 5 CA EMI sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES SOUTHWES Facility Id: 14769	***1600 W.IMPERIAL HIGH***	***0 - 1/8 (0.000 mi.)***	***K173***	***184***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ONE 'OUR' DRY CLEANE Facility Id: 37497	1852 N IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G160	175
ONE 'OUR' DRY CLEANE Facility Id: 37497	1852 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G220	234
SANTA FE ENERGY OPER Facility Id: 57287	120TH ST/WESTERN AV	SW 0 - 1/8 (0.005 mi.)	H265	261
GRANER OIL CO/LOFTUS Facility Id: 90568	818 W IMPERIAL HWY	E 0 - 1/8 (0.120 mi.)	387	357

CA ENF: A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

A review of the CA ENF list, as provided by EDR, and dated 12/06/2016 has revealed that there is 1 CA ENF site within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES SOUTHWES Status: Historical Status: Historical Facility Id: 765755	***1600 WEST IMPERIAL H***	***0 - 1/8 (0.000 mi.)***	***K119***	***133***

CA HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency. This database begins with calendar year 1993.

A review of the CA HAZNET list, as provided by EDR, and dated 12/31/2015 has revealed that there are

EXECUTIVE SUMMARY

102 CA HAZNET sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HOME SAVINGS OF AMER GEPAID: CAP600927508	11151 RAYMOND AVENUE	0 - 1/8 (0.000 mi.)	B2	8
DRUCILLA KING GEPAID: CAC002564568	11129 MARIPOSA AVE	0 - 1/8 (0.000 mi.)	B17	15
GVCSD-ANIMO HIGH SCH GEPAID: CAC002602452	11100 S WESTERN AVE	0 - 1/8 (0.000 mi.)	A19	16
STANLEY FRANCOIS GEPAID: CAC002563875	***11103 S LA SALLE AVE***	***0 - 1/8 (0.000 mi.)***	***F24***	***19***
SOUTH REGION HIGHSCH GEPAID: CAC002620071	1723 IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G33	26
LOS ANGELES SOUTHWES GEPAID: CAD982014946	***1600 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***K42***	***39***
LAUSD- PROPOSED SOUT GEPAID: CAC002610576	1723 IMPERIAL HIGHWA	0 - 1/8 (0.000 mi.)	G117	132
SINGJOY CO GEPAID: CAC001033496	11227-11239 WESTERN	0 - 1/8 (0.000 mi.)	A128	149
1X MOBIL OIL #11-KYU GEPAID: CAC000276473	1769 WEST IMPERIAL H	0 - 1/8 (0.000 mi.)	G132	153
DOROTHY BOOKER GEPAID: CAC002805270	1455 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	X139	157
DOROTHY BOOKER GEPAID: CAC002809764	1455 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	X141	158
LA COUNTY SANITATION GEPAID: CAH777001127	1600 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	K154	169
HOUSING AUTHORITY OF GEPAID: CAC001415944	11431 S NORMANDIE AV	0 - 1/8 (0.000 mi.)	S175	189
MIDDLE COLLEGE SENIO GEPAID: CAL000280541	1600 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	K209	222
WIE'S STATION GEPAID: CAL000321020	1769 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G210	222
LA COUNTY SANITATION GEPAID: CAH111000914	1600 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	K222	236
EXXONMOBIL OIL CORPO GEPAID: CAL000050448	1769 WEST IMPERIAL H	0 - 1/8 (0.000 mi.)	G243	249
LAUSD/ ELLINGTON CON GEPAID: CAL000008038	1541 W 110TH ST	NNW 0 - 1/8 (0.013 mi.)	D273	264

Lower Elevation	Address	Direction / Distance	Map ID	Page
JEFFREY WILLIAMS GEPAID: CAC002769095	11100 S NEW HAMPSHIR	0 - 1/8 (0.000 mi.)	C18	15
RUTH JONES GEPAID: CAC002677760	11107 RUTHELEN ST	0 - 1/8 (0.000 mi.)	20	17
ROXANNE LOPEZ GEPAID: CAC002815524	1119 W 111TH ST	0 - 1/8 (0.000 mi.)	25	21
JOANIE MOORE	1455 W 120TH	0 - 1/8 (0.000 mi.)	J34	27

GEPAID: CAC002423831				
EXXONMOBIL OIL CORPO GEPAID: CAL000002305	1377 WEST IMPERIAL	0 - 1/8 (0.000 mi.)	I38	36
LOS ANGELES COUNTY S GEPAID: CAL000359085	1310 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I40	38
ELTINGE AND GRAZIADI GEPAID: CAC000875784	11407-11435 S WESTER	0 - 1/8 (0.000 mi.)	G41	39
ST FRANCIS X CABRINI GEPAID: CAC002623308	1440 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	L46	43
UNOCAL SERVICE STATI GEPAID: CAD981646573	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G48	44
LOS ANGELES COUNTY D GEPAID: CAC002294993	1304 WEST IMPERIAL H	0 - 1/8 (0.000 mi.)	I54	48
LA COUNTY SANITATION GEPAID: CAH111001052	1326 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	S79	75
FOOD 4 LESS #399-STO GEPAID: CAL000320545	11407 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G86	80
JIMMY ANDREWS GEPAID: CAC002744405	11802 S NEW HAMPSHIR	0 - 1/8 (0.000 mi.)	P87	82
FOOD 4 LESS #399 STO GEPAID: CAL000392161	11507 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G89	82
E & G DEVELOPMENT CO GEPAID: CAC002661700	11507 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G94	99
NORMA MEADOWS GEPAID: CAC002596722	1249 POINDEXTER ST	0 - 1/8 (0.000 mi.)	T101	118
VERDUGO CONSTRUCTION GEPAID: CAC002725798	11633 S ST ANDREWS P	0 - 1/8 (0.000 mi.)	U103	119
VERDUGO CONSTRUCTION GEPAID: CAC002723636	11647 S ST ANDREWS P	0 - 1/8 (0.000 mi.)	U104	120
ATHENS GLEN APTS (11 GEPAID: CAC002587632	11515 S BUDLONG AVE	0 - 1/8 (0.000 mi.)	W116	132
EDWARD CARSON GEPAID: CAC002704654	1839 W 117TH ST	0 - 1/8 (0.000 mi.)	U120	144
MASS ELECTRIC CONSTR GEPAID: CAL000350153	1256 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I123	145
GEORGE MANOR AUTO & GEPAID: CAC002550332	1360 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I124	145
LOS ANGELES COUNTY S GEPAID: CAH777000960	1326 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	S125	146
NOAH DWELLING CHILAN GEPAID: CAC002700255	11633 S WESTERN AVE	0 - 1/8 (0.000 mi.)	Q129	150
FNMA GEPAID: CAC002657792	11553 RUTHELEN ST	0 - 1/8 (0.000 mi.)	U140	157
BP WEST COAST PRODUC GEPAID: CAL000225872	11259 S VERMONT	0 - 1/8 (0.000 mi.)	M144	161
FOOD 4 LESS #334	***11407 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***G145***	***163***

GEPAID: CAL000406549				
TESORO STATION 63199 GEPAID: CAL000372948	11259 S VERMONT AVE	0 - 1/8 (0.000 mi.)	M151	166
BARBARA LAWSON GEPAID: CAC002737476	1823 W 117TH ST	0 - 1/8 (0.000 mi.)	Y153	169
VERMONT ARCO GEPAID: CAL000294983	11259 S VERMONT AVE	0 - 1/8 (0.000 mi.)	M157	173
COUNTY OF LOS ANGELE GEPAID: CAC002644050	1326 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	S180	192
LOS ANGELES COUNTY D GEPAID: CAC001063984	1326 WEST IMPERIAL H	0 - 1/8 (0.000 mi.)	S187	196
THRIFTY OIL CO #199 GEPAID: CAL920815554	11259 SOUTH VERMONT	0 - 1/8 (0.000 mi.)	M199	206
FOOD 4 LESS #399-FUE GEPAID: CAL000382169	11533 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G200	207
PENSKE TRUCK LEASING GEPAID: CAL000356737	1310 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I205	211
SHELL GEPAID: CAL000105329	1816 W IMPERIAL	0 - 1/8 (0.000 mi.)	G215	230
EXXONMOBIL OIL CORP GEPAID: CAR000199802	1377 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I216	231
ANNIE ARMSTRONG GEPAID: CAC002574755	11639 S SAINT ANDREW	0 - 1/8 (0.000 mi.)	U224	238
ARCO PRODUCTS COMPAN GEPAID: CAL000187161	11259 S VERMONT	0 - 1/8 (0.000 mi.)	M228	241
CA7E NORMANDIE LLC GEPAID: CAC002771936	11255 S. NORMANDIE A	0 - 1/8 (0.000 mi.)	L233	244
ONE OUR DRY CLEANERS GEPAID: CAD981613110	1852 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G236	245
MARGUERITE WILD GEPAID: CAC002657122	1060 W 117TH ST APT	0 - 1/8 (0.000 mi.)	240	248
KIM'S UNOCAL SERVICE GEPAID: CAL000065709	11404 SO WESTERN AVE	0 - 1/8 (0.000 mi.)	G246	252
WILLIAMS OLIVE GLENN GEPAID: CAC002672122	1535 W 120TH ST	SSW 0 - 1/8 (0.002 mi.)	J250	253
COUNTY OF LOS ANGELE GEPAID: CAC002553358	11911 S VERMONT AVE	ESE 0 - 1/8 (0.008 mi.)	P271	264
SON AUTOMOTIVE GEPAID: CAL000213555	11957 SOUTH VERMONT	SE 0 - 1/8 (0.013 mi.)	P278	269
CASTILLO. MANUEL GEPAID: CAC002773859	2000 W. IMPERIAL HWY	W 0 - 1/8 (0.016 mi.)	AA283	274
ALLIANCE PROPERTY GR GEPAID: CAC002646892	1819 W 120TH ST	SW 0 - 1/8 (0.018 mi.)	H284	275
SOUTHERN CALIFORNIA GEPAID: CAC002596808	1706 W 121ST ST	SSW 0 - 1/8 (0.019 mi.)	AB287	276
SOUTHERN CALIFORNIA	1706 W 121ST ST	SSW 0 - 1/8 (0.019 mi.)	AB288	276

GEPAID: CAC002590505				
SOUTHERN CALIFORNIA GEPAID: CAC002675441	1706 W 121ST ST	SSW 0 - 1/8 (0.019 mi.)	AB290	277
HOWARD SUBSTATION GEPAID: CAC001381224	1706 W 121 ST	SSW 0 - 1/8 (0.019 mi.)	AB291	278
SOUTHERN CA EDISON GEPAID: CAC001330800	1706 W 121ST ST	SSW 0 - 1/8 (0.019 mi.)	AB292	278
SOUTHERN CALIFORNIA GEPAID: CAC002627722	1706 W 121ST ST	SSW 0 - 1/8 (0.019 mi.)	AB293	279
SOUTHERN CALIF EDISO GEPAID: CAC000765720	1706 W 121ST ST	SSW 0 - 1/8 (0.019 mi.)	AB294	280
SOUTHERN CALIFORNIA GEPAID: CAC002609216	1706 W 121ST ST	SSW 0 - 1/8 (0.019 mi.)	AB295	280
LEE STEWART GEPAID: CAC002752357	11925 S WILTON PL	WSW 0 - 1/8 (0.019 mi.)	AD296	281
BERNARD BROCK GEPAID: CAC002771321	11935 S. WILTON PL	WSW 0 - 1/8 (0.026 mi.)	AD301	284
JACKSON, PEGGY GEPAID: CAC002713032	1612 W 120TH ST	SSW 0 - 1/8 (0.027 mi.)	R302	284
EMAD ESKANDOR GEPAID: CAC002743658	2112 W. IMPERIAL HWY	W 0 - 1/8 (0.040 mi.)	AG310	290
ANNA HILL GEPAID: CAC002825251	2118 W IMPERIAL HWY	W 0 - 1/8 (0.040 mi.)	AG311	290
U-HAUL S CENTRAL 713 GEPAID: CAD981640873	11020 S VERMONT AVE	ENE 0 - 1/8 (0.041 mi.)	E313	292
NEBKA STILL GEPAID: CAC002674286	11712 TARRON AVE	WSW 0 - 1/8 (0.044 mi.)	AI325	298
RALPHS GROCERY #266 GEPAID: CAL000320457	11922 S VERMONT AVE	ESE 0 - 1/8 (0.051 mi.)	Z330	301
WALDEMAR CHMIELEWSKI GEPAID: CAL000129916	11510 SOUTH VERMONT	E 0 - 1/8 (0.054 mi.)	AJ332	303
EXXONMOBIL OIL CORP GEPAID: CAL000056127	11400 S VERMONT AVE	E 0 - 1/8 (0.054 mi.)	M339	309
GLORIA WATSON GEPAID: CAC002787375	1259 W 121ST ST	SSE 0 - 1/8 (0.058 mi.)	AE346	321
GEO PETROLEUM INC GEPAID: CAC002555303	1331 W 121ST ST	SSE 0 - 1/8 (0.061 mi.)	AE351	324
THR CALIFORNIA LLC GEPAID: CAC002734617	11515 TARRON AVE	W 0 - 1/8 (0.068 mi.)	AA354	328
JENKINS CONSTRUCTION GEPAID: CAC001204368	1249 109TH PLACE	NNE 0 - 1/8 (0.079 mi.)	359	332
SINGLE GEPAID: CAC002711039	11323 SOUTHWEST BLVD	ENE 0 - 1/8 (0.082 mi.)	M360	334
WASHINGTON NEW PRIMA GEPAID: CAR000126920	***860 W 112TH ST***	***ENE 0 - 1/8 (0.082 mi.)***	***C362***	***336***
MARINA VISTA CHIROPR	12240 VAN NESS BLVD	W 0 - 1/8 (0.083 mi.)	AG363	339

GEPAID: CAL000107669				
1X CHESTER WASHINGTO GEPAID: CAC000786624	1930 W 120TH ST	SW 0 - 1/8 (0.088 mi.)	AD366	342
1X CHESTER WASHINGTO GEPAID: CAC000978776	1930 W 120TH ST	SW 0 - 1/8 (0.088 mi.)	AD367	343
CHESTER WASHINGTON G GEPAID: CAL000180134	***1930 W 120TH ST***	***SW 0 - 1/8 (0.088 mi.)***	***AD369***	***344***
ROY SADLER'S TEXTURE GEPAID: CAC002560795	10924 VERMONT	NE 0 - 1/8 (0.092 mi.)	E375	349
ACOSTA, DOMINIQUE GEPAID: CAC002760237	1043 W 122ND ST	SE 0 - 1/8 (0.103 mi.)	379	351
CURLEY KINCHEN GEPAID: CAC000931144	12118 RAYMOND AVENUE	SSE 0 - 1/8 (0.113 mi.)	AN382	354
JOHANA WHITE GEPAID: CAC002842368	11609 CIMARRON AVE	W 0 - 1/8 (0.117 mi.)	AI384	356
MINNIE MCADOO GEPAID: CAC002822272	11731 CIMARRON AVE	WSW 0 - 1/8 (0.118 mi.)	AI385	356
COMMUNITY DEVELOPMEN GEPAID: CAC002242737	10901 S VERMONT	NE 0 - 1/8 (0.120 mi.)	AO386	357
LAUSD/ CLAY JH GEPAID: CAD982039554	12226 S WESTERN AVE	SSW 0 - 1/8 (0.122 mi.)	AP390	360
MARTHA VARELA GEPAID: CAC002756502	1535 W 122ND ST	S 0 - 1/8 (0.123 mi.)	393	363

CA HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the CA HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 22 CA HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MOBIL #18-KYW (FORME Reg Id: I-06198	1769 IMPERIAL	0 - 1/8 (0.000 mi.)	G95	100
LACCD SOUTHWEST CAMP Reg Id: R-04259	***1600 IMPERIAL HIGHWA***	***0 - 1/8 (0.000 mi.)***	***K207***	***218***
FREMONT INDEMNITY BU Reg Id: 900570089	***1709 008TH ST W***	***NNW 1/8 - 1/4 (0.205 mi.)***	***AT414***	***381***
SHELL #204-4532-0102 Reg Id: 900170116	***1551 007TH ST W***	***N 1/8 - 1/4 (0.250 mi.)***	***AR427***	***392***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS I-105 FWY P Reg Id: 19990002	***NE OF INTRSECTN OF W***	***0 - 1/8 (0.000 mi.)***	***H91***	***85***
UNOCAL #3173 Reg Id: R-03128	***11404 WESTERN AVE S***	***0 - 1/8 (0.000 mi.)***	***G108***	***122***
SHELL	***1550 IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***K142***	***158***

Reg Id: 003001 Reg Id: 3001				
SHELL #204-4539-4008 Reg Id: I-05614	***1816 IMPERIAL HWY W***	***0 - 1/8 (0.000 mi.)***	***G195***	***203***
EXXON #7-3591 (FORME Reg Id: I-03027	***1377 IMPERIAL HWY W***	***0 - 1/8 (0.000 mi.)***	***I206***	***211***
THRIFTY #199 Reg Id: I-20735	***11259 VERMONT AVE S***	***0 - 1/8 (0.000 mi.)***	***M213***	***225***
U-HAUL MOVING CENTER Reg Id: 900440107	11020 VERMONT	ENE 0 - 1/8 (0.041 mi.)	E316	294
MOBIL #18-G4Y FORMER Reg Id: 900440116	11400 VERMONT	E 0 - 1/8 (0.054 mi.)	M337	308
CHESTER WASHINGTON G Reg Id: R-12720	***1930 120TH***	***SW 0 - 1/8 (0.088 mi.)***	***AD370***	***345***
CENTURY AUTOMOTIVE Reg Id: I-21043	10837 VERMONT	NE 1/8 - 1/4 (0.171 mi.)	AO405	374
PACIFIC BELL (A3-600 Reg Id: 900440043	12305 VERMONT	SE 1/8 - 1/4 (0.182 mi.)	AQ408	375
TOSCO - 76 STATION # Reg Id: 900170052	***1307 006TH ST W***	***NNE 1/4 - 1/2 (0.318 mi.)***	***437***	***417***
BP CHEMICAL SILMAR F Reg Id: R-22690	***12335 VAN NESS AVE S***	***SW 1/4 - 1/2 (0.382 mi.)***	***BC448***	***444***
LA CO FIRE STATION # Reg Id: R-12754	1401 105TH	N 1/4 - 1/2 (0.391 mi.)	BB450	447
NORTHROP CORP, ELECT Reg Id: 902510016	***2301 W 120TH ST***	***WSW 1/4 - 1/2 (0.401 mi.)***	***451***	***447***
ARCO #5016 Reg Id: I-05053	12726 WESTERN	SSW 1/4 - 1/2 (0.418 mi.)	BD453	461
ATHENS MAINT. YARD/L Reg Id: R-25887 Reg Id: R-10699	***10426 NORMANDIE AVE***	***N 1/4 - 1/2 (0.423 mi.)***	***BB455***	***465***
CAR SMOG Reg Id: R-05553	***1553 EL SEGUNDO***	***S 1/4 - 1/2 (0.476 mi.)***	***BF458***	***469***

Los Angeles County Industrial Waste and Underground Storage Tank Sites.

A review of the CA LOS ANGELES CO. HMS list, as provided by EDR, and dated 11/14/2016 has revealed that there are 102 CA LOS ANGELES CO. HMS sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
GREEN DOT SCHOOL Facility ID: 012981-046832	11100 S WESTERN AVE	0 - 1/8 (0.000 mi.)	A1	8
AT&T COMMUNICATIONS Facility ID: 012981-013238	11100 S WESTERN AVE	0 - 1/8 (0.000 mi.)	A4	9
AUTO-MAT OIL	11034 S WESTERN AVE	0 - 1/8 (0.000 mi.)	A6	10

Facility ID: 003585-I03707				
JUNG JA LEE Facility ID: 003585-020014	11034 S WESTERN AVE	0 - 1/8 (0.000 mi.)	A11	11
SYLVESTER ROBINSON Facility ID: 026629-036651	11129 S HOBART BLVD	0 - 1/8 (0.000 mi.)	A13	12
LUCY'S DRIVE-IN Facility ID: 027974-050053	1723 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G30	25
MOBIL OIL CORP (DEST Facility ID: 002258-I02336	1735 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G63	62
LUCY'S DRIVE-IN Facility ID: 027974-039440 Facility ID: 027974-054058	1723 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G70	70
CARL'S JR RESTAURANT Facility ID: 018227-025322 Facility ID: 018227-037703 Facility ID: 018227-051654	11224 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G75	71
BASKIN ROBBINS Facility ID: 027974-061901	1723 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G105	120
WIE'S STATION Facility ID: 005984-040650	1769 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G133	153
LA COMMUNITY COLL-AC Facility ID: 004113-I04259	1600 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	K146	164
BASKIN ROBBINS Facility ID: 027974-061891	1723 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G179	192
L A C C DIST-ACCOUNT Facility ID: 004113-004259 Facility ID: 004113-045785	***1600 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***K211***	***223***
DONG CHAN WIE (WIE'S Facility ID: 005984-044887	1769 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G219	233
MOBIL OIL CORP S/S # Facility ID: 005984-006198 Facility ID: 005984-I06198	***1769 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G226***	***239***
CABINO CASTILLO Facility ID: 026650-036697	1562 W 113TH ST	0 - 1/8 (0.000 mi.)	K247	252

Lower Elevation	Address	Direction / Distance	Map ID	Page
THE ONE STEP Facility ID: 028249-039714	11143 S VERMONT AVE	0 - 1/8 (0.000 mi.)	C5	10
TACO VAQUERO Facility ID: 028248-039713 Facility ID: 028248-053761	11001 S VERMONT AVE	0 - 1/8 (0.000 mi.)	E12	12
DEL TACO Facility ID: 025434-034846 Facility ID: 025434-043841 Facility ID: 025434-045591	1816 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G27	23
LA CO DPSS Facility ID: 028939-041212	1819 W 120TH ST	0 - 1/8 (0.000 mi.)	H28	24
LA CO ISD STORAGE BU	1304 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I31	26

Facility ID: 023754-033044				
IMPERIAL HTS LAUNDER Facility ID: 002737-I02826	1821 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G43	41
SHELL SERVICE STATIO Facility ID: 002797-I02888	11255 S NORMANDIE AV	0 - 1/8 (0.000 mi.)	L45	42
EXXON SERVICE STATIO Facility ID: 002926-003027	***1377 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***L50***	***45***
ARCO PRODUCTS #09608 Facility ID: 000394-025087	11259 S VERMONT AVE	0 - 1/8 (0.000 mi.)	M51	46
NUTRICION FUNDAMENTA Facility ID: 027971-039437	1825 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G53	48
UNOCAL CORP SS 3173 Facility ID: 003022-003128 Facility ID: 003022-039074 Facility ID: 003022-044037 Facility ID: 003022-045628 Facility ID: 003022-I03128	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G56	51
TAMIS COFFEE SHOP Facility ID: 004049-I04195	11500 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G57	52
WINCHELL'S DONUT HOU Facility ID: 003066-048554 Facility ID: 003066-055057 Facility ID: 003066-055058 Facility ID: 003066-I03175	1404 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	L59	56
HONG KONG EXPRESS Facility ID: 018875-027063 Facility ID: 018875-038730 Facility ID: 018875-048630	11252 S NORMANDIE AV	0 - 1/8 (0.000 mi.)	L62	61
FOOD 4 LESS #399 Facility ID: 006193-057065	11533 S WESTERN AVE	0 - 1/8 (0.000 mi.)	Q68	69
JOHNNY JO Facility ID: 002797-015822	11255 S NORMANDIE AV	0 - 1/8 (0.000 mi.)	L71	70
HIGH SOCIETY Facility ID: 028276-039743	12000 S WESTERN AVE	0 - 1/8 (0.000 mi.)	H73	71
K-MART Facility ID: 006193-I06409	11533 S WESTERN AVE	0 - 1/8 (0.000 mi.)	Q74	71
EXXON CO USA Facility ID: 002926-I03027	1377 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	L77	75
LA CO SHERIFF ATHENS Facility ID: 031348-048265	1310 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I85	80
CARD OP LAUNDRY Facility ID: 002926-032587	1377 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I90	84
IMPERIAL ARCO Facility ID: 003022-032532	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G106	121
ROBERTO'S TIRE Facility ID: 034864-062232	1017 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	M111	125
A J SUPER LAUNDRY Facility ID: 032380-051976	11252 S NORMANDIE AV	0 - 1/8 (0.000 mi.)	L113	127

Facility ID: 032380-053942 Facility ID: 032380-055481				
PAULEY PETROLEUM INC Facility ID: 002068-I02145	11795 S NORMANDIE AV	0 - 1/8 (0.000 mi.)	V114	128
GEORGE MANOR AUTO & Facility ID: 006463-031995 Facility ID: 006463-I06683	***1360 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***I115***	***128***
IMPERIAL GAS & MART Facility ID: 003022-037690	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G118	133
EL POLLO LOCO RESTAU Facility ID: 006463-037501 Facility ID: 006463-048634 Facility ID: 006463-051635 Facility ID: 006463-051991	1360 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I134	154
MOM'S BBQ Facility ID: 027898-039408 Facility ID: 027898-051598	1050 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	M136	155
SHOEMAKER E P (DEST) Facility ID: 000870-I00909	1400 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	L143	161
FOOD 4 LESS #334 Facility ID: 016307-021447 Facility ID: 016307-046348 Facility ID: 016307-059082	***11407 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***G145***	***163***
EQUILON ENTERPRISES Facility ID: 005413-027137	1816 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G147	164
CA7E NORMANDIE LLC Facility ID: 002797-059521	11255 S NORMANDIE AV	0 - 1/8 (0.000 mi.)	L149	165
LA CO PROBATION DEPT Facility ID: 031444-048726	1330 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I158	174
DR JAMES PEACOCK (DE Facility ID: 003081-I03191	1851 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G159	175
FOOD 4 LESS #399 FUE Facility ID: 006193-057194 Facility ID: 006193-059951	11533 S WESTERN AVE	0 - 1/8 (0.000 mi.)	Q162	177
SPIN CYCLE COIN LAUN Facility ID: 002926-025826	1377 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I164	177
ARCO NEW HAMPSHIRE Facility ID: 024519-033880 Facility ID: 024519-061709	11408 S NEW HAMPSHIR	0 - 1/8 (0.000 mi.)	M170	182
LOUISIANA FRIED CHIC Facility ID: 028367-039853 Facility ID: 028367-053943	11415 S VERMONT AVE	0 - 1/8 (0.000 mi.)	M172	184
SHELL OIL #204-4539- Facility ID: 005413-005614	1816 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G181	192
ELYMM LEONARD DUMP (Facility ID: 000658-I00662	1300 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I182	193
BURGER KING RESTAURA Facility ID: 016670-022200	11239 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G183	193

Facility ID: 016670-048565				
SOUTHWEST BOWL Facility ID: 028275-039742 Facility ID: 028275-049326 Facility ID: 028275-058153	11633 S WESTERN AVE	0 - 1/8 (0.000 mi.)	Q185	194
CALIFORNIA TARGET EN Facility ID: 000394-000396 Facility ID: 000394-020735 Facility ID: 000394-036261 Facility ID: 000394-056796 Facility ID: 000394-056867 **Additional key fields are available in the Map Findings section*	11259 S VERMONT AVE	0 - 1/8 (0.000 mi.)	M186	195
FOOD 4 LESS #399 Facility ID: 033869-058095	11507 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G188	196
ASOMUGHA FOUNDATION Facility ID: 028275-057824	11633 S WESTERN AVE	0 - 1/8 (0.000 mi.)	Q197	206
TEXACO INC (DEST) Facility ID: 004308-I04464	11521 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G203	210
GULF SERVICE STATION Facility ID: 006056-I06271	1010 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	M204	210
MARK SHULMAN (DEST) Facility ID: 002326-I02405	11215 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G208	221
DEL TACO Facility ID: 025434-052161 Facility ID: 025434-052162	1816 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G214	230
THE FOUNDATION CENTE Facility ID: 028275-057832	11633 S WESTERN AVE	0 - 1/8 (0.000 mi.)	Q218	233
CHURCH'S FRIED CHICK Facility ID: 028274-039741 Facility ID: 028274-053759	11251 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G225	239
SUPER WASH'N DRY Facility ID: 033283-055672	1834 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G227	241
ARCO #09608 Facility ID: 000394-037330	11259 S VERMONT AVE	0 - 1/8 (0.000 mi.)	M231	242
BAILEY CONST CO DUMP Facility ID: 000735-I00744	11900 S WESTERN AVE	0 - 1/8 (0.000 mi.)	H235	245
KC SHELL Facility ID: 005413-026300 Facility ID: 005413-I05614	1816 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G245	251
WHITE FLOWER NURSERY Facility ID: 013585-013976 Facility ID: 013585-014041 Facility ID: 013585-027942 Facility ID: 013585-055896	1535 W 120TH ST	SSW 0 - 1/8 (0.002 mi.)	J252	255
SANTA FE ENERGY RESO Facility ID: 002135-I02212	1601 W 120TH ST	SSW 0 - 1/8 (0.002 mi.)	R253	256
GEO PETROLEUM Facility ID: 002135-022571 Facility ID: 002135-044905	1601 W 120TH ST	SSW 0 - 1/8 (0.002 mi.)	R254	256
KELT OIL & GAS INC	1601 W 120TH ST	SSW 0 - 1/8 (0.002 mi.)	R255	256

Facility ID: 002135-021924				
GULF SERVICE STATION Facility ID: 005347-I05547	12024 S WESTERN AVE	SW 0 - 1/8 (0.002 mi.)	H256	257
COUNTRY CLUB CAR WAS Facility ID: 005347-020777	12024 S WESTERN AVE	SW 0 - 1/8 (0.002 mi.)	H257	257
GIANT WASHERS Facility ID: 032402-052007	11809 S VERMONT AVE	ESE 0 - 1/8 (0.003 mi.)	Z258	257
EL RANCHO MARKET Facility ID: 015578-059388	11805 S VERMONT AVE	ESE 0 - 1/8 (0.003 mi.)	Z259	258
GUADALAJARA MEAT MAR Facility ID: 015578-022319 Facility ID: 015578-044489 Facility ID: 015578-048568 Facility ID: 015578-049026 Facility ID: 015578-049397 **Additional key fields are available in the Map Findings section*	11805 S VERMONT AVE	ESE 0 - 1/8 (0.003 mi.)	Z260	258
EL RANCHO MARKET Facility ID: 015578-059386	11805 S VERMONT AVE	ESE 0 - 1/8 (0.003 mi.)	Z261	259
SHASTA PAN OIL CO Facility ID: 016855-022542	1411 W 120TH ST	S 0 - 1/8 (0.004 mi.)	J262	259
PETRO LEWIS (SEE FIL Facility ID: 000672-I00676 Facility ID: 000672-I00976	1405 W 120TH ST	SSE 0 - 1/8 (0.004 mi.)	J264	261
ETNA'S FISH MARKET Facility ID: 028250-061099	11175 S VERMONT AVE	ENE 0 - 1/8 (0.007 mi.)	C267	262
ETNA'S FISH MARKET Facility ID: 028250-039715	11175 S VERMONT AVE	ENE 0 - 1/8 (0.007 mi.)	C268	262
VERMONT DONUT Facility ID: 034688-061615	11405 S VERMONT AVE	E 0 - 1/8 (0.008 mi.)	M269	262
SEE 002227-I02305 (D Facility ID: 000442-I00444	1840 W 121ST ST	SW 0 - 1/8 (0.013 mi.)	AB280	270
CURTIS TRANSMISSION Facility ID: 016582-022050 Facility ID: 016582-045414	10981 S VERMONT AVE	NE 0 - 1/8 (0.030 mi.)	E303	285
B & L AUTO CENTER Facility ID: 018835-027007	11422 S VERMONT AVE	E 0 - 1/8 (0.045 mi.)	M327	299
ELITE CITY COMPLEX Facility ID: 018835-057196	11422 S VERMONT AVE	E 0 - 1/8 (0.045 mi.)	M328	299
JIM DANDY FRIED CHIC Facility ID: 028251-039716 Facility ID: 028251-053762	11328 S VERMONT AVE	ENE 0 - 1/8 (0.052 mi.)	M331	303
SANTA FE ENERGY CO Facility ID: 005610-I05816	1333 W 121ST ST	SSE 0 - 1/8 (0.058 mi.)	AE347	321
GEO PETROLEUM GEDDES Facility ID: 005610-022570 Facility ID: 005610-050819 Facility ID: 005610-050867	1333 W 121ST ST	SSE 0 - 1/8 (0.058 mi.)	AE348	322
KELT OIL & GAS	1333 W 121ST ST	SSE 0 - 1/8 (0.058 mi.)	AE349	322

Facility ID: 005610-021744 Facility ID: 005610-045184				
GEO PETROLEUM HOWARD Facility ID: 028783-040896	1426 W 121ST ST	S 0 - 1/8 (0.084 mi.)	J364	341
CHESTER WASHINGTON G Facility ID: 012556-061158	1930 W 120TH ST	SW 0 - 1/8 (0.088 mi.)	AD371	346
LA CO P&R CHESTER L Facility ID: 012556-012720	1930 W 120TH ST	SW 0 - 1/8 (0.088 mi.)	AD372	346
CHESTER WASHINGTON G Facility ID: 012556-049161 Facility ID: 012556-049165	1930 W 120TH ST	SW 0 - 1/8 (0.088 mi.)	AD374	348
LA CO VERMONT CHILDC Facility ID: 018538-026073 Facility ID: 018538-054227	10911 S VERMONT AVE	NE 0 - 1/8 (0.105 mi.)	E380	352
US CARPET CLEANING C Facility ID: 003023-I03129	1326 W 109TH ST	NNE 0 - 1/8 (0.122 mi.)	AF391	362

CA HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the CA HWP list, as provided by EDR, and dated 11/21/2016 has revealed that there are 9 CA HWP sites within approximately 1.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
TELEDYNE RELAYS EPA Id: CAD990833006 Cleanup Status: PROTECTIVE FILER	***12525 DAPHNE AVENUE***	***SW 1/2 - 1 (0.563 mi.)***	***BL484***	***592***
NORTHROP CORPORATION EPA Id: CAD000627331 Cleanup Status: KNOWN GENERATORS	***13215 S WESTERN AVEN***	***SSW 1/2 - 1 (0.747 mi.)***	***505***	***664***
NORTHROP CORP AIRCRA EPA Id: CAD000627638 Cleanup Status: PROTECTIVE FILER	***2815 W EL SEGUNDO***	***SW 1/2 - 1 (0.784 mi.)***	***510***	***678***
NORTHROP CORPORATION EPA Id: CAD000627455 Cleanup Status: PROTECTIVE FILER	12540 SOUTH CRENSHAW	WSW 1/2 - 1 (0.831 mi.)	BP514	700
OSI OPTOELECTRONICS, EPA Id: CAD097476709 Cleanup Status: NON-OPERATING	***12525 CHADRON AVENUE***	***WSW 1 - 2 (1.019 mi.)***	***BT523***	***726***
HITCO CARBON COMPOSI EPA Id: CAD000631747 Cleanup Status: PROTECTIVE FILER	***1600 W. 135TH***	***S 1 - 2 (1.036 mi.)***	***525***	***734***
NORTHROP GRUMMAN COR EPA Id: CAD000627752 Cleanup Status: PROTECTIVE FILER	***3201 W 131ST ST***	***WSW 1 - 2 (1.044 mi.)***	***526***	***769***
NORTHROP CORP/AIRCRA EPA Id: CAD000627513 Cleanup Status: KNOWN GENERATORS	***12921 SO CRENSHAW***	***SW 1 - 2 (1.045 mi.)***	***BU527***	***773***
NORTHROP GRUMMAN COR	3133 W 131ST ST	SW 1 - 2 (1.067 mi.)	BU532	798

EPA Id: CAD000627695
Cleanup Status: PROTECTIVE FILER

CA NPDES: A listing of NPDES permits, including stormwater.

A review of the CA NPDES list, as provided by EDR, and dated 11/14/2016 has revealed that there are 8 CA NPDES sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
OLIVE GLEN Facility Status: Terminated	1535 WEST 120TH STRE	0 - 1/8 (0.000 mi.)	J65	63
LOS ANGELES SOUTHWES Facility Status: Historical	***1600 WEST IMPERIAL H***	***0 - 1/8 (0.000 mi.)***	***K119***	***133***
L A SOUTHWEST COLLEG	1600 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	K177	190
LACCD SOUTHWEST CAMP Facility Status: Terminated	***1600 IMPERIAL HIGHWA***	***0 - 1/8 (0.000 mi.)***	***K207***	***218***

Lower Elevation	Address	Direction / Distance	Map ID	Page
DEPT OF PUBLIC SOCIA	1819 120TH ST	0 - 1/8 (0.000 mi.)	H29	24
TERRACINA FAMILY APA Facility Status: Terminated	1218 W IMPERIAL HIGH	0 - 1/8 (0.000 mi.)	I76	72
FOOD 4 LESS Facility Status: Terminated	11507 S WESTERN	0 - 1/8 (0.000 mi.)	G167	179
BUDLONG PLANT SITE R	1141 W 122ND ST	SE 0 - 1/8 (0.107 mi.)	381	352

CA PEST LIC: A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

A review of the CA PEST LIC list, as provided by EDR, and dated 12/06/2016 has revealed that there is 1 CA PEST LIC site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LASHAN L SHANNON	1133 W. 119TH STREET	0 - 1/8 (0.000 mi.)	O93	99

CA Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the CA Notify 65 list, as provided by EDR, and dated 12/16/2016 has revealed that there are 4 CA Notify 65 sites within approximately 1.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL SERVICE STATIO	1550 IMPERIAL HWY	0 - 1/8 (0.000 mi.)	K237	247

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL	3101 W. IMPERIAL	W 1/2 - 1 (0.606 mi.)	BM497	650
Not reported	130TH ST & VERMONT	SSE 1/2 - 1 (0.648 mi.)	502	660

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
OSI OPTOELECTRONICS	***12525 CHADRON AVE***	***WSW 1 - 2 (1.019 mi.)***	***BT522***	***721***

The Los Angeles County Site Mitigation Log comes from Community Health Services.

A review of the LA Co. Site Mitigation list, as provided by EDR, and dated 03/29/2016 has revealed that there are 2 LA Co. Site Mitigation sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES SOUTHWES Case ID: RO0000173 Facility Id: FA0014296 Site ID: SD0000169	***1600 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***K42***	***39***

Lower Elevation	Address	Direction / Distance	Map ID	Page
STORM-LA/120TH Case ID: RO0001602 Site ID: SD0000604	1449 W 120TH ST	0 - 1/8 (0.000 mi.)	J230	242

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 12/11/2016 has revealed that there are 14 ECHO sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC BELL	***11100 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***A16***	***13***
STANLEY FRANCOIS	***11103 S LA SALLE AVE***	***0 - 1/8 (0.000 mi.)***	***F21***	***17***
ELLINGTON CONTINUATI	***1541 W 110TH STREET***	***NNW 0 - 1/8 (0.013 mi.)***	***D275***	***266***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ONE HOUR CLEANERS	***1852 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***G66***	***65***
WEST ATHENS ELEMENTA	***1110 W 119TH ST***	***0 - 1/8 (0.000 mi.)***	***P67***	***67***
EXXONMOBIL OIL CORP	1377 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I78	75
MIDDLE COLLEGE HIGH	***11750 SOUTH WESTERN***	***0 - 1/8 (0.000 mi.)***	***Y138***	***156***
FOOD 4 LESS-FUEL CEN	***11533 S WESTERN AVE***	***0 - 1/8 (0.000 mi.)***	***Q194***	***202***
TESORO GASOLINE DIGA	***1300 W IMPERIAL HWY***	***0 - 1/8 (0.000 mi.)***	***I221***	***234***
VERMONT CLEANERS	***11949 S VERMONT AVE***	***SE 0 - 1/8 (0.013 mi.)***	***P276***	***267***
ANGELES SAWDUST PROD	***850 E 111TH ST***	***ENE 0 - 1/8 (0.064 mi.)***	***C352***	***325***
WASHINGTON NEW PRIMA	***860 W 112TH ST***	***ENE 0 - 1/8 (0.082 mi.)***	***C362***	***336***
LAUSD-CIMARRON AVE E	***11559 CIMARRON AVENU***	***W 0 - 1/8 (0.100 mi.)***	***AM378***	***351***
LAUSD-CLAY MIDDLE SC	***12226 S. WESTERN AVE***	***SSW 0 - 1/8 (0.122 mi.)***	***AP388***	***358***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 32 EDR Hist Auto sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1452 W 110TH PL	0 - 1/8 (0.000 mi.)	D7	10
Not reported	1769 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G107	121
Not reported	1429 W 113TH ST	0 - 1/8 (0.000 mi.)	L121	144
Not reported	10911 S WESTERN AVE	NW 1/8 - 1/4 (0.131 mi.)	AK395	366
Not reported	10714 S WESTERN AVE	NNW 1/8 - 1/4 (0.242 mi.)	AT422	391
Not reported	1414 W 107TH ST	N 1/8 - 1/4 (0.245 mi.)	AS423	391

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	11017 S VERMONT AVE	0 - 1/8 (0.000 mi.)	C10	11
Not reported	11021 S VERMONT AVE	0 - 1/8 (0.000 mi.)	C23	19
RINGHEIM P M MRS	11259 S VERMONT AVE	0 - 1/8 (0.000 mi.)	M47	43
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
Not reported	1360 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	I176	189
Not reported	11404 S WESTERN AVE	0 - 1/8 (0.000 mi.)	G198	206
Not reported	11007 S VERMONT AVE	0 - 1/8 (0.001 mi.)	E248	253
Not reported	11019 S VERMONT AVE	0 - 1/8 (0.001 mi.)	C249	253
Not reported	11953 S VERMONT AVE	SE 0 - 1/8 (0.013 mi.)	P277	268
SOWADZKI R M	10981 S VERMONT AVE	NE 0 - 1/8 (0.030 mi.)	E304	285
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
THOMAS E S	11308 S VERMONT AVE	ENE 0 - 1/8 (0.035 mi.)	M307	288
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
RINGHEIM N A	11136 S VERMONT AVE	ENE 0 - 1/8 (0.038 mi.)	C308	289
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
HULTON C P	11100 S VERMONT AVE	ENE 0 - 1/8 (0.041 mi.)	C321	296
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
ROOT EDW	12000 S VERMONT AVE	SE 0 - 1/8 (0.042 mi.)	AH322	297
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
ATHENS SUPER SERVICE	12000 S VERMONT	SE 0 - 1/8 (0.042 mi.)	AH323	297
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
CAUGHEY B A	12000 S VERMONT AV	SE 0 - 1/8 (0.042 mi.)	AH324	297
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
Not reported	11422 S VERMONT AVE	E 0 - 1/8 (0.045 mi.)	M326	298
Not reported	11400 S VERMONT AVE	E 0 - 1/8 (0.054 mi.)	M333	304
WISE J A	849 W IMPERIAL HWY	E 0 - 1/8 (0.098 mi.)	M376	349
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
RONALD GRANT SERVI	10895 S VERMONT	NE 1/8 - 1/4 (0.134 mi.)	AO396	366
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
COOK MC DONALD	10895 S VERMONT AVE	NE 1/8 - 1/4 (0.134 mi.)	AO397	367
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
Not reported	10816 S VERMONT AVE	NE 1/8 - 1/4 (0.161 mi.)	AO400	369
DENNY E A	10839 S VERMONT AVE	NE 1/8 - 1/4 (0.170 mi.)	AO401	369
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
SWAGERTY H C	10837 S VERMONT AVE	NE 1/8 - 1/4 (0.171 mi.)	AO402	369
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
Not reported	10720 S VERMONT AVE	NE 1/8 - 1/4 (0.246 mi.)	AV424	392
SUPERIOR BRAKE AND W	717 W 11TH ST	ENE 1/8 - 1/4 (0.249 mi.)	425	392
Database: EDR Hist Auto, Date of Government Version: 02/20/2007				
Not reported	720 W IMPERIAL HWY	E 1/8 - 1/4 (0.249 mi.)	AW426	392

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 15 EDR Hist Cleaner sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LAZARUS CHAS	11085 S WESTERN AVE	0 - 1/8 (0.000 mi.)	A8	11
Database: EDR Hist Cleaner, Date of Government Version: 02/20/2007				
ICHIKAWA J	1411 W 10TH ST	N 0 - 1/8 (0.011 mi.)	D272	264
Database: EDR Hist Cleaner, Date of Government Version: 02/20/2007				
Not reported	1339 W 109TH ST	NNE 1/8 - 1/4 (0.141 mi.)	AF398	367
Not reported	10714 S WESTERN AVE	NNW 1/8 - 1/4 (0.242 mi.)	AT421	390

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1053 W 111TH ST	0 - 1/8 (0.000 mi.)	E15	13
Not reported	1852 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G32	26
Not reported	1665 W BRUIN ST	0 - 1/8 (0.000 mi.)	R69	69
Not reported	1834 W IMPERIAL HWY	0 - 1/8 (0.000 mi.)	G92	98
Not reported	11252 S NORMANDIE AV	0 - 1/8 (0.000 mi.)	L166	178
Not reported	11602 S WILTON PL	0 - 1/8 (0.000 mi.)	U178	191
Not reported	11411 S VERMONT AVE	E 0 - 1/8 (0.008 mi.)	M270	263
Not reported	10808 S VERMONT AVE	NE 1/8 - 1/4 (0.173 mi.)	AO406	374
Not reported	1224 W 107TH ST	NNE 1/8 - 1/4 (0.223 mi.)	AU418	390
BONE F D	1210 W 107TH ST	NNE 1/8 - 1/4 (0.226 mi.)	AU419	390
Database: EDR Hist Cleaner, Date of Government Version: 02/20/2007				
BONE FLOYD	1119 W 107TH ST	NNE 1/8 - 1/4 (0.250 mi.)	428	405
Database: EDR Hist Cleaner, Date of Government Version: 02/20/2007				

EXECUTIVE SUMMARY

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

CA RGA LF: The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

A review of the CA RGA LF list, as provided by EDR, has revealed that there is 1 CA RGA LF site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SAMUELSON, ERIC	11920 SO WESTERN AVE	0 - 1/8 (0.000 mi.)	H196	206

CA RGA LUST: The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

A review of the CA RGA LUST list, as provided by EDR, has revealed that there are 15 CA RGA LUST sites within approximately 0.125 miles of the target property.

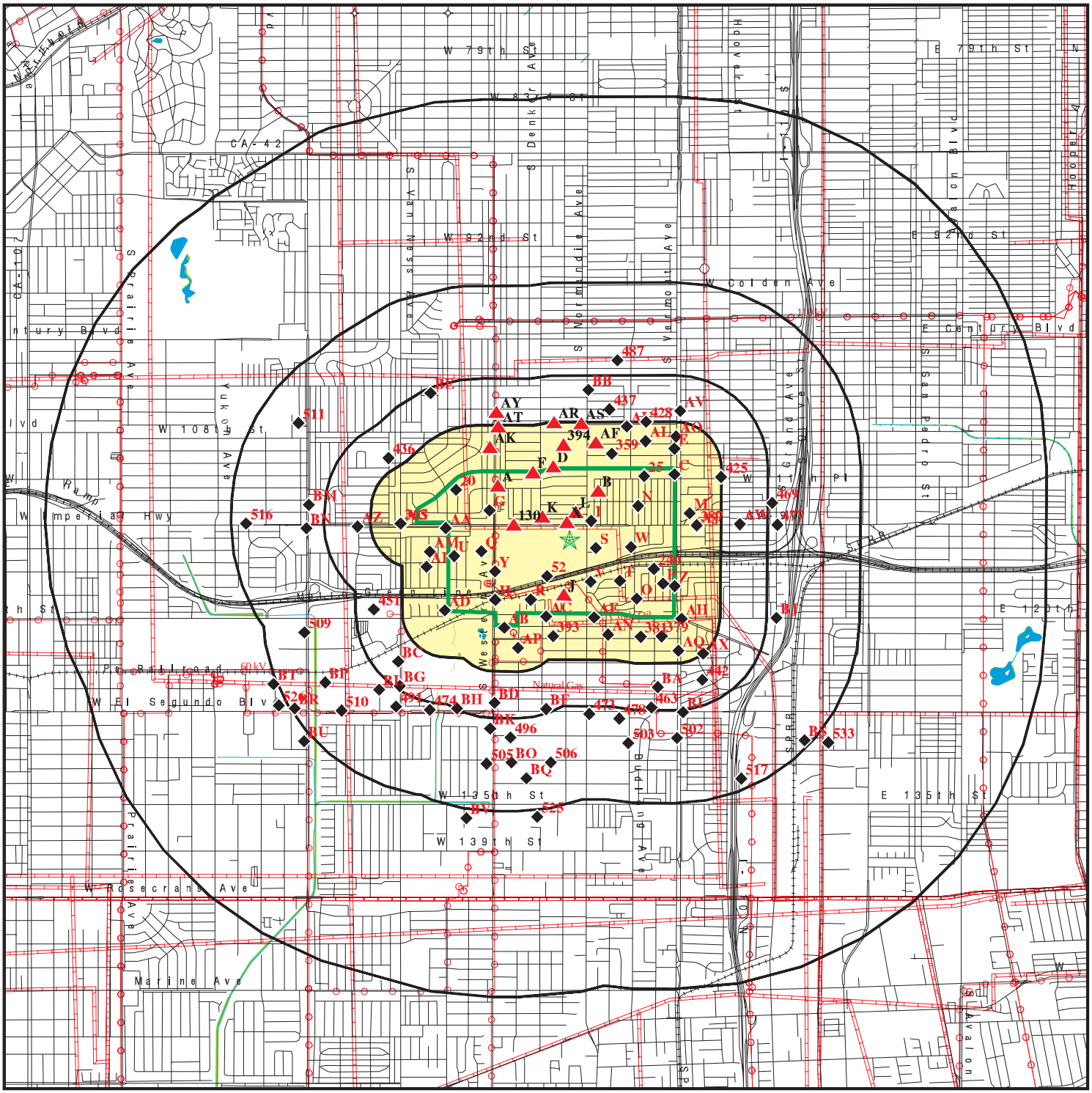
Lower Elevation	Address	Direction / Distance	Map ID	Page
THIRTY OIL CO.	11259 VERMONT AVE S	0 - 1/8 (0.000 mi.)	M80	77
UNOCAL S.S. #3173	11404 WESTERN AVE.,	0 - 1/8 (0.000 mi.)	G81	77
UNOCAL SS #3173	11404 WESTERN AVE S	0 - 1/8 (0.000 mi.)	G83	78
LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN	0 - 1/8 (0.000 mi.)	G165	178
UNOCAL #3173	11404 WESTERN AVE S	0 - 1/8 (0.000 mi.)	G191	197
THRIFTY #199	11259 VERMONT AVE S	0 - 1/8 (0.000 mi.)	M202	210
THRIFTY #	11259 VERMONT AVE S	0 - 1/8 (0.000 mi.)	M229	242
ARROWHEAD MTN SPRING	13109 BUDLONG AVE S	SE 0 - 1/8 (0.006 mi.)	O266	262
U-HAUL MOVING CENTER	11020 VERMONT AVE S	ENE 0 - 1/8 (0.041 mi.)	E314	292
U-HAUL MOVING CENTER	11020 VERMONT AVENUE	ENE 0 - 1/8 (0.041 mi.)	E318	295
MOBIL 18-G4Y	11400 VERMONT AVE. S	E 0 - 1/8 (0.054 mi.)	M338	308
MOBIL OIL CORPORATIO	11400 VERMONT AVE.,	E 0 - 1/8 (0.054 mi.)	M340	310
MOBIL #11-G4Y	11400 VERMONT AVE S	E 0 - 1/8 (0.054 mi.)	M342	319
MOBIL OIL CORPORATIO	11400 VERMONT AVE S	E 0 - 1/8 (0.054 mi.)	M343	319
CHESTER WASHINGTON G	1930 W 120TH ST	SW 0 - 1/8 (0.088 mi.)	AD368	344

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 14 records.

Site Name	Database(s)
	CA CDL
	CA CDL
	CA CDL
ALCO PACIFIC INC.	SEMS-ARCHIVE, CORRACTS, RCRA NonGen / NLR
ERIC N. SAMUELSON	CA SWF/LF
SOUTHERN CALIFORNIA DISPOSAL	CA SWF/LF
NORTHROP - ANAHEIM	CA SLIC
CALTRANS - TRANSIT CENTER	CA SLIC
CALTRANS - TRANSIT CENTER	CA SLIC
CALTRANS I-105 FREEWAY PROJECT 4,	CA BOND EXP. PLAN
CALTRANS I-105 FREEWAY PROJECT 3,	CA BOND EXP. PLAN
SOUTH REGION ES #1 SITE 5 5640014	CA ENVIROSTOR, CA SCH
SOUTH LOS ANGELES HIGH SCHOOL NO.	CA ENVIROSTOR, CA SCH
AERODYNAMIC PLATING CO., INC. #3	CA ENVIROSTOR

OVERVIEW MAP - 4897032.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/2 1 2 Miles

Indian Reservations BIA

Power transmission lines

Pipelines

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: West Athens TOD	CLIENT: PlaceWorks
ADDRESS: 1563 S Denker Ave Los Angeles CA 90047	CONTACT: Michael Milroy INQUIRY #: 4897032.2s
LAT/LONG: 33.929722 / 118.301944	DATE: April 03, 2017 2:46 pm

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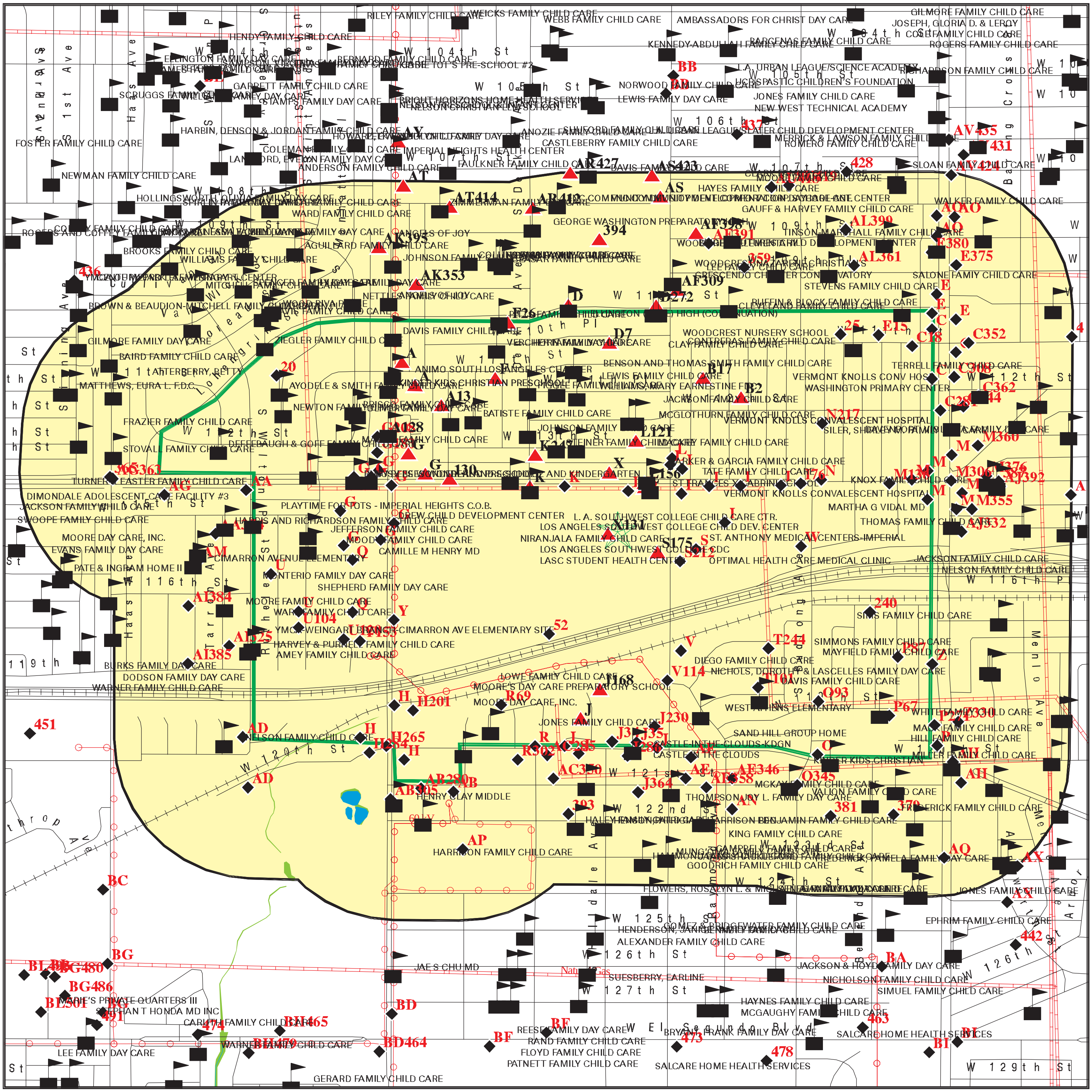
DETAIL MAP - 4897032.2S



0 1/8 1/4 1/2 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	West Athens TOD	CLIENT:	PlaceWorks
ADDRESS:	1563 S Denker Ave	CONTACT:	Michael Milroy
	Los Angeles CA 90047	INQUIRY #:	4897032.2s
LAT/LONG:	33.929722 / 118.301944	DATE:	April 03, 2017 2:52 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.125		0	0	0	0	0	0
Proposed NPL	1.125		0	0	0	0	0	0
NPL LIENS	0.125		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.125		0	0	0	0	0	0
Federal CERCLIS list								
FEDERAL FACILITY	0.625		0	0	0	0	NR	0
SEMS	0.625		1	0	0	1	NR	2
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.625		0	0	3	1	NR	4
Federal RCRA CORRACTS facilities list								
CORRACTS	1.125		0	0	0	1	1	2
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.625		0	0	0	1	NR	1
Federal RCRA generators list								
RCRA-LQG	0.375		6	2	1	NR	NR	9
RCRA-SQG	0.375		7	1	3	NR	NR	11
RCRA-CESQG	0.375		0	0	0	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.625		0	0	0	0	NR	0
US ENG CONTROLS	0.625		0	0	0	0	NR	0
US INST CONTROL	0.625		0	0	0	0	NR	0
Federal ERNS list								
ERNS	0.125		4	NR	NR	NR	NR	4
State- and tribal - equivalent NPL								
CA RESPONSE	1.125		2	0	0	1	0	3
State- and tribal - equivalent CERCLIS								
CA ENVIROSTOR	1.125		7	1	4	22	9	43
State and tribal landfill and/or solid waste disposal site lists								
CA SWF/LF	0.625		6	0	1	0	NR	7
State and tribal leaking storage tank lists								
CA LUST	0.625		16	8	12	15	NR	51

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.625		0	0	0	0	NR	0
CA SLIC	0.625		0	0	3	8	NR	11
State and tribal registered storage tank lists								
FEMA UST	0.375		0	0	0	NR	NR	0
CA UST	0.375		4	0	1	NR	NR	5
CA AST	0.375		3	0	1	NR	NR	4
INDIAN UST	0.375		0	0	0	NR	NR	0
State and tribal voluntary cleanup sites								
CA VCP	0.625		0	0	0	1	NR	1
INDIAN VCP	0.625		0	0	0	0	NR	0
State and tribal Brownfields sites								
CA BROWNFIELDS	0.625		0	0	0	0	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.625		0	0	1	3	NR	4
Local Lists of Landfill / Solid Waste Disposal Sites								
CA WMUDS/SWAT	0.625		5	0	0	2	NR	7
CA SWRCY	0.625		1	0	0	2	NR	3
CA HAULERS	0.125		1	NR	NR	NR	NR	1
INDIAN ODI	0.625		0	0	0	0	NR	0
DEBRIS REGION 9	0.625		0	0	0	0	NR	0
ODI	0.625		0	0	0	0	NR	0
IHS OPEN DUMPS	0.625		0	0	0	0	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
CA AOCONCERN	1.125		0	0	0	0	0	0
US HIST CDL	0.125		0	NR	NR	NR	NR	0
CA HIST Cal-Sites	1.125		2	0	0	1	0	3
CA SCH	0.375		4	1	1	NR	NR	6
CA CDL	0.125		3	NR	NR	NR	NR	3
CA Toxic Pits	1.125		0	0	0	0	0	0
US CDL	0.125		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA SWEEPS UST	0.375		17	3	1	NR	NR	21
CA HIST UST	0.375		17	2	5	NR	NR	24
CA FID UST	0.375		10	0	1	NR	NR	11
Local Land Records								
CA LIENS	0.125		0	NR	NR	NR	NR	0
LIENS 2	0.125		0	NR	NR	NR	NR	0
CA DEED	0.625		2	0	0	1	NR	3

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Records of Emergency Release Reports								
HMIRS	0.125		2	NR	NR	NR	NR	2
CA CHMIRS	0.125		13	NR	NR	NR	NR	13
CA LDS	0.125		2	NR	NR	NR	NR	2
CA MCS	0.125		0	NR	NR	NR	NR	0
CA SPILLS 90	0.125		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.375		2	1	1	NR	NR	4
FUDS	1.125		0	0	0	0	0	0
DOD	1.125		0	0	0	0	0	0
SCRD DRYCLEANERS	0.625		0	0	0	0	NR	0
US FIN ASSUR	0.125		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.125		0	NR	NR	NR	NR	0
2020 COR ACTION	0.375		0	0	0	NR	NR	0
TSCA	0.125		0	NR	NR	NR	NR	0
TRIS	0.125		0	NR	NR	NR	NR	0
SSTS	0.125		0	NR	NR	NR	NR	0
ROD	1.125		0	0	0	0	0	0
RMP	0.125		0	NR	NR	NR	NR	0
RAATS	0.125		0	NR	NR	NR	NR	0
PRP	0.125		0	NR	NR	NR	NR	0
PADS	0.125		0	NR	NR	NR	NR	0
ICIS	0.125		0	NR	NR	NR	NR	0
FTTS	0.125		1	NR	NR	NR	NR	1
MLTS	0.125		0	NR	NR	NR	NR	0
COAL ASH DOE	0.125		0	NR	NR	NR	NR	0
COAL ASH EPA	0.625		0	0	0	0	NR	0
PCB TRANSFORMER	0.125		0	NR	NR	NR	NR	0
RADINFO	0.125		0	NR	NR	NR	NR	0
HIST FTTS	0.125		1	NR	NR	NR	NR	1
DOT OPS	0.125		0	NR	NR	NR	NR	0
CONSENT	1.125		0	0	0	0	0	0
INDIAN RESERV	1.125		0	0	0	0	0	0
FUSRAP	1.125		0	0	0	0	0	0
UMTRA	0.625		0	0	0	0	NR	0
LEAD SMELTERS	0.125		0	NR	NR	NR	NR	0
US AIRS	0.125		0	NR	NR	NR	NR	0
US MINES	0.375		0	0	0	NR	NR	0
FINDS	0.125		28	NR	NR	NR	NR	28
UXO	1.125		0	0	0	0	0	0
DOCKET HWC	0.125		0	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.125		0	0	0	0	0	0
CA Cortese	0.625		2	0	0	1	NR	3
CA CUPA Listings	0.375		0	0	0	NR	NR	0
CA DRYCLEANERS	0.375		0	0	2	NR	NR	2
CA EMI	0.125		5	NR	NR	NR	NR	5
CA ENF	0.125		1	NR	NR	NR	NR	1
CA Financial Assurance	0.125		0	NR	NR	NR	NR	0
CA HAZNET	0.125		102	NR	NR	NR	NR	102

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CA HIST CORTESE	0.500		11	4	7	NR	NR	22
CA LOS ANGELES CO. HMS	0.125		102	NR	NR	NR	NR	102
CA HWP	1.125		0	0	0	4	5	9
CA HWT	0.375		0	0	0	NR	NR	0
NY MANIFEST	0.250		0	0	NR	NR	NR	0
CA MINES	0.125		0	NR	NR	NR	NR	0
CA MWMP	0.375		0	0	0	NR	NR	0
CA NPDES	0.125		8	NR	NR	NR	NR	8
CA PEST LIC	0.125		1	NR	NR	NR	NR	1
CA PROC	0.625		0	0	0	0	NR	0
CA Notify 65	1.125		1	0	0	2	1	4
LA Co. Site Mitigation	0.125		2	NR	NR	NR	NR	2
CA UIC	0.125		0	NR	NR	NR	NR	0
CA WASTEWATER PITS	0.625		0	0	0	0	NR	0
CA WDS	0.125		0	NR	NR	NR	NR	0
CA WIP	0.375		0	0	0	NR	NR	0
ECHO	0.125		14	NR	NR	NR	NR	14
FUELS PROGRAM	0.375		0	0	0	NR	NR	0
ABANDONED MINES	0.500		0	0	0	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.125		0	0	0	0	0	0
EDR Hist Auto	0.250		21	11	NR	NR	NR	32
EDR Hist Cleaner	0.250		9	6	NR	NR	NR	15
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
CA RGA LF	0.125		1	NR	NR	NR	NR	1
CA RGA LUST	0.125		15	NR	NR	NR	NR	15
- Totals --		0	462	40	48	67	16	633

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **GREEN DOT SCHOOL** **CA LOS ANGELES CO. HMS** **S108147405**
11100 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 13 in cluster A

Relative:
Higher

Actual:
218 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	012981-046832
Facility Type:	01
Facility Status:	Permit
Area:	29
Permit Number:	000520773
Permit Status:	Permit

B2 **HOME SAVINGS OF AMERICA** **CA HAZNET** **S113172248**
11151 RAYMOND AVENUE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 1 of 2 in cluster B

Relative:
Higher

Actual:
212 ft.

HAZNET:

envid:	S113172248
Year:	1995
GEPAID:	CAP600927508
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	Not reported
Mailing City,St,Zip:	000000000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	.5000
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	0

A3 **LOS ANGELES TSPS** **CA SWEEPS UST** **S101617525**
11100 S WESTERN AVE **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 2 of 13 in cluster A

Relative:
Higher

Actual:
218 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	3863
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported

LOS ANGELES TSPS (Continued) **S101617525**

Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19051008
Regulated By:	UTNKA
Regulated ID:	00055846
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8180000000
Mail To:	Not reported
Mailing Address:	17200 S VERMONT AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	INGLEWOOD 90301
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

Facility ID:	19051008
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4154606500
Mail To:	Not reported
Mailing Address:	11100 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900470000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

A4 **AT&T COMMUNICATIONS** **CA LOS ANGELES CO. HMS** **S104538752**
11100 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 3 of 13 in cluster A

Relative:
Higher

Actual:
218 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	012981-013238
Facility Type:	0
Facility Status:	Removed
Area:	29

AT&T COMMUNICATIONS (Continued) **S104538752**

Permit Number: 00005003T
Permit Status: Removed

C5 **THE ONE STEP** **CA LOS ANGELES CO. HMS** **S106025759**
11143 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 1 of 14 in cluster C

Relative: Lower
Actual: 194 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 028249-039714
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

A6 **AUTO-MAT OIL** **CA LOS ANGELES CO. HMS** **U003059846**
11034 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 4 of 13 in cluster A

Relative: Higher
Actual: 214 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 003585-I03707
Facility Type: 00
Facility Status: Closed
Area: 29
Permit Number: 000001637
Permit Status: Closed

D7 **EDR Hist Auto** **1015230647**
1452 W 110TH PL **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 5 in cluster D

Relative: Higher
Actual: 228 ft.

EDR Historical Auto Stations:
Name: AUTO MATED ANALYSTIC INC
Year: 2003
Address: 1452 W 110TH PL

A8 **LAZARUS CHAS** **EDR Hist Cleaner** **1009190288**
11085 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 5 of 13 in cluster A

Relative:
Higher

Actual:
210 ft.

EDR Historical Cleaners:

Name:	LAZARUS CHAS
Year:	1929
Type:	CLOTHES PRESSERS CLEANERS AND REPAIRERS

A9 **AT & T COMMUNICATIONS INC** **CA SWEEPS UST** **S106922916**
11100 S WESTERN AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 6 of 13 in cluster A

Relative:
Higher

Actual:
211 ft.

SWEEPS UST:

Status:	Active
Comp Number:	13238
Number:	9
Board Of Equalization:	Not reported
Referral Date:	03-21-91
Action Date:	03-21-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

C10 **EDR Hist Auto** **1015153937**
11017 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 2 of 14 in cluster C

Relative:
Lower

Actual:
188 ft.

EDR Historical Auto Stations:

Name:	BROTHERS AUTO REPAIR
Year:	2005
Address:	11017 S VERMONT AVE

A11 **JUNG JA LEE** **CA LOS ANGELES CO. HMS** **S102061990**
11034 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 7 of 13 in cluster A

Relative:
Higher

Actual:
214 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	003585-020014
Facility Type:	0

JUNG JA LEE (Continued) **S102061990**

Facility Status: Removed
Area: 29
Permit Number: 0000T6399
Permit Status: Removed

E12 **TACO VAQUERO** **CA LOS ANGELES CO. HMS** **S106025725**
11001 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 1 of 15 in cluster E

Relative:
Lower

Actual:
186 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 028248-039713
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000528268
Permit Status: Permit

Region: LA
Permit Category: Not reported
Facility Id: 028248-053761
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

A13 **SYLVESTER ROBINSON** **CA LOS ANGELES CO. HMS** **S105193699**
11129 S HOBART BLVD **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 8 of 13 in cluster A

Relative:
Higher

Actual:
227 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 026629-036651
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

A14 **LOS ANGELES TSPS** **CA HIST UST** **U001561937**
11100 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 9 of 13 in cluster A

Relative:
Higher

Actual:
218 ft.

HIST UST:

File Number:	00026136
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026136.pdf
Region:	STATE
Facility ID:	00000055846
Facility Type:	Other
Other Type:	COMMUNICATIONS
Contact Name:	DISTRICT MGR.-BLDGS. & R.E.
Telephone:	4154606500
Owner Name:	A.T.&T. COMMUNICATIONS, INC.,
Owner Address:	5925 W. LAS POISTAS BLVD.
Owner City,St,Zip:	PLEASANTON, CA 94566
Total Tanks:	0001
Tank Num:	001
Container Num:	B56L109
Year Installed:	1969
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	3/16
Leak Detection:	None

Click here for Geo Tracker PDF:

E15 **EDR Hist Cleaner** **1014971400**
1053 W 111TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 2 of 15 in cluster E

Relative:
Lower

Actual:
196 ft.

EDR Historical Cleaners:

Name:	CRUZ CARPET CLEANING
Year:	2003
Address:	1053 W 111TH ST
Name:	CRUZ CARPET CLEANERS
Year:	2004
Address:	1053 W 111TH ST

A16 **PACIFIC BELL** **RCRA NonGen / NLR** **1000250305**
11100 S WESTERN AVE **FINDS** **CAT080018807**
< 1/8 **LOS ANGELES, CA 90047** **ECHO**
1 ft.

Site 10 of 13 in cluster A

Relative:
Higher

Actual:
218 ft.

RCRA NonGen / NLR:

Date form received by agency:	09/02/1997
Facility name:	PACIFIC BELL
Facility address:	11100 S WESTERN AVE LOS ANGELES, CA 90047
EPA ID:	CAT080018807

PACIFIC BELL (Continued) **1000250305**

Mailing address: 500 S MAIN S TOWER BOCC RM 260
ORANGE, CA 92668
Contact: ENVIRONMENTAL MANAGER
Contact address: 11100 S WESTERN AVE
LOS ANGELES, CA 90047
Contact country: US
Contact telephone: (714) 972-5116
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: THE PACIFIC TELEPHONE AND TELEGRAPH CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Site name: PACIFIC BELL
Classification: Small Quantity Generator

Date form received by agency: 01/15/1981
Site name: PACIFIC BELL
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002948231

Environmental Interest/Information System

PACIFIC BELL (Continued) **1000250305**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:

Envid:	1000250305
Registry ID:	110002948231
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110002948231

B17 **DRUCILLA KING** **CA HAZNET** **S112929433**
11129 MARIPOSA AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 2 of 2 in cluster B

Relative: Higher

Actual: 216 ft.

HAZNET:

envid:	S112929433
Year:	2003
GEPAID:	CAC002564568
Contact:	DRUCILLA KING
Telephone:	3237774347
Mailing Name:	Not reported
Mailing Address:	11129 MARIPOSA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90044
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

C18 **JEFFREY WILLIAMS** **CA HAZNET** **S118208702**
11100 S NEW HAMPSHIRE AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 3 of 14 in cluster C

Relative: Lower

Actual: 193 ft.

HAZNET:

envid:	S118208702
Year:	2014
GEPAID:	CAC002769095
Contact:	JEFFREY WILLIAMS
Telephone:	3104939609
Mailing Name:	Not reported
Mailing Address:	11100 S NEW HAMPSHIRE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900441537
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99

JEFFREY WILLIAMS (Continued) **S118208702**

Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.8
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

A19 **GVCSD-ANIMO HIGH SCHOOL** **CA HAZNET** **S112952720**
11100 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 11 of 13 in cluster A

Relative:
Higher

Actual:
218 ft.

HAZNET:
envid: S112952720
Year: 2006
GEPAID: CAC002602452
Contact: STEVE SEAR EXT 22
Telephone: 3106730887
Mailing Name: Not reported
Mailing Address: 304 E SPRUCE AVE
Mailing City,St,Zip: INGLEWOOD, CA 90301
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Not reported
Tons: 0.5
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S112952720
Year: 2006
GEPAID: CAC002602452
Contact: STEVE SEAR EXT 22
Telephone: 3106730887
Mailing Name: Not reported
Mailing Address: 304 E SPRUCE AVE
Mailing City,St,Zip: INGLEWOOD, CA 90301
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 0.67
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

20 **RUTH JONES** **CA HAZNET** **S112994877**
11107 RUTHELEN ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Relative:
Lower

Actual:
177 ft.

HAZNET:

envid:	S112994877
Year:	2011
GEPAID:	CAC002677760
Contact:	RUTH JONES
Telephone:	3237545526
Mailing Name:	Not reported
Mailing Address:	11107 RUTHELEN ST
Mailing City,St,Zip:	LOS ANGELES, CA 900474722
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S112994877
Year:	2011
GEPAID:	CAC002677760
Contact:	RUTH JONES
Telephone:	3237545526
Mailing Name:	Not reported
Mailing Address:	11107 RUTHELEN ST
Mailing City,St,Zip:	LOS ANGELES, CA 900474722
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

F21 **STANLEY FRANCOIS** **FINDS** **1008230921**
11103 S LA SALLE AVE **ECHO** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 3 in cluster F

Relative:
Higher

Actual:
231 ft.

FINDS:

Registry ID: 110021005892

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and

STANLEY FRANCOIS (Continued) **1008230921**

corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

ECHO:

Envid:	1008230921
Registry ID:	110021005892
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110021005892

A22 **AUTOMAT1** **CA HIST UST** **U001563879**
11034 S WESTERN **N/A**
< 1/8 **INGLEWOOD, CA 90304**
1 ft.

Site 12 of 13 in cluster A

Relative: Higher

Actual: 214 ft.

HIST UST:

File Number:	000265FD
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000265FD.pdf
Region:	STATE
Facility ID:	00000060950
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	2134261371
Owner Name:	AUTOMATOIL
Owner Address:	2360 PACIFIC AVE. SUITE A
Owner City,St,Zip:	LONG BEACH, CA 90806
Total Tanks:	0006
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None

AUTOMAT1 (Continued) **U001563879**

Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	005
Container Num:	5
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	006
Container Num:	6
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

C23 **EDR Hist Auto** **1015154210**
N/A

< 1/8
1 ft.

11021 S VERMONT AVE
LOS ANGELES, CA 90044

Site 4 of 14 in cluster C

Relative:
Lower

Actual:
188 ft.

EDR Historical Auto Stations:

Name:	BROTHERS AUTO REPAIR
Year:	2003
Address:	11021 S VERMONT AVE

F24 **STANLEY FRANCOIS** **RCRA-SQG** **1008194364**
CA HAZNET **CAC002563875**

< 1/8
1 ft.

11103 S LA SALLE AVE
LOS ANGELES, CA 90047

Site 2 of 3 in cluster F

Relative:
Higher

Actual:
231 ft.

RCRA-SQG:

Date form received by agency:	05/27/2004
Facility name:	STANLEY FRANCOIS
Facility address:	11103 S LA SALLE AVE LOS ANGELES, CA 90047
EPA ID:	CAC002563875
Contact:	STANLEY FRANCOIS
Contact address:	Not reported Not reported
Contact country:	US

STANLEY FRANCOIS (Continued) **1008194364**

Contact telephone: (323) 779-5105
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: STANLEY FRANCOIS
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/14/2003
Owner/Op end date: Not reported

Owner/operator name: STANLEY FRANCOIS
Owner/operator address: 11103 S LA SALLE AVE
LOS ANGELES, CA 90047
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 04/14/2003
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 05/27/2004
Site name: STANLEY FRANCOIS
Classification: Large Quantity Generator

. Waste code: D008
. Waste name: LEAD

STANLEY FRANCOIS (Continued) **1008194364**

Violation Status: No violations found

HAZNET:

envid:	1008194364
Year:	2003
GEPAID:	CAC002563875
Contact:	STANLEY FRANCOIS
Telephone:	3236326670
Mailing Name:	Not reported
Mailing Address:	11103 S LA SALLE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90047
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	8.42
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

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25 **ROXANNE LOPEZ** **CA HAZNET** **S118919345**
1119 W 111TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Relative:
Lower

Actual:
201 ft.

HAZNET:

envid:	S118919345
Year:	2015
GEPAID:	CAC002815524
Contact:	ROXANNE LOPEZ
Telephone:	2135904943
Mailing Name:	Not reported
Mailing Address:	1119 W 111TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900441512
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	6.9
Cat Decode:	Asbestos containing waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

F26 | **CA CHMIRS** | **S109036540**
N/A

< 1/8
1 ft.

1616 W. 110TH STREET
LOS ANGELES, CA 91770

Site 3 of 3 in cluster F

Relative:
Higher

Actual:
236 ft.

CHMIRS:

OES Incident Number:	7-5320
OES notification:	09/02/2007
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2007
Agency:	So Cal Edison
Incident Date:	9/2/2007 12:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Residence
E Date:	Not reported
Substance:	Mineral Oil w/Potential PCB's
Gallons:	2
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported

(Continued) **S109036540**

Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Pole top transformer failed due to weather.

G27 **DEL TACO** **CA LOS ANGELES CO. HMS** **U003061471**
1816 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	025434-034846
Facility Type:	01
Facility Status:	Closed
Area:	29
Permit Number:	000317979
Permit Status:	Closed

Region:	LA
Permit Category:	I
Facility Id:	025434-043841
Facility Type:	01
Facility Status:	Closed
Area:	29
Permit Number:	000437307
Permit Status:	Closed

Region:	LA
Permit Category:	S
Facility Id:	025434-045591
Facility Type:	S5
Facility Status:	Closed
Area:	29
Permit Number:	000527172
Permit Status:	Closed

H28 **LA CO DPSS** **CA LOS ANGELES CO. HMS** **S106915133**
1819 W 120TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 13 in cluster H

Relative:
Lower

Actual:
147 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	028939-041212
Facility Type:	S4
Facility Status:	Permit
Area:	29
Permit Number:	000426551
Permit Status:	Permit

H29 **DEPT OF PUBLIC SOCIAL SERVICES WESTERN FACILITY** **CA NPDES** **S117698836**
1819 120TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 2 of 13 in cluster H

Relative:
Lower

Actual:
147 ft.

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	188080
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C326653
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Terminated
STATUS DATE:	6/13/2006
PLACE SIZE:	3
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	RICK Schutter
FACILITY CONTACT TITLE:	Project Superintendent
FACILITY CONTACT PHONE:	3232921605
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Vermont Village Human Service Corp
OPERATOR ADDRESS:	7901 S Vermont Ave
OPERATOR CITY:	Los Angeles
OPERATOR STATE:	California
OPERATOR ZIP:	90044
OPERATOR CONTACT NAME:	ANGELA Evans
OPERATOR CONTACT TITLE:	President

DEPT OF PUBLIC SOCIAL SERVICES WESTERN FACILITY (Continued) **S117698836**

OPERATOR CONTACT PHONE:	323-565-4135
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Alliance Property Group Inc
DEVELOPER ADDRESS:	4340 Leimert Blvd Ste 202
DEVELOPER CITY:	Los Angeles
DEVELOPER STATE:	California
DEVELOPER ZIP:	90008
DEVELOPER CONTACT NAME:	Harley Searcy
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	323-292-1605
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Y
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Rick Schutter
CERTIFIER TITLE:	Project Superintendent
CERTIFICATION DATE:	11-MAR-04
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

G30 **LUCY'S DRIVE-IN** **CA LOS ANGELES CO. HMS** **S108740998**
1723 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 2 of 78 in cluster G

Relative:
Higher

Actual:
212 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	027974-050053
Facility Type:	0
Facility Status:	Removed
Area:	29
Permit Number:	000538307
Permit Status:	Removed

I31 **LA CO ISD STORAGE BUILDING** **CA LOS ANGELES CO. HMS** **S104733941**
1304 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 1 of 27 in cluster I

Relative:
Lower

Actual:
206 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	023754-033044
Facility Type:	1
Facility Status:	Removed
Area:	29
Permit Number:	000289293
Permit Status:	Removed

G32 **EDR Hist Cleaner** **1015008281**
1852 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 3 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

EDR Historical Cleaners:

Name:	ONE HOUR DRY CLEANERS
Year:	2001
Address:	1852 W IMPERIAL HWY

G33 **SOUTH REGION HIGHSCHOOL #6** **CA HAZNET** **S112963578**
1723 IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 4 of 78 in cluster G

Relative:
Higher

Actual:
212 ft.

HAZNET:

envid:	S112963578
Year:	2007
GEPAID:	CAC002620071
Contact:	SOE AUNG
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900171466
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	1.37
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

J34 **JOANIE MOORE** **CA HAZNET** **S112918399**
1455 W 120TH **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 18 in cluster J

Relative:
Lower

Actual:
197 ft.

HAZNET:

envid:	S112918399
Year:	2001
GEPAID:	CAC002423831
Contact:	ANDREW MCGEE/PW STEPHENS
Telephone:	7148922028
Mailing Name:	Not reported
Mailing Address:	1455 W 120TH
Mailing City,St,Zip:	LOS ANGELES, CA 900470000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

J35 **POWER RUN OIL MOSER LEASE** **FINDS** **1016426523**
1423 W 120TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 2 of 18 in cluster J

Relative:
Lower

Actual:
197 ft.

FINDS:

Registry ID: 110055760500

Environmental Interest/Information System
STATE MASTER

G36 **MOBIL #18-KYW (FORMER #11-KYW)** **CA LUST** **S104406566**
1769 IMPERIAL HWY W **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 5 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

LUST:

Region:	STATE
Global Id:	T0603741174
Latitude:	33.931327
Longitude:	-118.308625
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/24/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JW
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-06198A
LOC Case Number:	Not reported

MOBIL #18-KYW (FORMER #11-KYW) (Continued) **S104406566**

File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603741174
Contact Type:	Regional Board Caseworker
Contact Name:	JIMMIE WOO
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jwoo@waterboards.ca.gov
Phone Number:	2135766600

Global Id:	T0603741174
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603741174
Status:	Open - Case Begin Date
Status Date:	05/22/2003

Global Id:	T0603741174
Status:	Open - Site Assessment
Status Date:	05/22/2003

Global Id:	T0603741174
Status:	Open - Site Assessment
Status Date:	04/20/2005

Global Id:	T0603741174
Status:	Open - Site Assessment
Status Date:	06/08/2007

Global Id:	T0603741174
Status:	Completed - Case Closed
Status Date:	03/24/2010

Regulatory Activities:

Global Id:	T0603741174
Action Type:	Other
Date:	05/22/2003
Action:	Leak Discovery

Global Id:	T0603741174
Action Type:	Other
Date:	05/22/2003
Action:	Leak Stopped

MOBIL #18-KYW (FORMER #11-KYW) (Continued) **S104406566**

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2007
Action: Well Installation Report

Global Id: T0603741174
Action Type: RESPONSE
Date: 04/20/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603741174
Action Type: RESPONSE
Date: 07/15/2005
Action: Well Installation Report

Global Id: T0603741174
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603741174
Action Type: Other
Date: 05/22/2003
Action: Leak Reported

Global Id: T0603741174
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: ENFORCEMENT

MOBIL #18-KYW (FORMER #11-KYW) (Continued) **S104406566**

Date: 12/23/2003
Action: Staff Letter

Global Id: T0603741174
Action Type: ENFORCEMENT
Date: 09/18/2009
Action: Staff Letter

Global Id: T0603741174
Action Type: ENFORCEMENT
Date: 02/18/2010
Action: Site Visit / Inspection / Sampling

Global Id: T0603741174
Action Type: ENFORCEMENT
Date: 02/25/2010
Action: Notification - Preclosure

Global Id: T0603741174
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2006
Action: Well Installation Report

Global Id: T0603741174
Action Type: RESPONSE
Date: 06/08/2007
Action: Soil and Water Investigation Workplan

Global Id: T0603741174
Action Type: ENFORCEMENT
Date: 03/24/2010
Action: Closure/No Further Action Letter

Global Id: T0603741174
Action Type: RESPONSE
Date: 01/15/2009
Action: Conceptual Site Model

Global Id: T0603741174
Action Type: RESPONSE
Date: 07/15/2008
Action: Conceptual Site Model

MOBIL #18-KYW (FORMER #11-KYW) (Continued) **S104406566**

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2007
Action: Conceptual Site Model

Global Id: T0603741174
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 04/15/2008
Action: Conceptual Site Model

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: REMEDIATION
Date: 04/16/2001
Action: Soil Vapor Extraction (SVE)

Global Id: T0603741174
Action Type: REMEDIATION
Date: 10/01/1990
Action: Excavation

Global Id: T0603741174
Action Type: ENFORCEMENT
Date: 05/02/2005
Action: Staff Letter

Global Id: T0603741174
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE

MOBIL #18-KYW (FORMER #11-KYW) (Continued) **S104406566**

Date: 11/27/2009
Action: Soil and Water Investigation Report

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2009
Action: Conceptual Site Model

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 04/15/2008
Action: Interim Remedial Action Plan

Global Id: T0603741174
Action Type: RESPONSE
Date: 01/15/2008
Action: Conceptual Site Model

Global Id: T0603741174
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603741174
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603741174
Action Type: RESPONSE
Date: 09/01/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603741174
Action Type: RESPONSE
Date: 04/15/2009
Action: Conceptual Site Model

Global Id: T0603741174
Action Type: RESPONSE
Date: 07/15/2009
Action: Conceptual Site Model

Global Id: T0603741174
Action Type: ENFORCEMENT
Date: 08/06/2007
Action: 13267 Requirement

MOBIL #18-KYW (FORMER #11-KYW) (Continued) **S104406566**

Global Id:	T0603741174
Action Type:	ENFORCEMENT
Date:	07/31/2007
Action:	Staff Letter
Global Id:	T0603741174
Action Type:	RESPONSE
Date:	02/20/2004
Action:	Other Report / Document

Region:	STATE
Global Id:	T0603703180
Latitude:	33.931327
Longitude:	-118.308625
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/19/1998
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	Not reported
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-06198
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603703180
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603703180
Status:	Open - Case Begin Date
Status Date:	01/02/1989
Global Id:	T0603703180
Status:	Open - Site Assessment
Status Date:	01/02/1989
Global Id:	T0603703180
Status:	Open - Site Assessment
Status Date:	03/02/1989
Global Id:	T0603703180
Status:	Open - Remediation
Status Date:	03/01/1990

MOBIL #18-KYW (FORMER #11-KYW) (Continued) **S104406566**

Global Id: T0603703180
Status: Open - Remediation
Status Date: 05/08/1991

Global Id: T0603703180
Status: Completed - Case Closed
Status Date: 03/19/1998

Regulatory Activities:
Global Id: T0603703180
Action Type: Other
Date: 03/26/1991
Action: Leak Stopped

Global Id: T0603703180
Action Type: Other
Date: 03/26/1991
Action: Leak Reported

Global Id: T0603703180
Action Type: Other
Date: 03/26/1991
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-06198
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603703180
W Global ID: Not reported
Staff: EHI
Local Agency: 19000
Cross Street: WESTERN
Enforcement Type: Not reported
Date Leak Discovered: 3/26/1991
Date Leak First Reported: 3/26/1991
Date Leak Record Entered: 5/22/1991
Date Confirmation Began: Not reported
Date Leak Stopped: 3/26/1991
Date Case Last Changed on Database: 8/27/1998
Date the Case was Closed: 3/19/1998
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: LUCAS, DEANNIE
Water System: Not reported
Well Name: Not reported

MOBIL #18-KYW (FORMER #11-KYW) (Continued) **S104406566**

Approx. Dist To Production Well (ft): 2648.61141951558189597723458 67
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: 1/2/1989
Preliminary Site Assessment Began: 3/2/1989
Pollution Characterization Began: Not reported
Remediation Plan Submitted: 3/1/1990
Remedial Action Underway: 5/8/1991
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: MOBIL OIL CORP.
RP Address: 3700 W 190TH ST., TPT2, TORRANCE CA 90509-2929
Program: LUST
Lat/Long: 33.9311067 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: PLUME HAS MOVED OFFSITE, GW @ 103' TO WNW, MTBE=ND 08/26/97 - 2ND QTR PROGRESS RPT 1997 11/05/97 - 3RD QTR PROGRESS RPT 1997 08/27/98 - WELL ABANDONMENT REPORT

G37 **UNOCAL CORP** **CA SWEEPS UST** **U003780343**
11404 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90011**
1 ft.

Site 6 of 78 in cluster G

Relative: Lower

Actual: 208 ft.

SWEEPS UST:
Status: Active
Comp Number: 8319
Number: 1
Board Of Equalization: Not reported
Referral Date: 09-23-93
Action Date: 09-23-93
Created Date: 09-23-93
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

I38 **EXXONMOBIL OIL CORPORATION #73591** **CA HAZNET** **S113022448**
1377 WEST IMPERIAL **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 2 of 27 in cluster I

Relative:
Lower

Actual:
200 ft.

HAZNET:

envid:	S113022448
Year:	2003
GEPAID:	CAL000002305
Contact:	DALE VIATOR, ENVT'L ADVISOR
Telephone:	2816548470
Mailing Name:	Not reported
Mailing Address:	16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip:	HOUSTON, TX 770600000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	0.2
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113022448
Year:	2002
GEPAID:	CAL000002305
Contact:	DALE VIATOR, ENVT'L ADVISOR
Telephone:	2816548470
Mailing Name:	Not reported
Mailing Address:	16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip:	HOUSTON, TX 770600000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.08
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113022448
Year:	2002
GEPAID:	CAL000002305
Contact:	DALE VIATOR, ENVT'L ADVISOR
Telephone:	2816548470
Mailing Name:	Not reported
Mailing Address:	16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip:	HOUSTON, TX 770600000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	0.12
Cat Decode:	Not reported
Method Decode:	Not reported

EXXONMOBIL OIL CORPORATION #73591 (Continued) **S113022448**

Facility County: Los Angeles

envid: S113022448
Year: 2001
GEPAID: CAL000002305
Contact: DALE VIATOR, ENVT'L ADVISOR
Telephone: 2816548470
Mailing Name: Not reported
Mailing Address: 16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip: HOUSTON, TX 770600000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.14
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113022448
Year: 2000
GEPAID: CAL000002305
Contact: DALE VIATOR, ENVT'L ADVISOR
Telephone: 2816548470
Mailing Name: Not reported
Mailing Address: 16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip: HOUSTON, TX 770600000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.89
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

K39 **PROPOSED SOUTH REGION HIGH SCHOOL #6** **FINDS** **1010728383**
1600 WEST IMPERIAL HIGHWAY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 14 in cluster K

Relative: Higher

Actual: 209 ft.

FINDS:

Registry ID: 110033612570

Environmental Interest/Information System
California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response,

PROPOSED SOUTH REGION HIGH SCHOOL #6 (Continued) **1010728383**

including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

I40 **LOS ANGELES COUNTY SHERIFF'S DEPT SOUTH LA STATION** **CA HAZNET** **S118232107**
1310 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 3 of 27 in cluster I

Relative:
Lower

Actual:
205 ft.

HAZNET:

envid:	S118232107
Year:	2015
GEPAID:	CAL000359085
Contact:	JOEY MANALAYSAY
Telephone:	6263003000
Mailing Name:	Not reported
Mailing Address:	1000 S FREMONT AVE, BLDG A9 E
Mailing City,St,Zip:	ALHAMBRA, CA 918038878
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.045
Cat Decode:	Other inorganic solid waste
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S118232107
Year:	2014
GEPAID:	CAL000359085
Contact:	JOEY MANALAYSAY
Telephone:	6263003000
Mailing Name:	Not reported
Mailing Address:	1000 S FREMONT AVE, BLDG A9 E
Mailing City,St,Zip:	ALHAMBRA, CA 918038878
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.005
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

G41 **ELTINGE AND GRAZIADIO DEV COMPANY** **CA HAZNET** **S112849169**
11407-11435 S WESTERN ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 7 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

HAZNET:

envid:	S112849169
Year:	1993
GEPAID:	CAC000875784
Contact:	ELTINGE AND GRAZIADIO DEV CO
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9920 S LA CIENGA BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903010000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	42.1400000000
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

K42 **LOS ANGELES SOUTHWEST COLLEGE** **CA HAZNET** **S113012307**
1600 W IMPERIAL HWY **LA Co. Site Mitigation** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 2 of 14 in cluster K

Relative:
Higher

Actual:
209 ft.

HAZNET:

envid:	S113012307
Year:	2015
GEPAID:	CAD982014946
Contact:	ALLISON MAH
Telephone:	3232415238
Mailing Name:	Not reported
Mailing Address:	1600 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900474810
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.048
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	S113012307
Year:	2015
GEPAID:	CAD982014946
Contact:	ALLISON MAH
Telephone:	3232415238
Mailing Name:	Not reported
Mailing Address:	1600 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900474810

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S113012307**

Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1815
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	S113012307
Year:	2015
GEPAID:	CAD982014946
Contact:	ALLISON MAH
Telephone:	3232415238
Mailing Name:	Not reported
Mailing Address:	1600 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900474810
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.417
Cat Decode:	Unspecified oil-containing waste
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	S113012307
Year:	2015
GEPAID:	CAD982014946
Contact:	ALLISON MAH
Telephone:	3232415238
Mailing Name:	Not reported
Mailing Address:	1600 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900474810
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.005
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S113012307
Year:	2015
GEPAID:	CAD982014946
Contact:	ALLISON MAH
Telephone:	3232415238

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S113012307**

Mailing Name:	Not reported
Mailing Address:	1600 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900474810
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.038
Cat Decode:	Waste oil and mixed oil
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
94 additional CA_HAZNET: record(s) in the EDR Site Report.

LA Co. Site Mitigation:

Facility ID:	FA0014296
Site ID:	SD0000169
Jurisdiction:	Not reported
Case ID:	RO0000173
Abated:	Yes
Assigned To:	Shahin Nourishad
Entered Date:	Not reported
Abated Date:	11/21/2007

G43 **IMPERIAL HTS LAUNDERETTE(DEST)** **CA LOS ANGELES CO. HMS** **U003059061**
1821 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 8 of 78 in cluster G

Relative:
Lower

Actual:
202 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	002737-I02826
Facility Type:	00
Facility Status:	Closed
Area:	29
Permit Number:	000000672
Permit Status:	Closed

L44 **EXXON SERVICE STATION** **CA HIST UST** **U001561760**
1377 IMPERIAL **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 1 of 19 in cluster L

Relative:
Lower

Actual:
203 ft.

HIST UST:

File Number:	00026592
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026592.pdf
Region:	STATE
Facility ID:	00000029166
Facility Type:	Gas Station

EXXON SERVICE STATION (Continued) **U001561760**

Other Type:	Not reported
Contact Name:	KUNG KIM
Telephone:	2137797817
Owner Name:	EXXON COMPANY U.S.A.
Owner Address:	16945 NORTHCHASE BLVD.
Owner City,St,Zip:	HOUSTON, TX 77210
Total Tanks:	0004
Tank Num:	001
Container Num:	1
Year Installed:	1969
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	1969
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	3
Year Installed:	1969
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	1969
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

L45 **SHELL SERVICE STATION** **CA LOS ANGELES CO. HMS** **U003059117**
11255 S NORMANDIE AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 2 of 19 in cluster L

Relative:
Lower

Actual:
205 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	002797-I02888
Facility Type:	00
Facility Status:	Closed

SHELL SERVICE STATION (Continued) **U003059117**

Area: 29
Permit Number: 000000523
Permit Status: Closed

L46 **ST FRANCIS X CABRINI CHURCH** **CA HAZNET** **S112965623**
1440 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 3 of 19 in cluster L

Relative:
Lower

Actual:
207 ft.

HAZNET:

envid:	S112965623
Year:	2007
GEPAID:	CAC002623308
Contact:	JOHN CHI
Telephone:	2136377850
Mailing Name:	Not reported
Mailing Address:	3424 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90010
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	1.2
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

M47 **RINGHEIM P M MRS** **EDR Hist Auto** **1009080860**
11259 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 1 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

EDR Historical Auto Stations:

Name:	RINGHEIM P M MRS
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	ARCO
Year:	2010
Address:	11259 S VERMONT AVE

G48 **UNOCAL SERVICE STATION #3173** **CA HAZNET** **S113008953**
11404 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 9 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

HAZNET:

envid:	S113008953
Year:	1994
GEPAID:	CAD981646573
Contact:	UNOCAL
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	PO BOX 2390
Mailing City,St,Zip:	BREA, CA 928222390
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Recycler
Tons:	9.5000
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113008953
Year:	1994
GEPAID:	CAD981646573
Contact:	UNOCAL
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	PO BOX 2390
Mailing City,St,Zip:	BREA, CA 928222390
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	2.2935
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113008953
Year:	1994
GEPAID:	CAD981646573
Contact:	UNOCAL
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	PO BOX 2390
Mailing City,St,Zip:	BREA, CA 928222390
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Not reported
Tons:	9.5000
Cat Decode:	Not reported
Method Decode:	Not reported

UNOCAL SERVICE STATION #3173 (Continued) **S113008953**

Facility County: Los Angeles

N49 **HMIRS** **93020217**
1151 W. IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 1 of 3 in cluster N

Relative:
Lower

Click this hyperlink while viewing on your computer to access additional HMIRS detail in the EDR Site Report.

Actual:
186 ft.

L50 **EXXON SERVICE STATION** **CA SWEEPS UST** **S101629787**
1377 W IMPERIAL HWY **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90044** **CA LOS ANGELES CO. HMS**
1 ft.

Site 4 of 19 in cluster L

Relative:
Lower

Actual:
203 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	3943
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19003362
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137797817
Mail To:	Not reported
Mailing Address:	1377 W IMPERIAL HWY
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900440000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

LOS ANGELES CO. HMS:

Region:	LA

EXXON SERVICE STATION (Continued) **S101629787**

Permit Category: T
Facility Id: 002926-003027
Facility Type: 0
Facility Status: Removed
Area: 29
Permit Number: 00004531T
Permit Status: Removed

M51 **ARCO PRODUCTS #09608** **CA LOS ANGELES CO. HMS** **S103317374**
11259 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 2 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 000394-025087
Facility Type: 0
Facility Status: Closed
Area: 29
Permit Number: 000197132
Permit Status: Closed

---

52 **NORMANDY MOUND CAL TRANS SITE #16** **SEMS** **1000295669**
CORNER OF NORMANDY AVE AND SW COLLEGE **CAD982391708**
< 1/8 **LOS ANGELES, CA 90012**
1 ft.

Relative:
Lower

Actual:
182 ft.

SEMS:
Site ID: 903702
EPA ID: CAD982391708
Federal Facility: N
NPL: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

Following information was gathered from the prior CERCLIS update completed in 10/2013:
Site ID: 0903702
EPA ID: CAD982391708
Facility County: LOS ANGELES
Short Name: NORMANDY MOUND CAL TRANS
Congressional District: 24
IFMS ID: Not reported
SMSA Number: 4480
USGC Hydro Unit: 18070104
Federal Facility: Not a Federal Facility
DMNSN Number: 0.00000
Site Orphan Flag: N
RCRA ID: Not reported
USGS Quadrangle: Not reported
Site Init By Prog: Not reported
NFRAP Flag: Not reported
Parent ID: Not reported
RST Code: Not reported
EPA Region: 09
Classification: Not reported

NORMANDY MOUND CAL TRANS SITE #16 (Continued) **1000295669**

Site Settings Code: Not reported
NPL Status: Not on the NPL
DMNSN Unit Code: Not reported
RBRAC Code: Not reported
RResp Fed Agency Code: Not reported
Non NPL Status: SI Start Needed
Non NPL Status Date: 05/13/91
Site Fips Code: 06037
CC Concurrence Date: / /
CC Concurrence FY: Not reported
Alias EPA ID: Not reported
Site FUDS Flag: Not reported

CERCLIS Site Contact Name(s):

Contact ID: 13003854.00000
Contact Name: Leslie Ramirez
Contact Tel: (415) 972-3978
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Sharon Murray
Contact Tel: (415) 972-4250
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Carl Brickner
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Alias Comments: Not reported
Site Description: Not reported

CERCLIS Assessment History:

Action Code: 001
Action: DISCOVERY
Date Started: / /
Date Completed: 01/19/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 05/13/91
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported

NORMANDY MOUND CAL TRANS SITE #16 (Continued) **1000295669**

Urgency Indicator: Not reported
Action Anomaly: Not reported

G53 **NUTRICION FUNDAMENTAL** **CA LOS ANGELES CO. HMS** **S106023948**
1825 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 10 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 027971-039437
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

I54 **LOS ANGELES COUNTY DEPT OF SOCIAL SERVIC** **CA HAZNET** **S112910324**
1304 WEST IMPERIAL HIGHWAY **N/A**
< 1/8 **ATHENS, CA 90044**
1 ft.

Site 4 of 27 in cluster I

Relative:
Lower

Actual:
206 ft.

HAZNET:
envid: S112910324
Year: 2009
GEPAID: CAC002294993
Contact: CHRIS SWEENEY/PROJECT MGR
Telephone: 5629361454
Mailing Name: Not reported
Mailing Address: 10373 LOS ALAMITOS BLVD
Mailing City,St,Zip: LOS ALAMITOS, CA 907200000
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 4.4
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S112910324
Year: 2008
GEPAID: CAC002294993
Contact: CHRIS SWEENEY/PROJECT MGR
Telephone: 5629361454
Mailing Name: Not reported
Mailing Address: 10373 LOS ALAMITOS BLVD
Mailing City,St,Zip: LOS ALAMITOS, CA 907200000
Gen County: Not reported
TSD EPA ID: AZC950823111

LOS ANGELES COUNTY DEPT OF SOCIAL SERVIC (Continued) **S112910324**

TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	75.2
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S112910324
Year:	2000
GEPAID:	CAC002294993
Contact:	CHRIS SWEENEY/PROJECT MGR
Telephone:	5629361454
Mailing Name:	Not reported
Mailing Address:	10373 LOS ALAMITOS BLVD
Mailing City,St,Zip:	LOS ALAMITOS, CA 907200000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	3.12
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

I55 **WEST IMPERIAL HIGHWAY CHARTER SCHOOL** **CA ENVIROSTOR** **S109422421**
1256 W. IMPERIAL HIGHWAY **CA SCH** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 5 of 27 in cluster I

Relative:
Lower

Actual:
202 ft.

ENVIROSTOR:

Facility ID:	60001021
Status:	Inactive - Needs Evaluation
Status Date:	03/18/2010
Site Code:	304614
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	3.67
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.93076
Longitude:	-118.2970
APN:	NONE SPECIFIED
Past Use:	OIL FIELD, RESIDENTIAL AREA
Potential COC:	Under Investigation

WEST IMPERIAL HIGHWAY CHARTER SCHOOL (Continued) **S109422421**

Confirmed COC: NONE SPECIFIED
Potential Description: SOIL, SV
Alias Name: 304614
Alias Type: Project Code (Site Code)
Alias Name: 60001021
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/13/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 01/15/2009
Comments: Disapproval of Phase I ESA letter issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/16/2010
Comments: CRU Memo completed.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60001021
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 3.67
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304614
Assembly: 62
Senate: 35
Special Program Status: Not reported
Status: Inactive - Needs Evaluation
Status Date: 03/18/2010
Restricted Use: NO

WEST IMPERIAL HIGHWAY CHARTER SCHOOL (Continued) **S109422421**

Funding:	School District
Latitude:	33.93076
Longitude:	-118.2970
APN:	NONE SPECIFIED
Past Use:	OIL FIELD, RESIDENTIAL AREA
Potential COC:	Under Investigation
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	304614
Alias Type:	Project Code (Site Code)
Alias Name:	60001021
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	08/13/2012
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	01/15/2009
Comments:	Disapproval of Phase I ESA letter issued.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/16/2010
Comments:	CRU Memo completed.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

G56 **UNOCAL CORP SS 3173** **CA LOS ANGELES CO. HMS** **U002278885**
11404 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 11 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	003022-003128
Facility Type:	0
Facility Status:	Removed
Area:	29
Permit Number:	00001388T
Permit Status:	Removed

UNOCAL CORP SS 3173 (Continued) **U002278885**

Region: LA
Permit Category: Not reported
Facility Id: 003022-039074
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: T
Facility Id: 003022-044037
Facility Type: 0
Facility Status: Removed
Area: 29
Permit Number: 000442897
Permit Status: Removed

Region: LA
Permit Category: S
Facility Id: 003022-045628
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000530682
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 003022-I03128
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000002107
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 003022-I03128
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000112555
Permit Status: Closed

G57 **TAMIS COFFEE SHOP** **CA LOS ANGELES CO. HMS** **U003060271**
11500 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 12 of 78 in cluster G

Relative:
Lower

Actual:
203 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 004049-I04195
Facility Type: Not reported
Facility Status: OPEN
Area: 29

TAMIS COFFEE SHOP (Continued) **U003060271**

Permit Number: Not reported
Permit Status: Not reported

G58 **SHELL SERV STA** **CA SWEEPS UST** **S106932107**
1816 W IMPERIAL HWY **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 13 of 78 in cluster G

Relative:
Lower

Actual:
203 ft.

SWEEPS UST:

Status:	Active
Comp Number:	5614
Number:	9
Board Of Equalization:	44-000074
Referral Date:	03-20-91
Action Date:	03-20-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-005614-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	9

Status:	Active
Comp Number:	5614
Number:	9
Board Of Equalization:	44-000074
Referral Date:	03-20-91
Action Date:	03-20-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-005614-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	5614
Number:	9
Board Of Equalization:	44-000074
Referral Date:	03-20-91
Action Date:	03-20-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-005614-000003
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W

SHELL SERV STA (Continued) **S106932107**

Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 5614
Number: 9
Board Of Equalization: 44-000074
Referral Date: 03-20-91
Action Date: 03-20-91
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-005614-000004
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 5614
Number: 9
Board Of Equalization: 44-000074
Referral Date: 03-20-91
Action Date: 03-20-91
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-005614-000005
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 5614
Number: 9
Board Of Equalization: 44-000074
Referral Date: 03-20-91
Action Date: 03-20-91
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-005614-000006
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 5614
Number: 9

SHELL SERV STA (Continued) **S106932107**

Board Of Equalization: 44-000074
Referral Date: 03-20-91
Action Date: 03-20-91
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-005614-000007
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 5614
Number: 9
Board Of Equalization: 44-000074
Referral Date: 03-20-91
Action Date: 03-20-91
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-005614-000008
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 5614
Number: 9
Board Of Equalization: 44-000074
Referral Date: 03-20-91
Action Date: 03-20-91
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-005614-000009
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

L59 **WINCHELL'S DONUT HOUSE #9378** **CA LOS ANGELES CO. HMS** **U003059372**
1404 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 5 of 19 in cluster L

Relative:
Lower

Actual:
208 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	S
Facility Id:	003066-048554
Facility Type:	S5
Facility Status:	Closed
Area:	29
Permit Number:	000526576
Permit Status:	Closed

Region:	LA
Permit Category:	I
Facility Id:	003066-055057
Facility Type:	01
Facility Status:	Permit
Area:	29
Permit Number:	000663008
Permit Status:	Permit

Region:	LA
Permit Category:	S
Facility Id:	003066-055058
Facility Type:	S5
Facility Status:	Permit
Area:	29
Permit Number:	000660534
Permit Status:	Permit

Region:	LA
Permit Category:	I
Facility Id:	003066-I03175
Facility Type:	01
Facility Status:	Closed
Area:	29
Permit Number:	000008162
Permit Status:	Closed

G60 **DONG WI** **CA SWEEPS UST** **U001561924**
1769 W IMPERIAL HWY **CA HIST UST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 14 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

SWEEPS UST:

Status:	Active
Comp Number:	8234
Number:	1
Board Of Equalization:	Not reported
Referral Date:	08-31-92
Action Date:	08-31-92
Created Date:	08-31-92
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported

DONG WI (Continued) **U001561924**

Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 6198
Number: 1
Board Of Equalization: 44-000400
Referral Date: 12-05-90
Action Date: 12-05-90
Created Date: 06-30-89
Owner Tank Id: 1
SWRCB Tank Id: 19-000-006198-000001
Tank Status: A
Capacity: 10000
Active Date: 10-10-90
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 8

Status: Active
Comp Number: 6198
Number: 1
Board Of Equalization: 44-000400
Referral Date: 12-05-90
Action Date: 12-05-90
Created Date: 06-30-89
Owner Tank Id: 2
SWRCB Tank Id: 19-000-006198-000002
Tank Status: A
Capacity: 10000
Active Date: 10-10-90
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 6198
Number: 1
Board Of Equalization: 44-000400
Referral Date: 12-05-90
Action Date: 12-05-90
Created Date: 06-30-89
Owner Tank Id: 3
SWRCB Tank Id: 19-000-006198-000003
Tank Status: A
Capacity: 10000
Active Date: 10-10-90
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

DONG WI (Continued) **U001561924**

Status:	Active
Comp Number:	6198
Number:	1
Board Of Equalization:	44-000400
Referral Date:	12-05-90
Action Date:	12-05-90
Created Date:	06-30-89
Owner Tank Id:	4
SWRCB Tank Id:	19-000-006198-000004
Tank Status:	A
Capacity:	10000
Active Date:	10-10-90
Tank Use:	M.V. FUEL
STG:	P
Content:	LEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	6198
Number:	1
Board Of Equalization:	44-000400
Referral Date:	12-05-90
Action Date:	12-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-006198-000005
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	6198
Number:	1
Board Of Equalization:	44-000400
Referral Date:	12-05-90
Action Date:	12-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-006198-000006
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	6198
Number:	1
Board Of Equalization:	44-000400
Referral Date:	12-05-90
Action Date:	12-05-90

DONG WI (Continued) **U001561924**

Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-006198-000007
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 6198
Number: 1
Board Of Equalization: 44-000400
Referral Date: 12-05-90
Action Date: 12-05-90
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-006198-000008
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 00027D6B
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027D6B.pdf
Region: STATE
Facility ID: 00000039876
Facility Type: Gas Station
Other Type: Not reported
Contact Name: SAME
Telephone: 2134180917
Owner Name: MOBIL OIL CORP
Owner Address: 612 S. FLOWER ST
Owner City,St,Zip: LOS ANGELES, CA 90017
Total Tanks: 0004

Tank Num: 001
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000280
Tank Used for: WASTE
Type of Fuel: WASTE OIL

DONG WI (Continued) **U001561924**

Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

O61 **121 STREET AND BUGLONG AVENUE DUMP** **CA SWF/LF** **S106528946**
11940 SOUTH BUDLONG AVENUE **N/A**
< 1/8 **ATHENS, CA 90044**
1 ft.

Site 1 of 4 in cluster O

Relative:
Lower

Actual:
188 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-5304
Lat/Long:	33.92337 / -118.29591
Owner Name:	Armstrong, Anthony
Owner Telephone:	0903052421
Owner Address:	Not reported
Owner Address2:	8813 South&th Avenue
Owner City,St,Zip:	Ingelwood, CA
Operational Status:	Closed
Operator:	Not reported
Operator Phone:	Not reported
Operator Address:	Not reported
Operator Address2:	Not reported
Operator City,St,Zip:	Not reported
Permit Date:	Not reported
Permit Status:	Not reported
Permitted Acreage:	Not reported
Activity:	Solid Waste Disposal Site
Regulation Status:	Pre-regulations
Landuse Name:	Not reported
GIS Source:	Map
Category:	Disposal
Unit Number:	01
Inspection Frequency:	None
Accepted Waste:	Not reported
Closure Date:	12/31/1947
Closure Type:	Estimated
Disposal Acreage:	Not reported

121 STREET AND BUGLONG AVENUE DUMP (Continued) **S106528946**

SWIS Num: 19-AA-5304
Waste Discharge Requirement Num: Not reported
Program Type: Not reported
Permitted Throughput with Units: Not reported
Actual Throughput with Units: Not reported
Permitted Capacity with Units: Not reported
Remaining Capacity: Not reported
Remaining Capacity with Units: Not reported
Lat/Long: 33.92337 / -118.29591

LOS ANGELES CO. LF:
Site ID: 1865
Alt. Address: South Budlong Avenue and West 122th Street, Athens, CA 90044
Site Contact: Not reported
Site Contact Phone: Not reported
Site Email: Not reported
Site Website: Not reported
Site Type: Municipal Solid Waste Landfill
Site SWIS Number: 19-AA-5304
Beginning Operation Date: Not reported
Ending Operation Date: Dec-47
Local Enforcement Agency: County Public Health
Maximun Depth Fill(Ft): Not reported
Permitted Capacity: Not reported
Present Use: Residential; Commercial; Vacant
Remaining Capacity(Million): Not reported
Status: Closed
Waste Accepted: Not reported
Hours of Operation: Not reported
Disposal Area (Acre): Not reported

Detail As Of 01/2014:
Operator Name: Unknown
Operator Address: Not reported
Operator City/State/Zip: Not reported
Operator Contact: Not reported
Operator Telephone: Not reported
Operator Email: Not reported
Owner Name: Anthony Armstrong
Owner Address: 11940 South Budlong Avenue
Owner City/State/Zip: Athens, CA 90044
Owner Contact: Not reported
Owner Telephone: (090) 305-2421
Owner Email: Not reported

L62 **HONG KONG EXPRESS** **CA LOS ANGELES CO. HMS** **S103817741**
11252 S NORMANDIE AVE #101 **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 6 of 19 in cluster L

Relative:
Lower

Actual:
205 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 018875-027063
Facility Type: 01
Facility Status: Closed
Area: 29

HONG KONG EXPRESS (Continued) **S103817741**

Permit Number: 000251343
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 018875-038730
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000382856
Permit Status: Permit

Region: LA
Permit Category: S
Facility Id: 018875-048630
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000527130
Permit Status: Permit

G63
< 1/8
1 ft.

MOBIL OIL CORP (DEST) **CA LOS ANGELES CO. HMS** **U003058607**
1735 W IMPERIAL HWY **N/A**
LOS ANGELES, CA 90047

Site 15 of 78 in cluster G

Relative:
Higher

Actual:
212 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 002258-I02336
Facility Type: 00
Facility Status: Closed
Area: 29
Permit Number: 000001179
Permit Status: Closed

N64
< 1/8
1 ft.

ERNS **92120219**
HMIRS **N/A**

6301 HUES DRIVE
STERLING HIGHTS, MI

Site 2 of 3 in cluster N

Relative:
Lower

Actual:
186 ft.

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

Click this hyperlink while viewing on your computer to access additional HMIRS detail in the EDR Site Report.

J65 **OLIVE GLEN** **CA NPDES** **S111215719**
1535 WEST 120TH STREET **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 3 of 18 in cluster J

Relative:
Higher

Actual:
209 ft.

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	410731
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C360220
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	01/14/2011
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	01/17/2014
Discharge Name:	WH Olive Glen 69 LLC
Discharge Address:	21080 Centre Pointe Parkway
Discharge City:	Santa Clarita
Discharge State:	California
Discharge Zip:	91350
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported

OLIVE GLEN (Continued) **S111215719**

CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	410731
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C360220
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	1/17/2014
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	1/14/2011
PROCESSED DATE:	1/14/2011
STATUS CODE NAME:	Terminated
STATUS DATE:	4/7/2014
PLACE SIZE:	6.9
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Keith Herren
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	661-222-9207
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	kherren@williamshomes.com
OPERATOR NAME:	WH Olive Glen 69 LLC
OPERATOR ADDRESS:	21080 Centre Pointe Parkway
OPERATOR CITY:	Santa Clarita

OLIVE GLEN (Continued) **S111215719**

OPERATOR STATE:	California
OPERATOR ZIP:	91350
OPERATOR CONTACT NAME:	Lance Williams
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	661-222-9207
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	lwilliams@williamshomes.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Williams Homes Inc
DEVELOPER ADDRESS:	21080 Centre Pointe Parkway
DEVELOPER CITY:	Santa Clarita
DEVELOPER STATE:	California
DEVELOPER ZIP:	91350
DEVELOPER CONTACT NAME:	Keith Herren
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Y
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Lance Williams
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	14-JAN-11
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

G66 **ONE HOUR CLEANERS** **RCRA-SQG** **1000118101**
1852 W IMPERIAL HWY **FINDS** **CAD981613110**
< 1/8 **LOS ANGELES, CA 90047** **ECHO**
1 ft.

Site 16 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	ONE HOUR CLEANERS
Facility address:	1852 W IMPERIAL HWY LOS ANGELES, CA 90047
EPA ID:	CAD981613110
Contact:	Not reported
Contact address:	Not reported Not reported

ONE HOUR CLEANERS (Continued) **1000118101**

Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: LEE YOUNGLIM
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/25/1986
Site name: ONE HOUR CLEANERS
Classification: Large Quantity Generator

Violation Status: No violations found

ONE HOUR CLEANERS (Continued) **1000118101**

Evaluation Action Summary:

Evaluation date:	01/14/1993
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Not reported
Date achieved compliance:	Not reported
Evaluation lead agency:	State Contractor/Grantee

FINDS:

Registry ID: 110002723660

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:

Envid:	1000118101
Registry ID:	110002723660
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110002723660

P67 **WEST ATHENS ELEMENTARY SCHOOL** **RCRA-LQG** **1012176004**
1110 W 119TH ST **FINDS** **CAR000198366**
< 1/8 **LOS ANGELES, CA 90044** **ECHO**
1 ft.

Site 1 of 6 in cluster P

Relative: Lower

Actual: 200 ft.

RCRA-LQG:

Date form received by agency:	02/03/2009
Facility name:	WEST ATHENS ELEMENTARY SCHOOL
Facility address:	1110 W 119TH ST LOS ANGELES, CA 90044
EPA ID:	CAR000198366
Mailing address:	333 S BEAUDRY AVE 20TH FL LAUSD OEHS LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE 20TH FL LAUSD OEHS LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting

WEST ATHENS ELEMENTARY SCHOOL (Continued) **1012176004**

from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LAUSD
Owner/operator address:	333 S BEAUDRY AVE LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	11/14/1989
Owner/Op end date:	Not reported

Owner/operator name:	WEST ATHENS ELEMENTARY SCHOOL
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	11/14/1989
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

FINDS:

Registry ID: 110022056424

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and

WEST ATHENS ELEMENTARY SCHOOL (Continued) **1012176004**

corrective action activities required under RCRA.

ECHO:
Envid: 1012176004
Registry ID: 110022056424
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110022056424

Q68 **FOOD 4 LESS #399** **CA LOS ANGELES CO. HMS** **S113743241**
11533 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 8 in cluster Q

Relative:
Lower

Actual:
200 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 006193-057065
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000732601
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 006193-057065
Facility Type: S4
Facility Status: Closed
Area: 29
Permit Number: 000789880
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 006193-057065
Facility Type: S4
Facility Status: Closed
Area: 29
Permit Number: 000845466
Permit Status: Closed

R69 **EDR Hist Cleaner** **1015002391**
1665 W BRUIN ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 5 in cluster R

Relative:
Lower

Actual:
176 ft.

EDR Historical Cleaners:
Name: SUPREME CARPET CLEANING
Year: 2007
Address: 1665 W BRUIN ST

G70 **LUCY'S DRIVE-IN** **CA LOS ANGELES CO. HMS** **S106023909**
1723 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 17 of 78 in cluster G

Relative:
Higher

Actual:
212 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 027974-039440
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000527946
Permit Status: Closed

Region: LA
Permit Category: Not reported
Facility Id: 027974-054058
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

L71 **JOHNNY JO** **CA LOS ANGELES CO. HMS** **S102062037**
11255 S NORMANDIE AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 7 of 19 in cluster L

Relative:
Lower

Actual:
205 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 002797-015822
Facility Type: Not reported
Facility Status: Removed
Area: 29
Permit Number: Not reported
Permit Status: Not reported

G72 **UNION OIL SERVICE STATION LEAS** **CA HIST UST** **U001561949**
11404 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 18 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000056045
Facility Type: Gas Station
Other Type: Not reported
Contact Name: SEUNG HYUN KIM
Telephone: 2137575387
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD-SUITE

UNION OIL SERVICE STATION LEAS (Continued) **U001561949**

Owner City,St,Zip: LOS ANGELES, CA 90010
Total Tanks: 0001

Tank Num: 001
Container Num: 3173-00
Year Installed: Not reported
Tank Capacity: 00000607
Tank Used for: WASTE
Type of Fuel: 06
Container Construction Thickness: Not reported
Leak Detection: None

H73 **HIGH SOCIETY** **CA LOS ANGELES CO. HMS** **S106025893**
12000 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 3 of 13 in cluster H

Relative:
Lower

Actual:
168 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 028276-039743
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Q74 **K-MART** **CA LOS ANGELES CO. HMS** **S113743243**
11533 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 2 of 8 in cluster Q

Relative:
Lower

Actual:
200 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 006193-I06409
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000010177
Permit Status: Closed

G75 **CARL'S JR RESTAURANT** **CA LOS ANGELES CO. HMS** **S110070850**
11224 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 19 of 78 in cluster G

Relative:
Higher

Actual:
212 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 018227-025322
Facility Type: S5

CARL'S JR RESTAURANT (Continued) **S110070850**

Facility Status: Permit
Area: 29
Permit Number: 000527080
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 018227-037703
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000352299
Permit Status: Permit

Region: LA
Permit Category: Not reported
Facility Id: 018227-051654
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

I76 **TERRACINA FAMILY APARTMENTS** **CA NPDES** **S112142580**
1218 W IMPERIAL HIGHWAY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 6 of 27 in cluster I

Relative:
Lower

Actual:
195 ft.

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	429214
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C364204
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	11/20/2014
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	7/23/2012
PROCESSED DATE:	7/30/2012
STATUS CODE NAME:	Terminated
STATUS DATE:	2/9/2015
PLACE SIZE:	3.1
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Darin Hansen
FACILITY CONTACT TITLE:	Vice President
FACILITY CONTACT PHONE:	818-706-0694

TERRACINA FAMILY APARTMENTS (Continued) **S112142580**

FACILITY CONTACT PHONE EXT:	173
FACILITY CONTACT EMAIL:	dhansen@amcalhousing.com
OPERATOR NAME:	AMCAL MultiHousing Inc
OPERATOR ADDRESS:	30141 Agoura Road
OPERATOR CITY:	Agoura Hills
OPERATOR STATE:	California
OPERATOR ZIP:	91301
OPERATOR CONTACT NAME:	Darin Hansen
OPERATOR CONTACT TITLE:	Vice President
OPERATOR CONTACT PHONE:	818-706-0694
OPERATOR CONTACT PHONE EXT:	173
OPERATOR CONTACT EMAIL:	dhansen@amcalhousing.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	AMCAL MultiHousing Inc
DEVELOPER ADDRESS:	30141 Agoura Road
DEVELOPER CITY:	Agoura Hills
DEVELOPER STATE:	California
DEVELOPER ZIP:	91301
DEVELOPER CONTACT NAME:	Darin Hansen
DEVELOPER CONTACT TITLE:	Vice President
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Y
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Darin Hansen
CERTIFIER TITLE:	Vice President
CERTIFICATION DATE:	23-JUL-12
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	429214
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C364204

TERRACINA FAMILY APARTMENTS (Continued) **S112142580**

Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	07/30/2012
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	11/20/2014
Discharge Name:	AMCAL MultiHousing Inc
Discharge Address:	30141 Agoura Road
Discharge City:	Agoura Hills
Discharge State:	California
Discharge Zip:	91301
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported

TERRACINA FAMILY APARTMENTS (Continued) **S112142580**

CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

L77 **EXXON CO USA** **CA LOS ANGELES CO. HMS** **U003059234**
1377 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 8 of 19 in cluster L

Relative:
Lower

Actual:
203 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	002926-I03027
Facility Type:	00
Facility Status:	Closed
Area:	29
Permit Number:	000004143
Permit Status:	Closed

I78 **EXXONMOBIL OIL CORP 735910** **ECHO** **1017488716**
1377 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 7 of 27 in cluster I

Relative:
Lower

Actual:
200 ft.

ECHO:

Envid:	1017488716
Registry ID:	110038891081
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110038891081

S79 **LA COUNTY SANITATION DISTRICT** **CA HAZNET** **S113020451**
1326 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 1 of 6 in cluster S

Relative:
Lower

Actual:
193 ft.

HAZNET:

envid:	S113020451
Year:	2006
GEPAID:	CAH111001052
Contact:	JOE REILLY
Telephone:	5626997411
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 90601
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported

LA COUNTY SANITATION DISTRICT (Continued) **S113020451**

Waste Category:	Household waste
Disposal Method:	Disposal, Land Fill
Tons:	0.21
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113020451
Year:	2006
GEPAID:	CAH111001052
Contact:	JOE REILLY
Telephone:	5626997411
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 90601
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Recycler
Tons:	0.62
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113020451
Year:	2006
GEPAID:	CAH111001052
Contact:	JOE REILLY
Telephone:	5626997411
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 90601
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Recycler
Tons:	4.12
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113020451
Year:	2006
GEPAID:	CAH111001052
Contact:	JOE REILLY
Telephone:	5626997411
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 90601
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Transfer Station
Tons:	0

LA COUNTY SANITATION DISTRICT (Continued) **S113020451**

Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113020451
Year:	2006
GEPAID:	CAH111001052
Contact:	JOE REILLY
Telephone:	5626997411
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 90601
Gen County:	Not reported
TSD EPA ID:	WID003967148
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Not reported
Tons:	0.02
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

M80 **THIRTY OIL CO.** **CA RGA LUST** **S114702308**
11259 VERMONT AVE S **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 3 of 45 in cluster M

Relative: RGA LUST:
Lower 1993 THIRTY OIL CO. 11259 VERMONT AVE S

Actual:
199 ft.

G81 **UNOCAL S.S. #3173** **CA RGA LUST** **S114712916**
11404 WESTERN AVE., S. **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 20 of 78 in cluster G

Relative: RGA LUST:
Lower 1993 UNOCAL S.S. #3173 11404 WESTERN AVE., S.

Actual:
208 ft.

I82 **SOUTH LOS ANGELES SHERIFF STATION** **CA AST** **A100424673**
1310 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 8 of 27 in cluster I

Relative: AST:
Lower

Certified Unified Program Agencies:	Not reported
Owner:	LOS CO SHERIFF'S DEPT.
Total Gallons:	Not reported
CERSID:	10275229
Facility ID:	LACoFA0043730

Actual:
205 ft.

SOUTH LOS ANGELES SHERIFF STATION (Continued) **A100424673**

Business Name:	SOUTH LOS ANGELES SHERIFF STATION
Phone:	(323) 820-6700
Fax:	Not reported
Mailing Address:	1000 FREMONT AVE., BLDG. A9 5TH FLR. N, UNIT 47
Mailing Address City:	ALHAMBRA
Mailing Address State:	CA
Mailing Address Zip Code:	91803
Operator Name:	LA CO SHERIFF'S DEPT. - SOUTH LOS ANGELES SHERIFF STATION
Operator Phone:	(323) 820-6700
Owner Phone:	(626) 300-3040
Owner Mail Address:	1000 FREMONT AVE., BLDG. A9 5TH FLR. N, UNIT 47
Owner State:	CA
Owner Zip Code:	91803
Owner Country:	United States
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	CAL000359085

G83 **UNOCAL SS #3173** **CA RGA LUST** **S114713538**
11404 WESTERN AVE S **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 21 of 78 in cluster G

Relative: Lower

Actual: 208 ft.

RGA LUST:

1994	UNOCAL SS #3173	11404 WESTERN AVE S
1993	UNOCAL SS #3173	11404 WESTERN AVE S

L84 **EXXONMOBIL OIL CORP 735910** **RCRA-SQG** **1012176129**
1377 W IMPERIAL HWY **CAR000199802**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 9 of 19 in cluster L

Relative: Lower

Actual: 203 ft.

RCRA-SQG:

Date form received by agency:	04/14/2009
Facility name:	EXXONMOBIL OIL CORP 735910
Facility address:	1377 W IMPERIAL HWY LOS ANGELES, CA 90044
EPA ID:	CAR000199802
Mailing address:	882 S MATLACK ST STE C EMES CO JD2 ENVIRONMENTAL WEST CHESTER, CA 19382
Contact:	DONNA HYMES
Contact address:	882 S MATLACK ST STE C EMES CO JD2 ENVIRONMENTAL WEST CHESTER, CA 19382
Contact country:	US
Contact telephone:	610-430-8151
Contact email:	DHYMES@JD2ENV.COM
EPA Region:	09
Classification:	Small Small Quantity Generator

EXXONMOBIL OIL CORP 735910 (Continued) **1012176129**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	EXXONMOBIL OIL CORP
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	12/01/1999
Owner/Op end date:	Not reported

Owner/operator name:	KWANG HYUN CHO AND KI JUNG CHO
Owner/operator address:	4477 WILSHIRE BLVD APT 103 LOS ANGELES, CA 90010
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/2006
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

I85 **LA CO SHERIFF ATHENS STATION** **CA LOS ANGELES CO. HMS** **S109421622**
1310 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 9 of 27 in cluster I

Relative:
Lower

Actual:
205 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	031348-048265
Facility Type:	01
Facility Status:	Permit
Area:	29
Permit Number:	000538488
Permit Status:	Permit

G86 **FOOD 4 LESS #399-STORE** **CA HAZNET** **S113147939**
11407 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 22 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

HAZNET:

envid:	S113147939
Year:	2013
GEPAID:	CAL000320545
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	1100 W. Artesia Blvd.
Mailing City,St,Zip:	Compton, CA 902200000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.003
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

envid:	S113147939
Year:	2013
GEPAID:	CAL000320545
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	1100 W. Artesia Blvd.
Mailing City,St,Zip:	Compton, CA 902200000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0055
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

FOOD 4 LESS #399-STORE (Continued) **S113147939**

envid: S113147939
Year: 2013
GEPAID: CAL000320545
Contact: MELISSA PENA
Telephone: 3108844016
Mailing Name: Not reported
Mailing Address: 1100 W. Artesia Blvd.
Mailing City,St,Zip: Compton, CA 902200000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.019
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Not reported

envid: S113147939
Year: 2013
GEPAID: CAL000320545
Contact: MELISSA PENA
Telephone: 3108844016
Mailing Name: Not reported
Mailing Address: 1100 W. Artesia Blvd.
Mailing City,St,Zip: Compton, CA 902200000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0105
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Not reported

envid: S113147939
Year: 2010
GEPAID: CAL000320545
Contact: MELISSA PENA
Telephone: 3108844016
Mailing Name: Not reported
Mailing Address: 1100 W ARTESIA BLVD
Mailing City,St,Zip: COMPTON, CA 902200000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.005
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

FOOD 4 LESS #399-STORE (Continued) **S113147939**

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

P87 **JIMMY ANDREWS** **CA HAZNET** **S117301370**
11802 S NEW HAMPSHIRE AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 2 of 6 in cluster P

Relative: **Lower**
Actual: **208 ft.**

HAZNET:

envid:	S117301370
Year:	2013
GEPAID:	CAC002744405
Contact:	JIMMY ANDREWS
Telephone:	3105677948
Mailing Name:	Not reported
Mailing Address:	23618 OAKREST LN
Mailing City,St,Zip:	HARBOR CITY, CA 907101230
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

G88 **UNOCAL CORP** **CA UST** **U003778233**
11404 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 23 of 78 in cluster G

Relative: **Lower**
Actual: **208 ft.**

UST:

Facility ID:	23857
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	33.932001
Longitude:	-118.307299

G89 **FOOD 4 LESS #399 STORE** **CA HAZNET** **S118234723**
11507 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 24 of 78 in cluster G

Relative: **Lower**
Actual: **206 ft.**

HAZNET:

envid:	S118234723
Year:	2015
GEPAID:	CAL000392161
Contact:	SHERRIE WALTERS
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 54143

FOOD 4 LESS #399 STORE (Continued) **S118234723**

Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	OKD000402396
TSD County:	99
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0375
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S118234723
Year:	2014
GEPAID:	CAL000392161
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	PO BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.0165
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S118234723
Year:	2014
GEPAID:	CAL000392161
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	PO BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.004
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S118234723
Year:	2014
GEPAID:	CAL000392161
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	PO BOX 54143

FOOD 4 LESS #399 STORE (Continued) **S118234723**

Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Alkaline solution without metals pH >= 12.5
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0235
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S118234723
Year:	2014
GEPAID:	CAL000392161
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	PO BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0105
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

I90 **CARD OP LAUNDRY** **CA LOS ANGELES CO. HMS** **S104733942**
1377 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 10 of 27 in cluster I

Relative:
Lower

Actual:
200 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	002926-032587
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

H91 **CALTRANS I-105 FWY PROJECT 3, PARCEL 15** **CA RESPONSE** **S100538665**
NE OF INTRSECTN OF WESTERN AVE & 120 ST **CA ENVIROSTOR** **N/A**
< 1/8 **ATHENS, CA 90047** **CA HIST Cal-Sites**
1 ft. **CA DEED**
Site 4 of 13 in cluster H **CA Cortese**
CA HIST CORTESE

Relative:
Lower

Actual:
168 ft.

RESPONSE:

Facility ID:	19990002
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	3.0
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Stephanie Lewis
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	300202
Site Mgmt. Req.:	REM, DAY, ELD, HOS, LUC, MON, COV
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Certified / Operation & Maintenance
Status Date:	04/09/1996
Restricted Use:	YES
Funding:	Responsible Party
Latitude:	33.92366
Longitude:	-118.3086
APN:	6090-029-026, 6090029026
Past Use:	MANUFACTURING - PETROLEUM, OIL/WATER SEPARATORS, VEHICLE MAINTENANCE
Potential COC :	Total Chromium (1:6 ratio Cr VI:Cr III Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas TPH-MOTOR OIL Chromium III
Confirmed COC:	NONE SPECIFIED
Potential Description:	OTH, SOIL, SURFW
Alias Name:	CALTRANS I-105 FREEWAY PROJECT 3
Alias Type:	Alternate Name
Alias Name:	CALTRANS I-105 FRWY PROJ 3, PCLS 7 & 15
Alias Type:	Alternate Name
Alias Name:	6090-029-026
Alias Type:	APN
Alias Name:	6090029026
Alias Type:	APN
Alias Name:	110033606177
Alias Type:	EPA (FRS #)
Alias Name:	P32060
Alias Type:	PCode
Alias Name:	300202
Alias Type:	Project Code (Site Code)
Alias Name:	19990002
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	04/09/1996
Comments:	Not reported
Completed Area Name:	PROJECT WIDE

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 12/10/1993
Comments: The final Remedial Action Plan has been approved and adopted. Deed restriction and groundwater monitoring were selected as the most feasible alternative.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Action Memorandum (if <$1M)
Completed Date: 12/31/1991
Comments: FRIFS: Revisions to original RIFS.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 02/28/1988
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 01/31/1987
Comments: Removal Action: Property fenced.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 01/19/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/15/2007
Comments: DTSC does not agree with the document recommendation for the abandonment of the groundwater monitoring wells. DTSC and RP (Caltrans) will have a meeting on 8/28/2007 to discuss the need of continuing the groundwater monitoring, and status of O&M.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 06/30/2015
Comments: Five-year review not approved; recommend meeting between agency teams to discuss project moving forward.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 11/21/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/1994

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Comments: The Department has certified that all appropriate remedial actions have been completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 05/27/1993
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 11/21/1994
Comments: Site 15 consists of approximately five acres of land sloping toward an existing railroad and creek bed. Contaminants include Pb, Zn, and Se. There are also detectable levels of benzene, toluene, xylene, ehtylbenzene, and TPH. Parcel 7 has been delisted.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 19990002
Status: Certified / Operation & Maintenance
Status Date: 04/09/1996
Site Code: 300202
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 3.0
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Stephanie Lewis
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: YES
Site Mgmt Req: REM, DAY, ELD, HOS, LUC, MON, COV
Funding: Responsible Party
Latitude: 33.92366
Longitude: -118.3086
APN: 6090-029-026, 6090029026
Past Use: MANUFACTURING - PETROLEUM, OIL/WATER SEPARATORS, VEHICLE MAINTENANCE
Potential COC: Total Chromium (1:6 ratio Cr VI:Cr III Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas TPH-MOTOR OIL Chromium III
Confirmed COC: NONE SPECIFIED
Potential Description: OTH, SOIL, SURFW
Alias Name: CALTRANS I-105 FREEWAY PROJECT 3

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Alias Type: Alternate Name
Alias Name: CALTRANS I-105 FRWY PROJ 3, PCLS 7 & 15
Alias Type: Alternate Name
Alias Name: 6090-029-026
Alias Type: APN
Alias Name: 6090029026
Alias Type: APN
Alias Name: 110033606177
Alias Type: EPA (FRS #)
Alias Name: P32060
Alias Type: PCode
Alias Name: 300202
Alias Type: Project Code (Site Code)
Alias Name: 19990002
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/09/1996
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 12/10/1993
Comments: The final Remedial Action Plan has been approved and adopted. Deed restriction and groundwater monitoring were selected as the most feasible alternative.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Action Memorandum (if <$1M)
Completed Date: 12/31/1991
Comments: FRIFS: Revisions to original RIFS.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 02/28/1988
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 01/31/1987
Comments: Removal Action: Property fenced.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 01/19/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Completed Date: 06/15/2007
Comments: DTSC does not agree with the document recommendation for the abandonment of the groundwater monitoring wells. DTSC and RP (Caltrans) will have a meeting on 8/28/2007 to discuss the need of continuing the groundwater monitoring, and status of O&M.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 06/30/2015
Comments: Five-year review not approved; recommend meeting between agency teams to discuss project moving forward.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 11/21/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/1994
Comments: The Department has certified that all appropriate remedial actions have been completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 05/27/1993
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 11/21/1994
Comments: Site 15 consists of approximately five acres of land sloping toward an existing railroad and creek bed. Contaminants include Pb, Zn, and Se. There are also detectable levels of benzene, toluene, xylene, ehtylbenzene, and TPH. Parcel 7 has been delisted.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Calsite:
Region: GLENDALE
Facility ID: 19990002
Facility Type: RP
Type: RESPONSIBLE PARTY
Branch: SA

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Branch Name:	SO CAL - GLENDALE
File Name:	Not reported
State Senate District:	04091996
Status:	CERTIFIED OPERATION AND MAINTENANCE, ALL PLANNED ACTIVITIES IMPLEMENTED, REMEDIATION CONTINUES
Status Name:	CERTIFIED / OPERATION & MAINTENANCE
Lead Agency:	DEPT OF TOXIC SUBSTANCES CONTROL
NPL:	Not Listed
SIC Code:	99
SIC Name:	NONCLASSIFIABLE ESTABLISHMENTS
Access:	Not reported
Cortese:	Not reported
Hazardous Ranking Score:	Not reported
Date Site Hazard Ranked:	Not reported
Groundwater Contamination:	Unknown
Staff Member Responsible for Site:	LPARNASS
Supervisor Responsible for Site:	Not reported
Region Water Control Board:	LA
Region Water Control Board Name:	LOS ANGELES
Lat/Long Direction:	Not reported
Lat/Long (dms):	0 0 0 / 0 0 0
Lat/long Method:	Not reported
Lat/Long Description:	Not reported
State Assembly District Code:	51
State Senate District Code:	25
Facility ID:	19990002
Activity:	DEED
Activity Name:	DEED RESTRICTIONS
AWP Code:	WELLS
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	11211994
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990002
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	FENCE
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01311987

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990002
Activity:	PPP
Activity Name:	PUBLIC PARTICIPATION PLAN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	02281988
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990002
Activity:	FRIFS
Activity Name:	FOCUSED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	12311991
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990002
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	NEGDC
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	05271993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990002
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	12101993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990002
Activity:	CERT

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301994
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	N
Activity Comments:	APPROXIMATELY EIGHT FEET OF CLEAN SOIL WAS PLACED ON THE WESTERNPORTION OF THE SITE. TWO DEED RESTRICTIONS WERE RECORDED.
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990002
Activity:	DEED
Activity Name:	DEED RESTRICTIONS
AWP Code:	WEST
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	11211994
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990002
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04091996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990002
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	Not reported
Proposed Budget:	100000
AWP Completion Date:	06302011
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	BETWEEN HAWTHORNE BLVD & LONG BEACH FRWY
Alternate City,St,Zip:	LOS ANGELES, CA 90047
Alternate Address:	NE OF INTRSECTN OF WESTERN AVE & 120 ST
Alternate City,St,Zip:	ATHENS, CA 90047

Background Info:

This site is the former CALTRANS I-105 Freeway Project 3, Parcels 7 and 15. A preliminary investigation of the two parcels showed no contamination at Parcel 7 and subsequently, Parcel 7 was delisted.

Parcel 15 consists of approximately five acres which slopes towards an existing railroad and creekbed. Since 1928, Parcel 15 was used as an uncontrolled, dump site. Oil production activity has occurred at and around the site. Oil storage tanks are still in use on property adjacent to the northeast corner of the site. Preliminary investigations at Parcel 15 have indicated hazardous wastes are present in the soil. Heavy metals have been detected at the central and western portions of the parcel from 10 to 15 feet deep. Total petroleum hydrocarbons and petroleum constituents are present on the western portion of the site from 10 to 40 feet deep.

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Possible pathways of contamination include blowing dust, surface water flowing into the creek, and percolation downward to groundwater. Possible receptors include workers onsite, residents in the area, and persons digging on the site. The site was fenced in 1987.
Five groundwater monitoring wells have been installed at Site 15. Samples taken from these wells exceeded Maximum Contaminant Levels(MCLs) for several metals for drinking water, but volatiles and semi-volatiles were not detected.
A Phase I RI/FS of the site was completed in 1989 by CALTRANS. DHS took the lead on the site when CALTRANS rerouted the I-105 Freeway to leave Parcel 15 outside the freeway right-of-way.
The Remedial Action Plan has been completed and approved by the Department on December 10, 1993. Site 15 was certified June 30, 1994, as all appropriate response actions were completed.
Deed restrictions were also placed on Site 15 to ensure that groundwater monitoring wells are not damaged or obstructed and that future uses of the site will not threaten public health or the environment.
Annual groundwater monitoring will be performed utilizing the four existing groundwater monitoring wells. The first round of annual groundwater monitoring is expected to commence November 1995.

Comments Date: 01102002
Comments: Site repair implementation begins with a site survey.
Comments Date: 01311987
Comments: Removal Action: Property fenced.
Comments Date: 02012005
Comments: Abondonment and relocation of over 6 fieldwork is complete.
Comments Date: 04061998
Comments: 4/98 - DTSC inspected Site 15 and groundwater monitoring wells.
Comments Date: 04061998
Comments: In general, wells appear to be in good condition. However, MW1
Comments Date: 04061998
Comments: well cap/riser cover is broken and MW3 field measurements are
Comments Date: 04061998
Comments: inconsistent with results obtained from the other groundwater
Comments Date: 04061998
Comments: wells on Site 15 and therefore should be resampled as soon as
Comments Date: 04061998
Comments: possible.
Comments Date: 04171996
Comments: Monitoring of the groundwater is scheduled for May 1996.
Comments Date: 04172002
Comments: Site survey concludes Groundwater MW-3 need repair and
Comments Date: 04172002
Comments: reinvestigation.
Comments Date: 04281995
Comments: DTSC staff inspected Site 15 and GW monitoring wells.
Comments Date: 04281995
Comments: GW wells appear to be in good condition. DTSC requests
Comments Date: 04281995
Comments: that Caltrans remove the heavy vegetation on Site 15,
Comments Date: 04281995
Comments: as it may pose a fire hazard.
Comments Date: 06301994
Comments: The Department has certified that all appropriate remedial

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Comments Date: 06301994
Comments: actions have been completed.
Comments Date: 07231998
Comments: DTSC informs Cal Trans of needed repairs at the site.
Comments Date: 07251991
Comments: Site 15 consists of approximately five acres of land sloping
Comments Date: 07251991
Comments: toward an existing railroad and creek bed. Contaminants
Comments Date: 07251991
Comments: include Pb, Zn, and Se. There are also detectable levels of
Comments Date: 07251991
Comments: benzene, toluene, xylene, ehtylbenzene, and TPH.
Comments Date: 07251991
Comments: Parcel 7 has been delisted.
Comments Date: 08082001
Comments: DTSC accepts Caltrans prosposed site repair implementation
Comments Date: 08082001
Comments: with instructions for DTSC review of the groundwater and soil
Comments Date: 08082001
Comments: vapor monitoring plans that will be followed to conduct the work.
Comments Date: 09232004
Comments: A request by new property owner representative Nicolas Watson to
Comments Date: 09232004
Comments: abondon Monitoring Well 6 is approved.
Comments Date: 11101994
Comments: DEED RESTRICTION-MONITORING WELLS: The Department and Caltrans
Comments Date: 11101994
Comments: signed a Covenant to restrict the use of the property pertaining
Comments Date: 11101994
Comments: to the monitoring wells located on the Site 15 property. The
Comments Date: 11101994
Comments: Deed Restriction provides that the property will be used in such
Comments Date: 11101994
Comments: a manner to ensure that no building or construction activity
Comments Date: 11101994
Comments: would destroy, damage or otherwise prevent access to the moni-
Comments Date: 11101994
Comments: toring wells located on the property.
Comments Date: 11101994
Comments: Not reported
Comments Date: 11101994
Comments: DEED RESTRICTION: The Department and Caltrans signed a Covenant
Comments Date: 11101994
Comments: to protect the present or future public health and safety. The
Comments Date: 11101994
Comments: Property shall be used in such a manner as to avoid potential
Comments Date: 11101994
Comments: harm to persons or property which may result from hazardous sub-
Comments Date: 11101994
Comments: stances which have been deposited on portions of the Property.
Comments Date: 11212000
Comments: Caltrans does not provide funding for the work.
Comments Date: 11222000
Comments: DTSC sends letter of non-compliance to Caltrans referring to
Comments Date: 11222000
Comments: the needed repairs at the site.
Comments Date: 12082000

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Comments: Caltrans responds to concerns indicating their intent to
Comments Date: 12082000
Comments: conduct the necessary cap and well repairs through the use of
Comments Date: 12082000
Comments: their own sub-contractor.
Comments Date: 12101993
Comments: The final Remedial Action Plan has been approved and
Comments Date: 12101993
Comments: adopted. Deed restriction and groundwater monitoring
Comments Date: 12101993
Comments: were selected as the most feasible alternative.
Comments Date: 12311991
Comments: FRIFS: Revisions to original RIFS.
ID Name: CALSTARS CODE
ID Value: 300202
ID Name: BEP DATABASE PCODE
ID Value: P32060
Alternate Name: CALTRANS I-105 FRWY PROJ 3, PCLS 7 & 15
Alternate Name: CALTRANS I-105 FREEWAY PROJECT 3
Alternate Name: CALTRANS I-105 FWY PROJECT 3, PARCEL 15
Alternate Name: Not reported
Special Programs Code: Not reported
Special Programs Name: Not reported

DEED:
Envirostor ID: 19990002
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: STATE RESPONSE
Status: CERTIFIED / OPERATION & MAINTENANCE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 11/21/1994

Envirostor ID: 19990002
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: STATE RESPONSE
Status: CERTIFIED / OPERATION & MAINTENANCE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 11/21/1994

CORTESE:
Region: CORTESE
Envirostor Id: 19990002
Site/Facility Type: STATE RESPONSE
Cleanup Status: CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS
Status Date: 04/09/1996
Site Code: 300202
Latitude: 33.923660
Longitude: -118.30862
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: envirostor

CALTRANS I-105 FWY PROJECT 3, PARCEL 15 (Continued) **S100538665**

Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: CALSI
Reg Id: 19990002

G92 **EDR Hist Cleaner** **1015007796**
N/A

< 1/8
1 ft.

1834 W IMPERIAL HWY
LOS ANGELES, CA 90047

Site 25 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

EDR Historical Cleaners:

Name: IMPERIAL COIN LAUNDRY
Year: 1999
Address: 1834 W IMPERIAL HWY

Name: IMPERIAL COIN LAUNDRY
Year: 2001
Address: 1834 W IMPERIAL HWY

Name: IMPERIAL COIN LAUNDRY
Year: 2002
Address: 1834 W IMPERIAL HWY

Name: IMPERIAL COIN LAUNDRY
Year: 2003
Address: 1834 W IMPERIAL HWY

Name: IMPERIAL COIN LAUNDRY
Year: 2004
Address: 1834 W IMPERIAL HWY

Name: IMPERIAL COIN LAUNDRY
Year: 2007
Address: 1834 W IMPERIAL HWY

Name: IMPERIAL COIN LAUNDRY
Year: 2009
Address: 1834 W IMPERIAL HWY

O93 **LASHAN L SHANNON** **CA PEST LIC** **S117629938**
1133 W. 119TH STREET **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 2 of 4 in cluster O

Relative:
Lower

Actual:
202 ft.

PEST LIC:

Facility Type:	QAC
Categories:	B
License No:	118274
Issued or Renewed Date:	02/10/2016
Expiration Date:	12/31/2017

G94 **E & G DEVELOPMENT CO** **CA HAZNET** **S112982711**
11507 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 26 of 78 in cluster G

Relative:
Lower

Actual:
206 ft.

HAZNET:

envid:	S112982711
Year:	2011
GEPAID:	CAC002661700
Contact:	TOD LEGER
Telephone:	3103732797
Mailing Name:	Not reported
Mailing Address:	149 PALOS VERDES BLVD STE E
Mailing City,St,Zip:	REDONDO BEACH, CA 90277
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	152
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S112982711
Year:	2011
GEPAID:	CAC002661700
Contact:	TOD LEGER
Telephone:	3103732797
Mailing Name:	Not reported
Mailing Address:	149 PALOS VERDES BLVD STE E
Mailing City,St,Zip:	REDONDO BEACH, CA 90277
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	152
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

G95 **MOBIL #18-KYW (FORMER #11** **CA HIST CORTESE** **S102590670**
1769 IMPERIAL **N/A**
< 1/8 **LOS ANGELES, CA 90051**
1 ft.

Site 27 of 78 in cluster G

Relative:
Higher

Actual:
210 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-06198

M96 **CA CHMIRS** **S106397442**
11259 SOUTH VERMONT ST. **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 4 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

CHMIRS:

OES Incident Number:	3-0367
OES notification:	01/20/2003
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Storm Drain
Spill Site:	Not reported
Cleanup By:	Foss Environmental
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2003
Agency:	BP West Coast Products

(Continued) **S106397442**

Incident Date:	1/19/200312:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Unknown
Site Type:	Service Station
E Date:	Not reported
Substance:	Gasoline
Gallons:	unk
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Unknown amount of gasoline spilled from pump at service station. Cause is unknown at this time. Unknown amount of gasoline has entered the storm drain.

G97 **UNION OIL SERVICE STATION LEAS** **CA HIST UST** **1000166788**
11404 S WESTERN AVENUE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 28 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

HIST UST:

File Number:	00028330
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028330.pdf
Region:	STATE
Facility ID:	00000029316
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	SEUNG HYUN KIM
Telephone:	2137575387
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip:	LOS ANGELES, CA 90010
Total Tanks:	0003
Tank Num:	001
Container Num:	3173-1
Year Installed:	1965
Tank Capacity:	00009940
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

UNION OIL SERVICE STATION LEAS (Continued) **1000166788**

Tank Num:	001
Container Num:	3173-1
Year Installed:	1965
Tank Capacity:	00009940
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

Tank Num:	002
Container Num:	3173-2
Year Installed:	1965
Tank Capacity:	00009940
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	3173-2
Year Installed:	1965
Tank Capacity:	00009940
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	003
Container Num:	3173-4
Year Installed:	1965
Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

Tank Num:	003
Container Num:	3173-4
Year Installed:	1965
Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

Click here for Geo Tracker PDF:

L98 **CALTRANS I-105 #16 & 17** **CA RESPONSE** **S101481080**
I-5 FWY BTW NORMANDIE BLV & IMPERIAL HWY **CA ENVIROSTOR** **N/A**
< 1/8 **LOS ANGELES, CA 90047** **CA HIST Cal-Sites**
1 ft. **CA DEED**
Site 10 of 19 in cluster L **CA Cortese**

Relative:
Higher

Actual:
209 ft.

RESPONSE:

Facility ID:	19990003
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	13.5 +

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Stephanie Lewis
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	300203
Site Mgmt. Req.:	REM, DAY, ELD, HOS, LUC, MON, EX, SCH, COV
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Certified / Operation & Maintenance
Status Date:	06/30/1994
Restricted Use:	YES
Funding:	Responsible Party
Latitude:	33.92888
Longitude:	-118.3
APN:	NONE SPECIFIED
Past Use:	LANDFILL - CONSTRUCTION, LANDFILL - DOMESTIC
Potential COC :	Methane Vinyl chloride
Confirmed COC:	Vinyl chloride Methane
Potential Description:	SOIL, SV, IA
Alias Name:	CALTRANS I-105 FREEWAY PROJECT 4
Alias Type:	Alternate Name
Alias Name:	CALTRANS I-105 FRWY PROJ 4, PCLS 16 & 17
Alias Type:	Alternate Name
Alias Name:	110033617398
Alias Type:	EPA (FRS #)
Alias Name:	P33073
Alias Type:	PCode
Alias Name:	300203
Alias Type:	Project Code (Site Code)
Alias Name:	19990003
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	04/09/1996
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	08/26/1993
Comments:	Caltrans certifies that 350,000 cubic yards of hazardous waste is removed and shipped by rail to Kettleman Hills December 1992 and installation of an impervious clay caps and geocomposite drainage systems in April 1993, pursuant to the Remedial Design Report (February 1993) and the RAP.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	02/24/1993
Comments:	Removal Action: Soil excavation.

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 02/10/1993
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 09/21/1992
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 06/30/1992
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 01/30/1987
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 01/19/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 07/05/2007
Comments: Due to high VOC and methane readings, DTSC ask Caltrans to submit remedial plan to alleviate the buildup of soil gas.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 08/07/2012
Comments: Vapor Probe Installation and Sampling Report represent the Five Year Review Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan
Completed Date: 10/18/2011
Comments: Final Workplan dated 10/11/2011 for installation and sampling of soil vapor probes was accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 10/31/2011
Comments: Field Work - Field oversight during the installation of soil gas probe was monitored by geologist.

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 12/31/2014
Comments: Site inspection completed on 12/31/2014. 2015 annual site inspection to be carried out in October 2015.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 11/21/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/1994
Comments: The Department has certified that all remedial actions have been completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 12/31/2014
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 19990003
Status: Certified / Operation & Maintenance
Status Date: 06/30/1994
Site Code: 300203
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 13.5 +
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Stephanie Lewis
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: YES
Site Mgmt Req: REM, DAY, ELD, HOS, LUC, MON, EX, SCH, COV
Funding: Responsible Party
Latitude: 33.92888

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Longitude: -118.3
APN: NONE SPECIFIED
Past Use: LANDFILL - CONSTRUCTION, LANDFILL - DOMESTIC
Potential COC: Methane Vinyl chloride
Confirmed COC: Vinyl chloride Methane
Potential Description: SOIL, SV, IA
Alias Name: CALTRANS I-105 FREEWAY PROJECT 4
Alias Type: Alternate Name
Alias Name: CALTRANS I-105 FRWY PROJ 4, PCLS 16 & 17
Alias Type: Alternate Name
Alias Name: 110033617398
Alias Type: EPA (FRS #)
Alias Name: P33073
Alias Type: PCode
Alias Name: 300203
Alias Type: Project Code (Site Code)
Alias Name: 19990003
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/09/1996
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 08/26/1993
Comments: Caltrans certifies that 350,000 cubic yards of hazardous waste is removed and shipped by rail to Kettleman Hills December 1992 and installation of an impervious clay caps and geocomposite drainage systems in April 1993, pursuant to the Remedial Design Report (February 1993) and the RAP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 02/24/1993
Comments: Removal Action: Soil excavation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 02/10/1993
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 09/21/1992
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 06/30/1992

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 01/30/1987
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 01/19/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 07/05/2007
Comments: Due to high VOC and methane readings, DTSC ask Caltrans to submit remedial plan to alleviate the buildup of soil gas.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 08/07/2012
Comments: Vapor Probe Installation and Sampling Report represent the Five Year Review Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan
Completed Date: 10/18/2011
Comments: Final Workplan dated 10/11/2011 for installation and sampling of soil vapor probes was accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 10/31/2011
Comments: Field Work - Field oversight during the installation of soil gas probe was monitored by geologist.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 12/31/2014
Comments: Site inspection completed on 12/31/2014. 2015 annual site inspection to be carried out in October 2015.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 11/21/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Completed Document Type: Certification
Completed Date: 06/30/1994
Comments: The Department has certified that all remedial actions have been completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 12/31/2014
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Calsite:
Region: GLENDALE
Facility ID: 19990003
Facility Type: RP
Type: RESPONSIBLE PARTY
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 06301994
Status: CERTIFIED OPERATION AND MAINTENANCE, ALL PLANNED ACTIVITIES IMPLEMENTED, REMEDIATION CONTINUES
Status Name: CERTIFIED / OPERATION & MAINTENANCE
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
NPL: Not Listed
SIC Code: 99
SIC Name: NONCLASSIFIABLE ESTABLISHMENTS
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Unknown
Staff Member Responsible for Site: LPARNASS
Supervisor Responsible for Site: Not reported
Region Water Control Board: LA
Region Water Control Board Name: LOS ANGELES
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported
State Assembly District Code: 51
State Senate District Code: 25
Facility ID: 19990003
Activity: PPP
Activity Name: PUBLIC PARTICIPATION PLAN
AWP Code: Not reported
Proposed Budget: 0

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01301987
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990003
Activity:	RIFS
Activity Name:	REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301992
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990003
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	09211992
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990003
Activity:	DES
Activity Name:	DESIGN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	02101993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990003
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	EXC
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	02241993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	350000
Liquids Treated (Gals):	0
Action Included Capping:	X
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	N
Activity Comments:	CONTAMINATED SOIL EXCAVATED AND TRANSPORTED FOR OFFSITE DISPOSAL.INSTALLATION OF AN IMPERMEABLE CLAY CAP/GEOCOMPOSITE DRAINAGE SYSTEMAND DEED RESTRICTION.
For Commercial Reuse:	0

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990003
Activity:	FRA
Activity Name:	FINAL REMEDIAL ACTION
AWP Code:	CAP
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08261993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990003
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301994
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990003
Activity:	DEED
Activity Name:	DEED RESTRICTIONS
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Revised Due Date:	Not reported
Comments Date:	11211994
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990003
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04091996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990003
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	06302013
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	L
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	BETWEEN HAWTHORNE BLVD & LONG BEACH FRWY
Alternate City,St,Zip:	LOS ANGELES, CA 90047
Alternate Address:	I-5 FWY BTW NORMANDIE BLV & IMPERIAL HWY
Alternate City,St,Zip:	LOS ANGELES, CA 90047
Alternate Address:	IMPERIAL HIGHWAY OFF OF NORMANDIE AVENUE
Alternate City,St,Zip:	ATHENS, CA 90047
Background Info:	This site consists of Parcels 16 and 17 of a ten-parcel area. The property was acquired through eminent domain by Caltrans for the realignment of the I-105 freeway. Previously, the property was used intermittently as a landfill. Parcel 17 is an old dump site with Class III materials. Parcel 16 was used as a series of three landfills, one on top of the other. The upper layer of the mound is mainly soil with concrete and rubble, containing primarily lead contamination. The middle layer is a mixture of soil, concrete, brick, wood and glass with no contamination. The lowermost layer was deposited between the mid-1940s and early 1950s as mainly landfill debris. The lowest layer is the most contaminated, exceeding one or all of the state and federal action levels for lead, copper, zinc, total petroleum hydrocarbons and semi-volatile organic compounds. Possible pathways of contamination include blowing dust, and percolation downward to groundwater. Possible receptors include workers onsite, residents in the area, and persons digging on the site. The parcels were fenced in 1987. A Focused Remedial Investigation/Feasibility Study and Health risk assessment was completed by Caltrans in 1990 for the planned removal action within the right-of-way portion of Site 16. A community workshop meeting for the planned removal action was held by Caltrans in 1990. Based on a MOU between Caltrans and the Department, the Department has assumed the responsibility for remediation of the unexcavated portion of Site 16. The RAP was approved in September of 1992. Approximately 350,000 cubic yards of contaminated soils have been removed and geotextile clay caps/drainage systems have been installed pursuant to the RAP and Remedial Design Report. The Department has certified that all appropriate remedial actions have been completed for Site 16 and Site 17. A Deed Restriction has been placed on Site 16 to ensure future uses of the site will not damage the cap or wells and will be protective of human health and the environment. Annual soil gas monitoring, cap inspection and maintenance will be performed on Site 16 and Site 17. The first round of monitoring is expected to commence November 1995.
Comments Date:	01102002
Comments:	Site repair implementation begins with a site survey.
Comments Date:	02241993
Comments:	Removal Action: Soil excavation.
Comments Date:	04061998

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Comments:	4/98 DTSC inspected Site 16 and Site 17. It appears that all
Comments Date:	04061998
Comments:	soil gas wells are in poor condition and need repairing because
Comments Date:	04061998
Comments:	the wells have collapsed. Additionally, the landfill cap has
Comments Date:	04061998
Comments:	degraded on Site 16 halfway between the eastern and western
Comments Date:	04061998
Comments:	boundaries.
Comments Date:	04122002
Comments:	Site survey concludes soil vapor wells need repair and
Comments Date:	04122002
Comments:	investigation.
Comments Date:	04191996
Comments:	Monitoring of soil vapor wells is scheduled for May 1996.
Comments Date:	04281995
Comments:	DTSC inspected Site 16 and Site 17. It appears that one
Comments Date:	04281995
Comments:	of the soil gas wells was destroyed during recent grading
Comments Date:	04281995
Comments:	of the site. The other remaining well appears to be in
Comments Date:	04281995
Comments:	poor condition and may need repairs. DTSC requests that
Comments Date:	04281995
Comments:	Caltrans repair the soil gas wells on site 16 and install
Comments Date:	04281995
Comments:	vegetative cover on the sloped areas of Site 16 and Site 17
Comments Date:	04281995
Comments:	to prevent topsoil erosion and damage to the clay caps.
Comments Date:	04292005
Comments:	The status is the same - Caltrans remains out of compliance.
Comments Date:	06301994
Comments:	The Department has certified that all remedial actions
Comments Date:	06301994
Comments:	have been completed.
Comments Date:	07231998
Comments:	DTSC informs Caltrans of needed repairs at the site.
Comments Date:	07251991
Comments:	Site consists of three landfills, one on top of the other.
Comments Date:	07251991
Comments:	Contaminants include Pb, TPH, Cu, Zn, and semi-volatile
Comments Date:	07251991
Comments:	organics. Site is located at I-5 freeway realignment
Comments Date:	07251991
Comments:	between Normandie Blvd and Imperial Hwy, and is near the
Comments Date:	07251991
Comments:	Long Beach Freeway in Los Angeles County.
Comments Date:	08082001
Comments:	DTSC accepts Caltrans proposed site repair implementation
Comments Date:	08082001
Comments:	with instructions for DTSC review of the groundwater and soil
Comments Date:	08082001
Comments:	vapor monitoring plans that will be followed to conduct the work.
Comments Date:	08261993
Comments:	Caltrans certifies that 350,000 cubic yards of hazardous
Comments Date:	08261993
Comments:	waste is removed and shipped by rail to Kettleman Hills

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Comments Date: 08261993
Comments: December 1992 and installation of an impervious clay caps
Comments Date: 08261993
Comments: and geocomposite drainage systems in April 1993, pursuant
Comments Date: 08261993
Comments: to the Remedial Design Report (February 1993) and the
Comments Date: 08261993
Comments: RAP.
Comments Date: 11101994
Comments: DEED RESTRICTION - The Department and CalTrans signed a Covenant
Comments Date: 11101994
Comments: to restrict the use of the Site 16 Property. Provisions of the
Comments Date: 11101994
Comments: Covenant specify that to protect the present or future public
Comments Date: 11101994
Comments: health and safety, the Property shall be used in a manner to
Comments Date: 11101994
Comments: avoid potential harm to persons or property which may result
Comments Date: 11101994
Comments: from hazardous substances which may have been deposited on
Comments Date: 11101994
Comments: portions of the Property.
Comments Date: 11212000
Comments: Caltrans does not provide funding for the work.
Comments Date: 11222000
Comments: DTSC sends letter of non-compliance to Caltrans referring to the
Comments Date: 11222000
Comments: needed repairs at the site.
Comments Date: 12082000
Comments: Caltrans responds to DTSC concerns indicating their intent to
Comments Date: 12082000
Comments: conduct the necessary cap and well repairs through the use of
Comments Date: 12082000
Comments: their own sub contractor.
ID Name: CALSTARS CODE
ID Value: 300203
ID Name: BEP DATABASE PCODE
ID Value: P33073
Alternate Name: CALTRANS I-105 FRWY PROJ 4, PCLS 16 & 17
Alternate Name: CALTRANS I-105 FREEWAY PROJECT 4
Alternate Name: CALTRANS I-105 #16 & 17
Alternate Name: Not reported
Special Programs Code: Not reported
Special Programs Name: Not reported

DEED:
Envirostor ID: 19990003
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: STATE RESPONSE
Status: CERTIFIED / OPERATION & MAINTENANCE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 11/21/1994

CORTESE:

CALTRANS I-105 #16 & 17 (Continued) **S101481080**

Region:	CORTESE
Envirostor Id:	19990003
Site/Facility Type:	STATE RESPONSE
Cleanup Status:	CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS
Status Date:	06/30/1994
Site Code:	300203
Latitude:	33.928888
Longitude:	-118.3
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	envirostor
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported

G99 **CA CHMIRS** **S105632248**
N/A

< 1/8
1 ft.

11404 SOUTH WESTERN AVE
LA, CA

Site 29 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

CHMIRS:

OES Incident Number:	6294
OES notification:	Not reported
OES Date:	1/4/1993
OES Time:	02:36:00 PM
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported

(Continued) **S105632248**

Spill Site:	Not reported
Cleanup By:	FURTHER SITE INVESTIGATION
Containment:	Not reported
What Happened:	Not reported
Type:	PETROLEUM
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1993
Agency:	REM ENGINEERING
Incident Date:	17 DEC 92
Admin Agency:	Not reported
Amount:	UNKNOWN
Contained:	NO
Site Type:	S/S
E Date:	Not reported
Substance:	GASOLINE CONTAMINATION
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	UNKNOWN
Number of Injuries:	UNKNOWN
Number of Fatalities:	UNKNOWN
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	DURING BORING INVESTIGATION FOUND SOIL CONTAMINATION.

I100 **CALTRANS - LEINARD FLYNN SITE #17** **CA SWF/LF** **S118939138**
1330 WEST IMPERIAL HIGHWAY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 11 of 27 in cluster I

Relative:
Lower

Actual:
200 ft.

LOS ANGELES CO. LF:

Site ID:	1891
Alt. Address:	11515 Budlong Avenue, Westmont, CA 90044; 1300 West Imperial Highway, Athens, CA
Site Contact:	Not reported
Site Contact Phone:	Not reported
Site Email:	Not reported
Site Website:	Not reported
Site Type:	Municipal Solid Waste Landfill
Site SWIS Number:	19-AA-5088
Beginning Operation Date:	Not reported
Ending Operation Date:	Dec-49
Local Enforcement Agency:	County Public Health
Maximun Depth Fill(Ft):	35
Permitted Capacity:	Not reported
Present Use:	LA County Public Works
Remaining Capacity(Million):	Not reported

CALTRANS - LEINARD FLYNN SITE #17 (Continued) **S118939138**

Status:	Closed
Waste Accepted:	Hazardous; Residential
Hours of Operation:	Not reported
Disposal Area (Acre):	Not reported

Detail As Of 01/2014:

Operator Name:	Unknown
Operator Address:	Not reported
Operator City/State/Zip:	Not reported
Operator Contact:	Not reported
Operator Telephone:	Not reported
Operator Email:	Not reported
Owner Name:	Eexcel Budlong Ltd
Owner Address:	11515 Budlong Ave
Owner City/State/Zip:	Westmont, CA 90044
Owner Contact:	Leonard Flynn
Owner Telephone:	Not reported
Owner Email:	Not reported

T101 **NORMA MEADOWS** **CA HAZNET** **S112949233**
1249 POINDEXTER ST **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 1 of 2 in cluster T

Relative:
Lower

Actual:
196 ft.

HAZNET:

envid:	S112949233
Year:	2005
GEPAID:	CAC002596722
Contact:	GWENDALINE BEMON
Telephone:	3237795571
Mailing Name:	Not reported
Mailing Address:	1249 POINDEXTER ST
Mailing City,St,Zip:	LOS ANGELES, CA 90044
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Not reported
Tons:	0
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

G102 **UNOCAL CORP SS 3173** **CA SWEEPS UST** **S106933488**
11404 S WESTERN AVE **N/A**
< 1/8 **INGLEWOOD, CA 90301**
1 ft.

Site 30 of 78 in cluster G

Relative:
Lower

Actual:
207 ft.

SWEEPS UST:

Status:	Active
Comp Number:	3128
Number:	9
Board Of Equalization:	44-001057
Referral Date:	03-21-91
Action Date:	03-21-91

UNOCAL CORP SS 3173 (Continued) **S106933488**

Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-003128-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	3

Status:	Active
Comp Number:	3128
Number:	9
Board Of Equalization:	44-001057
Referral Date:	03-21-91
Action Date:	03-21-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-003128-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3128
Number:	9
Board Of Equalization:	44-001057
Referral Date:	03-21-91
Action Date:	03-21-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-003128-000003
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

U103 **VERDUGO CONSTRUCTION** **CA HAZNET** **S117288970**
11633 S ST ANDREWS PL **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 6 in cluster U

Relative:
Lower

Actual:
176 ft.

HAZNET:

envid:	S117288970
Year:	2013
GEPAID:	CAC002725798
Contact:	FRANZ
Telephone:	8189039631
Mailing Name:	Not reported

VERDUGO CONSTRUCTION (Continued) **S117288970**

Mailing Address:	9800 CAYUGA AVE
Mailing City,St,Zip:	PACOIMA, CA 913314124
Gen County:	Los Angeles
TSD EPA ID:	CAT000613893
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.018
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

U104 **VERDUGO CONSTRUCTION** **CA HAZNET** **S117287475**
11647 S ST ANDREWS PL **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 2 of 6 in cluster U

Relative:
Lower

Actual:
173 ft.

HAZNET:

envid:	S117287475
Year:	2013
GEPAID:	CAC002723636
Contact:	FRANS
Telephone:	8189039631
Mailing Name:	Not reported
Mailing Address:	11647 S ST ANDREWS PL
Mailing City,St,Zip:	LOS ANGELES, CA 90047
Gen County:	Los Angeles
TSD EPA ID:	CAT000613893
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0075
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

G105 **BASKIN ROBBINS** **CA LOS ANGELES CO. HMS** **S118689856**
1723 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 31 of 78 in cluster G

Relative:
Higher

Actual:
212 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	027974-061901
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

G106 **IMPERIAL ARCO** **CA LOS ANGELES CO. HMS** **S104735137**
11404 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 32 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	003022-032532
Facility Type:	1
Facility Status:	Closed
Area:	29
Permit Number:	000286805
Permit Status:	Closed

G107 **EDR Hist Auto** **1015274495**
1769 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 33 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

EDR Historical Auto Stations:

Name:	WIS MOBILE STATION
Year:	1999
Address:	1769 W IMPERIAL HWY
Name:	WIS MOBILE STATION
Year:	2001
Address:	1769 W IMPERIAL HWY
Name:	WIS MOBILE STATION
Year:	2002
Address:	1769 W IMPERIAL HWY
Name:	WIS MOBILE STATION
Year:	2003
Address:	1769 W IMPERIAL HWY
Name:	WIS MOBILE STATION
Year:	2004
Address:	1769 W IMPERIAL HWY
Name:	WIS MOBIL
Year:	2006
Address:	1769 W IMPERIAL HWY
Name:	WIS MOBIL
Year:	2007
Address:	1769 W IMPERIAL HWY
Name:	WIS STATION
Year:	2008
Address:	1769 W IMPERIAL HWY
Name:	WIS STATION
Year:	2009
Address:	1769 W IMPERIAL HWY
Name:	WIS STATION

(Continued) **1015274495**

Year: 2010
Address: 1769 W IMPERIAL HWY

Name: WIES STATION
Year: 2011
Address: 1769 W IMPERIAL HWY

Name: WIES STATION
Year: 2012
Address: 1769 W IMPERIAL HWY

G108 **UNOCAL #3173** **CA LUST** **S102439905**
11404 WESTERN AVE S **CA HIST CORTESE** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 34 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

LUST:

Region:	STATE
Global Id:	T0603704606
Latitude:	33.9306539
Longitude:	-118.30865
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/18/1996
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-03128
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704606
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603704606
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603704606

UNOCAL #3173 (Continued) **S102439905**

Status: Open - Case Begin Date
Status Date: 04/14/1987

Global Id: T0603704606
Status: Open - Site Assessment
Status Date: 11/09/1987

Global Id: T0603704606
Status: Open - Site Assessment
Status Date: 01/04/1993

Global Id: T0603704606
Status: Open - Remediation
Status Date: 07/15/1996

Global Id: T0603704606
Status: Completed - Case Closed
Status Date: 12/18/1996

Regulatory Activities:
Global Id: T0603704606
Action Type: Other
Date: 04/14/1987
Action: Leak Stopped

Global Id: T0603704606
Action Type: Other
Date: 06/07/1995
Action: Leak Reported

Global Id: T0603704606
Action Type: Other
Date: 04/14/1987
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-03128
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: OT
Global ID: T0603704606
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: IMPERIAL
Enforcement Type: Not reported
Date Leak Discovered: 4/14/1987
Date Leak First Reported: 6/7/1995
Date Leak Record Entered: 12/18/1987

UNOCAL #3173 (Continued) **S102439905**

Date Confirmation Began:	Not reported	
Date Leak Stopped:	4/14/1987	
Date Case Last Changed on Database:		2/20/1997
Date the Case was Closed:		12/18/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	KIM, SEUNG HYUN	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2760.6587207036568817613533083
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		11/9/1987
Pollution Characterization Began:		1/4/1993
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		7/15/1996
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	UNOCAL CORPORATION	
RP Address:	376 S VALENCIA AVE, BREA CA 92621	
Program:	LUST	
Lat/Long:	33.9293577 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	TANKS WERE ROUTINELY REMOVED AND REPLACED. UPON REMOVAL, HCS WERE FOUND TO BE AT HIGH LEVELS AT 2' BELOW TANK BOTTOMS. DISCOVERED BACKFILL WAS AERATED TO BELOW 30 PPM. SAMPLING CONFOUNDED DURING RETRIEVAL DUE TO TANK HOLE COL	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-03128

G109 **ERNS** **93151644**
N/A

< 1/8
1 ft.

11404 S WESTERN AVE
LOS ANGELES, CA

Site 35 of 78 in cluster G

Relative:
Lower

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

Actual:
208 ft.

J110 **WHITE FLOWER NURSERY** **CA SWEEPS UST** **S106934443**
N/A

< 1/8
1 ft.

1535 W 120TH ST
INGLEWOOD, CA 90301

Site 4 of 18 in cluster J

Relative:
Higher

Actual:
209 ft.

SWEEPS UST:

Status:	Active
Comp Number:	14041
Number:	9
Board Of Equalization:	Not reported
Referral Date:	03-15-91
Action Date:	03-15-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

M111 **ROBERTO'S TIRE** **CA LOS ANGELES CO. HMS** **S119007701**
N/A

< 1/8
1 ft.

1017 W IMPERIAL HWY
LOS ANGELES, CA 90044

Site 5 of 45 in cluster M

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	034864-062232
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

G112 **EXXONMOBIL OIL CORPORATION NO 11571** **RCRA-LQG** **1007200015**
1769 W IMPERIAL HWY **FINDS** **CAL000050448**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 36 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

RCRA-LQG:

Date form received by agency:	03/07/2004
Facility name:	EXXONMOBIL OIL CORPORATION NO 11571
Facility address:	1769 W IMPERIAL HWY LOS ANGELES, CA 900474814
EPA ID:	CAL000050448
Mailing address:	12265 WEST BAYAUD AVE LAKEWOOD, CO 80228
Contact:	JOHN HOOVER
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	(800) 253-8054
Contact email:	Not reported
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	EXXONMOBIL OIL CORPORATION
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	09/30/2003
Owner/Op end date:	Not reported
Owner/operator name:	EXXONMOBIL OIL CORP.
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	05/31/2002
Owner/Op end date:	Not reported
Owner/operator name:	EXXONMOBIL OIL CORPORATION
Owner/operator address:	3225 GALLOWS RD FAIRFAX, VA 22937

EXXONMOBIL OIL CORPORATION NO 11571 (Continued) **1007200015**

Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 09/30/2003
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

Historical Generators:
Date form received by agency: 02/28/2002
Site name: EXXONMOBIL OIL CORP.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

Violation Status: No violations found

FINDS:

Registry ID: 110055826487

Environmental Interest/Information System
STATE MASTER

HAZARDOUS WASTE BIENNIAL REPORTER

L113 **A J SUPER LAUNDRY** **CA LOS ANGELES CO. HMS** **S109420913**
11252 S NORMANDIE AVE #104 **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 11 of 19 in cluster L

Relative:
Lower

Actual:
205 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 032380-051976

A J SUPER LAUNDRY (Continued) **S109420913**

Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000591539
Permit Status: Closed

Region: LA
Permit Category: Not reported
Facility Id: 032380-053942
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: S
Facility Id: 032380-055481
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000677251
Permit Status: Permit

V114 **PAULEY PETROLEUM INC (DEST)** **CA LOS ANGELES CO. HMS** **U003058435**
11795 S NORMANDIE AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 3 in cluster V

Relative:
Lower

Actual:
170 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 002068-I02145
Facility Type: 00
Facility Status: Closed
Area: 29
Permit Number: 000002467
Permit Status: Closed

I115 **GEORGE MANOR AUTO & R V REPAIR** **CA LUST** **U003062359**
1360 W IMPERIAL HWY **CA LOS ANGELES CO. HMS** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 12 of 27 in cluster I

Relative:
Lower

Actual:
197 ft.

LUST:
Region: STATE
Global Id: T0603753656
Latitude: 33.93065
Longitude: -118.299952
Case Type: LUST Cleanup Site
Status: Open - Site Assessment
Status Date: 06/11/2009
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: ALT

GEORGE MANOR AUTO & R V REPAIR (Continued) **U003062359**

Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-31995
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603753656
Contact Type:	Regional Board Caseworker
Contact Name:	ADAM TAING
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 West 4th Street
City:	LOS ANGELES
Email:	adam.taing@waterboards.ca.gov
Phone Number:	2135766752

Global Id:	T0603753656
Contact Type:	Local Agency Caseworker
Contact Name:	TIM SMITH
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	tsmith@dpw.lacounty.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603753656
Status:	Open - Case Begin Date
Status Date:	05/08/2002

Global Id:	T0603753656
Status:	Open - Site Assessment
Status Date:	05/24/2002

Global Id:	T0603753656
Status:	Open - Referred
Status Date:	05/12/2009

Global Id:	T0603753656
Status:	Open - Site Assessment
Status Date:	06/11/2009

Regulatory Activities:

Global Id:	T0603753656
Action Type:	Other
Date:	05/08/2002
Action:	Leak Discovery

Global Id:	T0603753656
Action Type:	Other
Date:	05/08/2002
Action:	Leak Stopped

GEORGE MANOR AUTO & R V REPAIR (Continued) **U003062359**

Global Id: T0603753656
Action Type: ENFORCEMENT
Date: 06/11/2009
Action: Staff Letter

Global Id: T0603753656
Action Type: RESPONSE
Date: 05/12/2009
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603753656
Action Type: RESPONSE
Date: 05/12/2009
Action: Correspondence

Global Id: T0603753656
Action Type: RESPONSE
Date: 12/14/2016
Action: Other Report / Document

Global Id: T0603753656
Action Type: ENFORCEMENT
Date: 10/30/2009
Action: Site Visit / Inspection / Sampling

Global Id: T0603753656
Action Type: Other
Date: 05/24/2002
Action: Leak Reported

Global Id: T0603753656
Action Type: RESPONSE
Date: 07/13/2009
Action: Other Report / Document

Global Id: T0603753656
Action Type: REMEDIATION
Date: 05/08/2002
Action: Not reported

Global Id: T0603753656
Action Type: ENFORCEMENT
Date: 11/14/2016
Action: Staff Letter

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-31995
Status: Leak being confirmed
Substance: Waste Oil
Substance Quantity: Not reported
Local Case No: 06463-31995
Case Type: Undefined
Abatement Method Used at the Site: Not reported

GEORGE MANOR AUTO & R V REPAIR (Continued) **U003062359**

Global ID:	T0603753656	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	NORMANDIE AVE.	
Enforcement Type:	Not reported	
Date Leak Discovered:	5/8/2002	
Date Leak First Reported:		5/24/2002
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	5/24/2002	
Date Leak Stopped:	5/8/2002	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Close Tank	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	GEORGE MANOR	
RP Address:	1360 W. IMPERIAL HWY.	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	006463-031995
Facility Type:	1
Facility Status:	Removed
Area:	29
Permit Number:	000344209

GEORGE MANOR AUTO & R V REPAIR (Continued) **U003062359**

Permit Status: Removed

Region: LA
Permit Category: I
Facility Id: 006463-I06683
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000006239
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 006463-I06683
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000012624
Permit Status: Removed

W116 **ATHENS GLEN APTS (11515 BUDLONG LP)** **CA HAZNET** **S112943831**
11515 S BUDLONG AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 1 of 2 in cluster W

Relative:
Lower

Actual:
202 ft.

HAZNET:
envid: S112943831
Year: 2005
GEPAID: CAC002587632
Contact: JACKIE LOPEZ/PROPERTY MGR
Telephone: 6263002440
Mailing Name: Not reported
Mailing Address: 2320 S FREMONT AVE
Mailing City,St,Zip: ALHAMBRA, CA 91803
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Recycler
Tons: 1.66
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

G117 **LAUSD- PROPOSED SOUTH REGION HIGH SCHOOL #6** **CA HAZNET** **S112957720**
1723 IMPERIAL HIGHWAY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 37 of 78 in cluster G

Relative:
Higher

Actual:
212 ft.

HAZNET:
envid: S112957720
Year: 2006
GEPAID: CAC002610576
Contact: SOE AUNG

LAUSD- PROPOSED SOUTH REGION HIGH SCHOOL #6 (Continued) **S112957720**

Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE FL 20
Mailing City,St,Zip:	LOS ANGELES, CA 900171466
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	2.08
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

G118 **IMPERIAL GAS & MART** **CA LOS ANGELES CO. HMS** **S105570274**
11404 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 38 of 78 in cluster G

Relative: Lower

Actual: 208 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	003022-037690
Facility Type:	0
Facility Status:	Closed
Area:	29
Permit Number:	000349155
Permit Status:	Closed

K119 **LOS ANGELES SOUTHWEST COLLEGE** **CA ENVIROSTOR** **S108974335**
1600 WEST IMPERIAL HIGHWAY **CA SCH** **N/A**
< 1/8 **LOS ANGELES, CA 90047** **CA HIST UST**
1 ft. **CA ENF**
Site 3 of 14 in cluster K **CA NPDES**

Relative: Higher

Actual: 209 ft.

ENVIROSTOR:

Facility ID:	60000796
Status:	Certified / Operation & Maintenance
Status Date:	04/30/2013
Site Code:	304627
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	1.85
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Aslam Shareef
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

Funding: School District
Latitude: 33.93081
Longitude: -118.3045
APN: 6079001904
Past Use: AGRICULTURAL - LIVESTOCK, AGRICULTURAL - ORCHARD, FUEL - VEHICLE STORAGE/ REFUELING, LANDFILL - DOMESTIC, MAINTENANCE / CLEANING, OIL FIELD, SCHOOL - COLLEGE, VEHICLE MAINTENANCE
Potential COC: Arsenic DDD DDE DDT Lead Methane TPH-diesel TPH-gas Vinyl chloride
Confirmed COC: 30001-NO 30024-NO 30025-NO 30028-NO 30013-NO 30015-NO 30006-NO 30007-NO 30008-NO
Potential Description: IA, SOIL, SV
Alias Name: LAUSD Middle College High School
Alias Type: Alternate Name
Alias Name: Middle College HS
Alias Type: Alternate Name
Alias Name: Middle College High School
Alias Type: Alternate Name
Alias Name: Proposed Middle College HS
Alias Type: Alternate Name
Alias Name: Proposed Middle College High School
Alias Type: Alternate Name
Alias Name: South Region High School #6
Alias Type: Alternate Name
Alias Name: South Region High School#6
Alias Type: Alternate Name
Alias Name: 6079001904
Alias Type: APN
Alias Name: 110033612570
Alias Type: EPA (FRS #)
Alias Name: 304627
Alias Type: Project Code (Site Code)
Alias Name: 60000796
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/22/2015
Comments: Annual Cost Estimate emailed and mailed to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 07/11/2013
Comments: Executed Final O&M Agreement on 7/11

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/20/2016
Comments: Annual Cost Estimates Letter, dated 9/20/16, sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Master Agreement
Completed Date: 01/18/2008
Comments: Site added to Master Environmental Oversight Agreement

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/30/2013
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/19/2008
Comments: The Department of Toxic Substances (DTSC) reviewed the Revised Preliminary Environmental Assessment (PEA) Scoping Document for the Proposed South Region High School #6-13 Site (Site), prepared by The Planning Center, Inc. dated February 19, 2008 and received on March 4, 2008. The corrected sampling plan figure (figure 5-Proposed Plant Facilities and Agricultural Sample Locations) was received on March 5, 2008. The PEA Scoping Document was revised based on the Site walk on February 13, 2008; the Scoping Meeting on February 15, 2008; and conversations over the phone. DTSC comments are adequately addressed and DTSC concurs with the Revised PEA Scoping Document, with an exception of further delineating the Site (in Supplemental Site Investigation stage), if elevated levels of contaminants are detected. If you have any questions, feel free to contact me at 714-484-5308.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/04/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/20/2008
Comments: The LAUSD made an agreement with the Community College for conducting a RAW for methane and hydrogen sulfide. The RAW for methane will be conducted under a VCA agreement with the Community College before the Site gets transfered over to the LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/26/2010
Comments: DTSC approved the RAW for implementation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 04/20/2012
Comments: DTSC approved the Removal Action Completion Report provided DTSC comments are incorporated in future operation and maintenance field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

Completed Document Type: Operations and Maintenance Report
Completed Date: 11/21/2013
Comments: DTSC approved the Operation and Maintenance report provided DTSC comments are incorporated in future field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/21/2013
Comments: DTSC approved the Operation and Maintenance report provided DTSC comments are incorporated in future field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/05/2013
Comments: DTSC approved the Operation and Maintenance report provided DTSC comments are incorporated in future field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/18/2014
Comments: DTSC approved the operation and maintenance report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/06/2015
Comments: DTSC approved the Annual Gas Mitigation System O&M Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/28/2016
Comments: DTSC approved the operation and maintenance report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/10/2008
Comments: The LAUSD made an agreement with the Community College for conducting a RAW for methane and hydrogen sulfide. The RAW for methane will be conducted under an SCA agreement with the Community College before the Site gets transfered over to the LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 11/19/2009
Comments: Signed Agreement sent (FedEx) to District

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2021
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	60000796
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.85
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Aslam Shareef
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304627
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Certified / Operation & Maintenance
Status Date:	04/30/2013
Restricted Use:	NO
Funding:	School District
Latitude:	33.93081
Longitude:	-118.3045
APN:	6079001904
Past Use:	AGRICULTURAL - LIVESTOCK, AGRICULTURAL - ORCHARD, FUEL - VEHICLE STORAGE/ REFUELING, LANDFILL - DOMESTIC, MAINTENANCE / CLEANING, OIL FIELD, SCHOOL - COLLEGE, VEHICLE MAINTENANCE
Potential COC:	Arsenic, DDD, DDE, DDT, Lead, Methane, TPH-diesel, TPH-gas, Vinyl chloride
Confirmed COC:	30001-NO, 30024-NO, 30025-NO, 30028-NO, 30013-NO, 30015-NO, 30006-NO, 30007-NO, 30008-NO
Potential Description:	IA, SOIL, SV
Alias Name:	LAUSD Middle College High School
Alias Type:	Alternate Name
Alias Name:	Middle College HS
Alias Type:	Alternate Name
Alias Name:	Middle College High School
Alias Type:	Alternate Name
Alias Name:	Proposed Middle College HS
Alias Type:	Alternate Name
Alias Name:	Proposed Middle College High School
Alias Type:	Alternate Name
Alias Name:	South Region High School #6
Alias Type:	Alternate Name
Alias Name:	South Region High School#6
Alias Type:	Alternate Name

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

Alias Name: 6079001904
Alias Type: APN
Alias Name: 110033612570
Alias Type: EPA (FRS #)
Alias Name: 304627
Alias Type: Project Code (Site Code)
Alias Name: 60000796
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/22/2015
Comments: Annual Cost Estimate emailed and mailed to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 07/11/2013
Comments: Executed Final O&M Agreement on 7/11

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/20/2016
Comments: Annual Cost Estimates Letter, dated 9/20/16, sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Master Agreement
Completed Date: 01/18/2008
Comments: Site added to Master Environmental Oversight Agreement

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/30/2013
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/19/2008
Comments: The Department of Toxic Substances (DTSC) reviewed the Revised Preliminary Environmental Assessment (PEA) Scoping Document for the Proposed South Region High School #6-13 Site (Site), prepared by The Planning Center, Inc. dated February 19, 2008 and received on March 4, 2008. The corrected sampling plan figure (figure 5-Proposed Plant Facilities and Agricultural Sample Locations) was received on March 5, 2008. The PEA Scoping Document was revised based on the Site walk on February 13, 2008; the Scoping Meeting on February 15, 2008; and conversations over the phone. DTSC comments are adequately addressed and DTSC concurs with the Revised PEA Scoping Document, with an exception of further delineating the Site (in Supplemental Site Investigation stage), if elevated levels of contaminants are detected. If you have any questions, feel free to contact me at

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

714-484-5308.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/04/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/20/2008
Comments: The LAUSD made an agreement with the Community College for conducting a RAW for methane and hydrogen sulfide. The RAW for methane will be conducted under a VCA agreement with the Community College before the Site gets transfered over to the LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/26/2010
Comments: DTSC approved the RAW for implementation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 04/20/2012
Comments: DTSC approved the Removal Action Completion Report provided DTSC comments are incorporated in future operation and maintenance field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/21/2013
Comments: DTSC approved the Operation and Maintenance report provided DTSC comments are incorporated in future field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/21/2013
Comments: DTSC approved the Operation and Maintenance report provided DTSC comments are incorporated in future field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/05/2013
Comments: DTSC approved the Operation and Maintenance report provided DTSC comments are incorporated in future field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/18/2014
Comments: DTSC approved the operation and maintenance report

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/06/2015
Comments: DTSC approved the Annual Gas Mitigation System O&M Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/28/2016
Comments: DTSC approved the operation and maintenance report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/10/2008
Comments: The LAUSD made an agreement with the Community College for conducting a RAW for methane and hydrogen sulfide. The RAW for methane will be conducted under an SCA agreement with the Community College before the Site gets transfered over to the LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 11/19/2009
Comments: Signed Agreement sent (FedEx) to District

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2021
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST UST:
File Number: 00027685
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027685.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

ENF:

Region:	4
Facility Id:	765755
Agency Name:	Los Angeles Community College District
Place Type:	Residence/Education
Place Subtype:	Educational Facilities
Facility Type:	All other facilities
Agency Type:	Municipal
# Of Agencies:	1
Place Latitude:	33.930900
Place Longitude:	-118.304700
SIC Code 1:	8221
SIC Desc 1:	Colleges, Universities, and Professional Schools
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.002
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDNONMUNIPRCS
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B199400009
Reg Measure Id:	378802
Reg Measure Type:	Enrollee
Region:	4
Order #:	R4-2009-0068
Npdes# CA#:	CAG674001
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	1120
Status:	Historical
Status Date:	02/11/2014
Effective Date:	05/24/2011
Expiration/Review Date:	06/04/2014
Termination Date:	02/07/2014
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	Y
Individual/General:	I
Fee Code:	60 - Minimal or no treatment to meet limits Category 3
Direction/Voice:	Passive
Enforcement Id(EID):	392687
Region:	4
Order / Resolution Number:	Not reported
Enforcement Action Type:	Notice of Violation
Effective Date:	08/09/2013
Adoption/Issuance Date:	08/09/2013
Achieve Date:	Not reported
Termination Date:	08/09/2013
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV 08/09/2013 for Los Angeles Community College District
Description:	Not reported
Program:	NPDNONMUNIPRCS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

NPDES:

Npdes Number:	CAG674001
Facility Status:	Historical
Agency Id:	473623
Region:	4
Regulatory Measure Id:	378802
Order No:	R4-2009-0068
Regulatory Measure Type:	Enrollee
Place Id:	765755
WDID:	4B199400009
Program Type:	NPDNONMUNIPRCS
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	05/24/2011
Expiration Date Of Regulatory Measure:	06/04/2014
Termination Date Of Regulatory Measure:	02/07/2014

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

Discharge Name:	Los Angeles Community College District
Discharge Address:	1600 West Imperial Highway
Discharge City:	Los Angeles
Discharge State:	CA
Discharge Zip:	90047
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported

LOS ANGELES SOUTHWEST COLLEGE (Continued) **S108974335**

CERTIFICATION DATE: Not reported
PRIMARY SIC: Not reported
SECONDARY SIC: Not reported
TERTIARY SIC: Not reported

U120 **EDWARD CARSON** **CA HAZNET** **S113788284**
1839 W 117TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 3 of 6 in cluster U

Relative: Lower
Actual: 171 ft.

HAZNET:
envid: S113788284
Year: 2012
GEPAID: CAC002704654
Contact: EDWARD CARSON
Telephone: 3238286059
Mailing Name: Not reported
Mailing Address: 1839 W 117TH ST
Mailing City,St,Zip: LOS ANGELES, CA 90047
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

L121 **EDR Hist Auto** **1015226883**
1429 W 113TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 12 of 19 in cluster L

Relative: Higher
Actual: 227 ft.

EDR Historical Auto Stations:
Name: MANOR GEORGE AUTO RPR & SRVC
Year: 2003
Address: 1429 W 113TH ST

G122 **FOOD 4 LESS #399 - FUEL CENTER** **FINDS** **1016435915**
11533 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 39 of 78 in cluster G

Relative: Lower
Actual: 199 ft.

FINDS:

Registry ID: 110055888598

Environmental Interest/Information System
STATE MASTER

I123 **MASS ELECTRIC CONSTRUCTION CO JOB# 14139 LA DWP** **CA HAZNET** **S113467803**
1256 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 13 of 27 in cluster I

Relative:
Lower

Actual:
202 ft.

HAZNET:

envid:	S113467803
Year:	2010
GEPAID:	CAL000350153
Contact:	MICHAEL BERLIN
Telephone:	6174386021
Mailing Name:	Not reported
Mailing Address:	1925 WRIGHT AVE ste L
Mailing City,St,Zip:	LA VERNE, CA 917500000
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	34.512
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

I124 **GEORGE MANOR AUTO & RV REPAIR** **CA HAZNET** **S112921073**
1360 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 14 of 27 in cluster I

Relative:
Lower

Actual:
197 ft.

HAZNET:

envid:	S112921073
Year:	2002
GEPAID:	CAC002550332
Contact:	GEORGE W MANOR
Telephone:	3234180583
Mailing Name:	Not reported
Mailing Address:	1360 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 90044
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	0.62
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

S125 **LOS ANGELES COUNTY SANITATION DISTRICTS** **CA HAZNET** **S113021172**
1326 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 2 of 6 in cluster S

Relative:
Lower

Actual:
193 ft.

HAZNET:

envid:	S113021172
Year:	1999
GEPAID:	CAH777000960
Contact:	LA CTY SAN DISTS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAD050806850
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Treatment, Tank
Tons:	.2500
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113021172
Year:	1999
GEPAID:	CAH777000960
Contact:	LA CTY SAN DISTS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAD050806850
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Transfer Station
Tons:	36.8385
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113021172
Year:	1999
GEPAID:	CAH777000960
Contact:	LA CTY SAN DISTS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	AZD049318009
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Not reported
Tons:	.0875
Cat Decode:	Not reported
Method Decode:	Not reported

LOS ANGELES COUNTY SANITATION DISTRICTS (Continued) **S113021172**

Facility County:	Los Angeles

envid:	S113021172
Year:	1997
GEPAID:	CAH777000960
Contact:	LA CTY SAN DISTS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAD050806850
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Transfer Station
Tons:	2.5031
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113021172
Year:	1997
GEPAID:	CAH777000960
Contact:	LA CTY SAN DISTS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	Not reported
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Transfer Station
Tons:	.7350
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

I126 **SLAVONIAN PICNIC LANDFILL** **CA SWF/LF** **S118939160**
1330 WEST IMPERIAL HIGHWAY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 15 of 27 in cluster I

Relative:
Lower

Actual:
200 ft.

LOS ANGELES CO. LF:

Site ID:	2024
Alt. Address:	627 South Budlong Avenue, Los Angeles, CA; 1326 West Imperial Highway, Los Angeles, CA
Site Contact:	Not reported
Site Contact Phone:	Not reported
Site Email:	Not reported
Site Website:	Not reported
Site Type:	Municipal Solid Waste Landfill
Site SWIS Number:	19-AA-5509
Beginning Operation Date:	1939
Ending Operation Date:	1949

SLAVONIAN PICNIC LANDFILL (Continued) **S118939160**

Local Enforcement Agency:	Not reported
Maximun Depth Fill(Ft):	28
Permitted Capacity:	Not reported
Present Use:	LA County Probation Department
Remaining Capacity(Million):	Not reported
Status:	Closed
Waste Accepted:	Inert; Residential
Hours of Operation:	Not reported
Disposal Area (Acre):	10.7

Detail As Of 01/2014:

Operator Name:	Unknown
Operator Address:	Not reported
Operator City/State/Zip:	Not reported
Operator Contact:	Not reported
Operator Telephone:	Not reported
Operator Email:	Not reported
Owner Name:	Unknown
Owner Address:	Not reported
Owner City/State/Zip:	Not reported
Owner Contact:	Not reported
Owner Telephone:	Not reported
Owner Email:	Not reported

G127 **LA SOUTHWEST COLLEGE** **CA LUST** **S103623913**
11404 SOUTH WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 40 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

LUST:

Region:	STATE
Global Id:	T0603764149
Latitude:	34.05329
Longitude:	-118.24501
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/27/2007
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	MRR
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	3022-44037
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603764149
Contact Type:	Local Agency Caseworker
Contact Name:	MANUEL R REGALADO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	mregalad@dpw.lacounty.gov
Phone Number:	Not reported

LA SOUTHWEST COLLEGE (Continued) **S103623913**

Global Id:	T0603764149
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603764149
Status:	Open - Case Begin Date
Status Date:	07/08/2005
Global Id:	T0603764149
Status:	Open - Site Assessment
Status Date:	03/07/2006
Global Id:	T0603764149
Status:	Completed - Case Closed
Status Date:	04/27/2007

Regulatory Activities:

Global Id:	T0603764149
Action Type:	Other
Date:	07/08/2005
Action:	Leak Discovery
Global Id:	T0603764149
Action Type:	Other
Date:	07/13/2005
Action:	Leak Reported
Global Id:	T0603764149
Action Type:	REMEDIATION
Date:	07/13/2005
Action:	Not reported

A128 **SINGJOY CO** **CA HAZNET** **S112861777**
11227-11239 WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 13 of 13 in cluster A

Relative:
Higher

Actual:
209 ft.

HAZNET:

envid:	S112861777
Year:	1995
GEPAID:	CAC001033496
Contact:	SINGJOY CO
Telephone:	3105680361
Mailing Name:	Not reported
Mailing Address:	8939 S SEPULVEDA BLVD, #314
Mailing City,St,Zip:	LOS ANGELES, CA 900450000
Gen County:	Not reported
TSD EPA ID:	CAL000027741
TSD County:	Not reported

SINGJOY CO (Continued) **S112861777**

Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 6.2367
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Q129 **NOAH DWELLING CHILAN TROPIC HOLDINGS LLC** **CA HAZNET** **S113785115**
11633 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 3 of 8 in cluster Q

Relative: Lower

Actual: 185 ft.

HAZNET:
envid: S113785115
Year: 2012
GEPAID: CAC002700255
Contact: LILIAN ASOMUGHA
Telephone: 3103250009
Mailing Name: Not reported
Mailing Address: 22632 FELBAR AVE
Mailing City,St,Zip: TORRANCE, CA 90505
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 4.4
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

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130 **SOUTH REGION HIGH SCHOOL #6, SITE 3** **CA ENVIROSTOR** **S108054428**
IMPERIAL HIGHWAY/HOBART BLVD. **CA SCH** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Relative: Higher

Actual: 217 ft.

ENVIROSTOR:
Facility ID: 60000419
Status: Inactive - Needs Evaluation
Status Date: 02/23/2007
Site Code: 304539
Site Type: School Investigation
Site Type Detailed: School
Acres: 2.88
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: S. Steven Hariri
Supervisor: Ju-Tseng Liu
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO

SOUTH REGION HIGH SCHOOL #6, SITE 3 (Continued) **S108054428**

Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 33.9294
Longitude: -118.3102
APN: NONE SPECIFIED
Past Use: RETAIL
Potential COC: Under Investigation
Confirmed COC: Under Investigation
Potential Description: UE
Alias Name: 304539
Alias Type: Project Code (Site Code)
Alias Name: 60000419
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 11/14/2006
Comments: DTSC Approved the Scoping Document

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 02/23/2007
Comments: Project CRU completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inactive Status Letter
Completed Date: 02/07/2007
Comments: ISL Mailed out

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000419
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.88
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: S. Steven Hariri
Supervisor: Ju-Tseng Liu
Division Branch: Southern California Schools & Brownfields Outreach

SOUTH REGION HIGH SCHOOL #6, SITE 3 (Continued) **S108054428**

Site Code:	304539
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	02/23/2007
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	33.9294
Longitude:	-118.3102
APN:	NONE SPECIFIED
Past Use:	RETAIL
Potential COC:	Under Investigation
Confirmed COC:	Under Investigation
Potential Description:	UE
Alias Name:	304539
Alias Type:	Project Code (Site Code)
Alias Name:	60000419
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	11/14/2006
Comments:	DTSC Approved the Scoping Document
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	02/23/2007
Comments:	Project CRU completed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Inactive Status Letter
Completed Date:	02/07/2007
Comments:	ISL Mailed out
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

X131 **AMERICAN TOWERS - CABRINI - SITE # 300714** **FINDS** **1016427834**
1450 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 3 in cluster X

Relative:
Higher

Actual:
210 ft.

FINDS:

Registry ID: 110055778500

Environmental Interest/Information System
STATE MASTER

G132 **1X MOBIL OIL #11-KYU** **CA HAZNET** **S112837916**
1769 WEST IMPERIAL HIGHWAY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 41 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

HAZNET:

envid:	S112837916
Year:	2000
GEPAID:	CAC000276473
Contact:	YDE, PAUL
Telephone:	8189532518
Mailing Name:	Not reported
Mailing Address:	1769 WEST IMPERIAL HIGHWAY
Mailing City,St,Zip:	LOS ANGELES, CA 900470000
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Other
Tons:	0.01
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

G133 **WIE'S STATION** **CA LOS ANGELES CO. HMS** **S106409745**
1769 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 42 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	005984-040650
Facility Type:	0
Facility Status:	Permit
Area:	29
Permit Number:	000399300
Permit Status:	Permit

I134 **EL POLLO LOCO RESTAURANT** **CA LOS ANGELES CO. HMS** **S105512088**
1360 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 16 of 27 in cluster I

Relative:
Lower

Actual:
197 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	006463-037501
Facility Type:	01
Facility Status:	Closed
Area:	29
Permit Number:	000351735
Permit Status:	Closed

Region:	LA
Permit Category:	I
Facility Id:	006463-037501
Facility Type:	S4
Facility Status:	Closed
Area:	29
Permit Number:	000351744
Permit Status:	Closed

Region:	LA
Permit Category:	S
Facility Id:	006463-048634
Facility Type:	S5
Facility Status:	Permit
Area:	29
Permit Number:	000526678
Permit Status:	Permit

Region:	LA
Permit Category:	I
Facility Id:	006463-051635
Facility Type:	01
Facility Status:	Permit
Area:	29
Permit Number:	000585207
Permit Status:	Permit

Region:	LA
Permit Category:	I
Facility Id:	006463-051635
Facility Type:	S4
Facility Status:	Permit
Area:	29
Permit Number:	000585209
Permit Status:	Permit

Region:	LA
Permit Category:	Not reported
Facility Id:	006463-051991
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported

EL POLLO LOCO RESTAURANT (Continued) **S105512088**

Permit Status: Not reported

G135 **K MART ENTERPRISES** **CA SWEEPS UST** **S101584213**
11507 S WESTERN AVE **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90045**
1 ft.

Site 43 of 78 in cluster G

Relative:
Lower

Actual:
206 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	432
Number:	Not reported
Board Of Equalization:	44-011182
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-000432-000001
Tank Status:	Not reported
Capacity:	500
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	WASTE OIL
Number Of Tanks:	1

CA FID UST:

Facility ID:	19009542
Regulated By:	UTNKI
Regulated ID:	00004895
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137561128
Mail To:	Not reported
Mailing Address:	P O BOX
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900450000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

M136 **MOM'S BBQ** **CA LOS ANGELES CO. HMS** **S106023649**
1050 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 6 of 45 in cluster M

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	S
Facility Id:	027898-039408
Facility Type:	S5

MOM'S BBQ (Continued) **S106023649**

Facility Status: Permit
Area: 29
Permit Number: 000527850
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 027898-051598
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000634404
Permit Status: Permit

M137 **ARCO PRODUCTS #09608** **CA UST** **U003938161**
11259 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 7 of 45 in cluster M

Relative: Lower
Actual: 199 ft.

UST:
Facility ID: 25087
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 33.932596
Longitude: -118.290911

Y138 **MIDDLE COLLEGE HIGH** **FINDS** **1011473055**
11750 SOUTH WESTERN AVE **ECHO** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 1 of 3 in cluster Y

Relative: Lower
Actual: 195 ft.

FINDS:

Registry ID: 110036094954

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:
Envid: 1011473055
Registry ID: 110036094954
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110036094954

X139 **DOROTHY BOOKER** **CA HAZNET** **S118912524**
1455 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 2 of 3 in cluster X

Relative:
Higher

Actual:
229 ft.

HAZNET:

envid:	S118912524
Year:	2015
GEPAID:	CAC002805270
Contact:	DOROTHY BOOKER
Telephone:	3106867693
Mailing Name:	Not reported
Mailing Address:	1455 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900474902
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0075
Cat Decode:	Other inorganic solid waste
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

U140 **FNMA** **CA HAZNET** **S113462845**
11553 RUTHELEN ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 4 of 6 in cluster U

Relative:
Lower

Actual:
167 ft.

HAZNET:

envid:	S113462845
Year:	2010
GEPAID:	CAC002657792
Contact:	JESSE RIOS
Telephone:	6612066699
Mailing Name:	Not reported
Mailing Address:	10715 PLUMAS WAY
Mailing City,St,Zip:	TUSTIN, CA 927824305
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.005
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

X141 **DOROTHY BOOKER** **CA HAZNET** **S118915475**
1455 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 3 of 3 in cluster X

Relative:
Higher

Actual:
229 ft.

HAZNET:

envid:	S118915475
Year:	2015
GEPAID:	CAC002809764
Contact:	DOROTHY BOOKER
Telephone:	3106867693
Mailing Name:	Not reported
Mailing Address:	1455 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900474902
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0045
Cat Decode:	Other inorganic solid waste
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

K142 **SHELL** **CA LUST** **S102436836**
1550 IMPERIAL HWY **CA HIST CORTESE** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 4 of 14 in cluster K

Relative:
Lower

Actual:
206 ft.

LUST:

Region:	STATE
Global Id:	T0603700036
Latitude:	33.9307298
Longitude:	-118.3036252
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/13/2013
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	003001
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700036
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES

SHELL (Continued) **S102436836**

Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700036
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603700036
Status: Open - Case Begin Date
Status Date: 07/17/1987

Global Id: T0603700036
Status: Open - Site Assessment
Status Date: 07/17/1987

Global Id: T0603700036
Status: Open - Remediation
Status Date: 10/21/1993

Global Id: T0603700036
Status: Completed - Case Closed
Status Date: 03/13/2013

Regulatory Activities:
Global Id: T0603700036
Action Type: Other
Date: 07/17/1987
Action: Leak Reported

Global Id: T0603700036
Action Type: Other
Date: 07/17/1987
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 003001
Status: Pollution Characterization
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700036
W Global ID: Not reported
Staff: UNK
Local Agency: 19050

SHELL (Continued) **S102436836**

Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	7/17/1987	
Date Leak First Reported:		7/17/1987
Date Leak Record Entered:	8/10/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/17/1987
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4056.3439692182633175763752 44
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		7/17/1987
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SHELL OIL	
RP Address:	Not reported	
Program:	LUST	
Lat/Long:	33.9307298 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	003001

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	3001

L143 **SHOEMAKER E P (DEST)** **CA LOS ANGELES CO. HMS** **U003057348**
1400 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 13 of 19 in cluster L

Relative:
Lower

Actual:
207 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	000870-I00909
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

M144 **BP WEST COAST PRODUCTS LLC 09608** **CA HAZNET** **S113114232**
11259 S VERMONT **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 8 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

HAZNET:

envid:	S113114232
Year:	2012
GEPAID:	CAL000225872
Contact:	JACKIE DOUGHERTY
Telephone:	9497354632
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1512
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113114232
Year:	2012
GEPAID:	CAL000225872
Contact:	JACKIE DOUGHERTY
Telephone:	9497354632
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.005
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

BP WEST COAST PRODUCTS LLC 09608 (Continued) **S113114232**

envid: S113114232
Year: 2011
GEPAID: CAL000225872
Contact: WASTE SPECIALIST
Telephone: 5035246191
Mailing Name: Not reported
Mailing Address: PO BOX 80249
Mailing City,St,Zip: RCHO STA MARG, CA 926880000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.231
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113114232
Year: 2010
GEPAID: CAL000225872
Contact: JACKIE DOUGHERTY
Telephone: 9497354632
Mailing Name: Not reported
Mailing Address: PO BOX 80249
Mailing City,St,Zip: RCHO STA MARG, CA 926880000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.252
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113114232
Year: 2009
GEPAID: CAL000225872
Contact: Waste Specialist
Telephone: 5035246191
Mailing Name: Not reported
Mailing Address: PO BOX 80249
Mailing City,St,Zip: RCHO STA MARG, CA 926880000
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.1
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

BP WEST COAST PRODUCTS LLC 09608 (Continued) **S113114232**

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

G145 **FOOD 4 LESS #334** **CA HAZNET** **S102062079**
11407 S WESTERN AVE **CA LOS ANGELES CO. HMS** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 44 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

HAZNET:

envid:	S102062079
Year:	2015
GEPAID:	CAL000406549
Contact:	ROBERT PETERS JR
Telephone:	6786541415
Mailing Name:	Not reported
Mailing Address:	3100 CUMBERLAND BLVD SE STE 1700
Mailing City,St,Zip:	ATLANTA, GA 303395939
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.025
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S102062079
Year:	2015
GEPAID:	CAL000406549
Contact:	ROBERT PETERS JR
Telephone:	6786541415
Mailing Name:	Not reported
Mailing Address:	3100 CUMBERLAND BLVD SE STE 1700
Mailing City,St,Zip:	ATLANTA, GA 303395939
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0995
Cat Decode:	Other inorganic solid waste
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	016307-021447
Facility Type:	01
Facility Status:	Closed
Area:	29

FOOD 4 LESS #334 (Continued) **S102062079**

Permit Number: 000083741
Permit Status: Closed

Region: LA
Permit Category: S
Facility Id: 016307-046348
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000526976
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 016307-059082
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000814363
Permit Status: Permit

K146 **LA COMMUNITY COLL-ACCOUNTS PAY** **CA LOS ANGELES CO. HMS** **S110070432**
1600 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 5 of 14 in cluster K

Relative:
Higher

Actual:
209 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 004113-I04259
Facility Type: 02
Facility Status: Closed
Area: 29
Permit Number: 000004810
Permit Status: Closed

G147 **EQUILON ENTERPRISES LLC** **CA LOS ANGELES CO. HMS** **S103944071**
1816 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 45 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 005413-027137
Facility Type: 01
Facility Status: Removed
Area: 29
Permit Number: 000253903
Permit Status: Removed

G148 **LESTER GIBSON** **CA FID UST** **S101583122**
1836 IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 46 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

CA FID UST:

Facility ID:	19002718
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136275017
Mail To:	Not reported
Mailing Address:	1836 E IMPERIAL HWY
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900470000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

L149 **CA7E NORMANDIE LLC** **CA LOS ANGELES CO. HMS** **S117541598**
11255 S NORMANDIE AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 14 of 19 in cluster L

Relative:
Lower

Actual:
206 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	002797-059521
Facility Type:	S4
Facility Status:	Permit
Area:	29
Permit Number:	000824474
Permit Status:	Permit

L150 **IMPERIAL HIGHWAY DUMP** **CA WMUDS/SWAT** **S103441556**
IMPERIAL HWY & NORMANDIE AVE **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 15 of 19 in cluster L

Relative:
Lower

Actual:
204 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported

IMPERIAL HIGHWAY DUMP (Continued) **S103441556**

Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	Not reported
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190324NUR
Solid Waste Information ID:	Not reported

M151 **TESORO STATION 63199** **CA HAZNET** **S113801585**
11259 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 9 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

HAZNET:

envid:	S113801585
Year:	2015
GEPAID:	CAL000372948
Contact:	ROSIE RANGEL
Telephone:	2106266564
Mailing Name:	Not reported
Mailing Address:	19100 RIDGEWOOD PKWY
Mailing City,St,Zip:	SAN ANTONIO, TX 782590000
Gen County:	Los Angeles

TESORO STATION 63199 (Continued) **S113801585**

TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.2772
Cat Decode: Aqueous solution with total organic residues less than 10 percent
Method Decode: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Los Angeles

envid: S113801585
Year: 2015
GEPAID: CAL000372948
Contact: ROSIE RANGEL
Telephone: 2106266564
Mailing Name: Not reported
Mailing Address: 19100 RIDGEWOOD PKWY
Mailing City,St,Zip: SAN ANTONIO, TX 782590000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.08
Cat Decode: Other organic solids
Method Decode: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

envid: S113801585
Year: 2014
GEPAID: CAL000372948
Contact: ROSIE RANGEL
Telephone: 2106266564
Mailing Name: Not reported
Mailing Address: 19100 RIDGEWOOD PKWY
Mailing City,St,Zip: SAN ANTONIO, TX 782590000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.025
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113801585
Year: 2014
GEPAID: CAL000372948
Contact: ROSIE RANGEL
Telephone: 2106266564
Mailing Name: Not reported
Mailing Address: 19100 RIDGEWOOD PKWY

TESORO STATION 63199 (Continued) **S113801585**

Mailing City,St,Zip:	SAN ANTONIO, TX 782590000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1554
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113801585
Year:	2013
GEPAID:	CAL000372948
Contact:	ROSIE RANGEL
Telephone:	2106266564
Mailing Name:	Not reported
Mailing Address:	19100 RIDGEWOOD PKWY
Mailing City,St,Zip:	SAN ANTONIO, TX 782590000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.055
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

J152 **THE WHITE FLOWER NURSERY COMPA** **CA HIST UST** **U001561946**
1535 W 120TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 5 of 18 in cluster J

Relative: Higher

Actual: 209 ft.

HIST UST:

File Number:	00028C64
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028C64.pdf
Region:	STATE
Facility ID:	00000050613
Facility Type:	Other
Other Type:	PLANT NURSERY
Contact Name:	GERALD Y. SHIZOKI
Telephone:	2137770471
Owner Name:	THE WHITE FLOWER NURSERY COMPA
Owner Address:	1535 W. 120TH ST.
Owner City,St,Zip:	LOS ANGELES, CA 90047
Total Tanks:	0002

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00001000

THE WHITE FLOWER NURSERY COMPA (Continued) **U001561946**

Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

Y153 **BARBARA LAWSON** **CA HAZNET** **S117296742**
1823 W 117TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 2 of 3 in cluster Y

Relative:
Lower

Actual:
171 ft.

HAZNET:

envid:	S117296742
Year:	2013
GEPAID:	CAC002737476
Contact:	BARBARA LAWSON
Telephone:	3237772587
Mailing Name:	Not reported
Mailing Address:	1823 W 117TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900475123
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

K154 **LA COUNTY SANITATION DISTRICTS** **CA HAZNET** **S113021278**
1600 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 6 of 14 in cluster K

Relative:
Higher

Actual:
209 ft.

HAZNET:

envid:	S113021278
Year:	1999
GEPAID:	CAH777001127
Contact:	LA COUNTY SANITATION DIST
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD

LA COUNTY SANITATION DISTRICTS (Continued) **S113021278**

Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	2.5437
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113021278
Year:	1999
GEPAID:	CAH777001127
Contact:	LA COUNTY SANITATION DIST
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	.2919
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113021278
Year:	1999
GEPAID:	CAH777001127
Contact:	LA COUNTY SANITATION DIST
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAT080014079
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Transfer Station
Tons:	.0575
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113021278
Year:	1999
GEPAID:	CAH777001127
Contact:	LA COUNTY SANITATION DIST
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAT000646117

LA COUNTY SANITATION DISTRICTS (Continued) **S113021278**

TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Disposal, Land Fill
Tons:	.5500
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113021278
Year:	1999
GEPAID:	CAH777001127
Contact:	LA COUNTY SANITATION DIST
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Recycler
Tons:	43.7125
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

I155 **DIGAS** **CA HIST UST** **U001561759**
1300 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 17 of 27 in cluster I

Relative:
Lower

Actual:
206 ft.

HIST UST:

File Number:	00028A02
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028A02.pdf
Region:	STATE
Facility ID:	00000029628
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	HENSLEY BARBOUR
Telephone:	2132782160
Owner Name:	TESORO GASOLINE MARKETING CO.
Owner Address:	9201 W. OLYMPIC BLVD.
Owner City,St,Zip:	BEVERLY HILLS, CA 90212
Total Tanks:	0003

Tank Num:	001
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor

DIGAS (Continued) **U001561759**

Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

L156 **CAL TRANS SITE 16** **CA SWF/LF** **S102360808**
1440 WEST IMPERIAL HIGHWAY **N/A**
< 1/8 **ATHENS, CA**
1 ft.

Site 16 of 19 in cluster L

Relative:
Higher

Actual:
213 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-5502
Lat/Long:	33.93003 / -118.30141
Owner Name:	Archdiocese of LA
Owner Telephone:	Not reported
Owner Address:	St Frances School
Owner Address2:	1440 West Imperial Highway
Owner City,St,Zip:	Athens, CA 90044
Operational Status:	Closed
Operator:	Not reported
Operator Phone:	Not reported
Operator Address:	Not reported
Operator Address2:	Not reported
Operator City,St,Zip:	Not reported
Permit Date:	Not reported
Permit Status:	Not reported
Permitted Acreage:	Not reported
Activity:	Solid Waste Disposal Site
Regulation Status:	Unpermitted
Landuse Name:	Not reported
GIS Source:	Map
Category:	Disposal
Unit Number:	01
Inspection Frequency:	Annual
Accepted Waste:	Not reported
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	Not reported
SWIS Num:	19-AA-5502
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported

CAL TRANS SITE 16 (Continued) **S102360808**

Permitted Throughput with Units: Not reported
Actual Throughput with Units: Not reported
Permitted Capacity with Units: Not reported
Remaining Capacity: Not reported
Remaining Capacity with Units: Not reported
Lat/Long: 33.93003 / -118.30141

M157 **VERMONT ARCO** **CA HAZNET** **S113137590**
11259 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 10 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

HAZNET:

envid: S113137590
Year: 2012
GEPAID: CAL000294983
Contact: KHALED QAYSIA
Telephone: 3232420657
Mailing Name: Not reported
Mailing Address: 11259 S VERMONT AVE
Mailing City,St,Zip: LOS ANGELES, CA 900440000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.155
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113137590
Year: 2010
GEPAID: CAL000294983
Contact: KHALED QAYSIA
Telephone: 3232420657
Mailing Name: Not reported
Mailing Address: 11259 S VERMONT AVE
Mailing City,St,Zip: LOS ANGELES, CA 900440000
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.075
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113137590
Year: 2009
GEPAID: CAL000294983
Contact: KHALED QAYSIA
Telephone: 3232420657
Mailing Name: Not reported

VERMONT ARCO (Continued) **S113137590**

Mailing Address:	11259 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900440000
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.1
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113137590
Year:	2005
GEPAID:	CAL000294983
Contact:	KHALED QAYSIA
Telephone:	3232420657
Mailing Name:	Not reported
Mailing Address:	11259 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900441301
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0.1
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

I158 **LA CO PROBATION DEPT** **CA LOS ANGELES CO. HMS** **S113745481**
1330 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 18 of 27 in cluster I

Relative:
Lower

Actual:
200 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	031444-048726
Facility Type:	S4
Facility Status:	Permit
Area:	29
Permit Number:	000553452
Permit Status:	Permit

G159 **DR JAMES PEACOCK (DEST)** **CA LOS ANGELES CO. HMS** **U003059387**
1851 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 47 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	003081-I03191
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

G160 **ONE 'OUR' DRY CLEANERS** **CA EMI** **S106836661**
1852 N IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 48 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	37497
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

G161 **MOBIL #18-KYW** **CA LUST** **S106116236**
1769 IMPERIAL HWY. W. **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 49 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	I-06198A
Status:	Preliminary site assessment underway
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603741174

MOBIL #18-KYW (Continued) **S106116236**

W Global ID:	Not reported
Staff:	JW
Local Agency:	19050
Cross Street:	Not reported
Enforcement Type:	SEL
Date Leak Discovered:	5/22/2003
Date Leak First Reported:	5/22/2003
Date Leak Record Entered:	Not reported
Date Confirmation Began:	5/22/2003
Date Leak Stopped:	5/22/2003
Date Case Last Changed on Database:	Not reported
Date the Case was Closed:	Not reported
How Leak Discovered:	OM
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	Not reported
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	5/22/2003
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	5/12/2003
Hist Max MTBE Conc in Groundwater:	60
Hist Max MTBE Conc in Soil:	7.8
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	=
Soil Qualifier:	=
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	JENEE BRIGGS
RP Address:	3700 W. 190TH ST., TPT-2
Program:	LUST
Lat/Long:	0 / 0
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

Q162 **FOOD 4 LESS #399 FUEL CENTER** **CA LOS ANGELES CO. HMS** **S113743242**
11533 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 4 of 8 in cluster Q

Relative:
Lower

Actual:
200 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 006193-057194
Facility Type: 0
Facility Status: Permit
Area: 29
Permit Number: 000741821
Permit Status: Permit

Region: LA
Permit Category: S
Facility Id: 006193-059951
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000818550
Permit Status: Permit

G163 **DONG CHAN WIE KYW** **CA UST** **U003940683**
1769 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 50 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

UST:
Facility ID: 25011
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 33.9326268
Longitude: -118.3072625

I164 **SPIN CYCLE COIN LAUNDRY** **CA LOS ANGELES CO. HMS** **S103316951**
1377 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 19 of 27 in cluster I

Relative:
Lower

Actual:
200 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 002926-025826
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000227728
Permit Status: Closed

G165 **LA SOUTHWEST COLLEGE** **CA RGA LUST** **S114641989**
11404 SOUTH WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 51 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

RGA LUST:

2012	LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN AVE
2011	LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN AVE
2010	LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN AVE
2009	LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN AVE
2008	LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN AVE
2007	LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN AVE
2006	LA SOUTHWEST COLLEGE	11404 SOUTH WESTERN AVE

L166 **EDR Hist Cleaner** **1014976877**
11252 S NORMANDIE AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 17 of 19 in cluster L

Relative:
Lower

Actual:
205 ft.

EDR Historical Cleaners:

Name: SJ SUPER LAUNDRY INC
Year: 2005
Address: 11252 S NORMANDIE AVE

Name: SUPER LAUNDRY
Year: 2005
Address: 11252 S NORMANDIE AVE

Name: SJ SUPER LAUNDRY INC
Year: 2006
Address: 11252 S NORMANDIE AVE

Name: SJ SUPER LAUNDRY INC
Year: 2007
Address: 11252 S NORMANDIE AVE

Name: SUPER LAUNDRY
Year: 2010
Address: 11252 S NORMANDIE AVE

Name: SUPER LAUNDRY
Year: 2011
Address: 11252 S NORMANDIE AVE

Name: SUPER LAUNDRY
Year: 2012
Address: 11252 S NORMANDIE AVE

G167 **FOOD 4 LESS** **CA NPDES** **S113880899**
11507 S WESTERN **N/A**
< 1/8 **COMPTON, CA 90047**
1 ft.

Site 52 of 78 in cluster G

Relative:
Lower

Actual:
206 ft.

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	437945
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C366603
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	1/14/2014
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/23/2013
PROCESSED DATE:	5/24/2013
STATUS CODE NAME:	Terminated
STATUS DATE:	5/7/2014
PLACE SIZE:	6.3
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Lokman Ouijdani
FACILITY CONTACT TITLE:	Project Manager
FACILITY CONTACT PHONE:	310-900-3262
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	lokman.ouijdani@ralphs.com
OPERATOR NAME:	Food4Less
OPERATOR ADDRESS:	1100 W Artesia Blvd
OPERATOR CITY:	Compton
OPERATOR STATE:	California
OPERATOR ZIP:	90220
OPERATOR CONTACT NAME:	Lokman Ouijdani
OPERATOR CONTACT TITLE:	Project Manager
OPERATOR CONTACT PHONE:	310-900-3262
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	lokman.ouijdani@ralphs.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Commerce Realty
DEVELOPER ADDRESS:	149 Veredes Blvd
DEVELOPER CITY:	Redondo Beach
DEVELOPER STATE:	California
DEVELOPER ZIP:	90277
DEVELOPER CONTACT NAME:	William Lang
DEVELOPER CONTACT TITLE:	Project Manager
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N

FOOD 4 LESS (Continued) **S113880899**

CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	Y
CONSTYPE ELECTRICAL LINE IND:	N
CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	N
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	N
CONSTYPE RECONS IND:	N
CONSTYPE RESIDENTIAL IND:	N
CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Channel
CERTIFIER NAME:	Christopher Ko
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	23-MAY-13
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	437945
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C366603
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	05/24/2013
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	01/14/2014
Discharge Name:	Food4Less
Discharge Address:	1100 W Artesia Blvd
Discharge City:	Compton
Discharge State:	California
Discharge Zip:	90220
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported

FOOD 4 LESS (Continued) **S113880899**

OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

J168 **120TH STREET LANDFILL** **CA LDS** **S118821872**
120TH STREET **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 6 of 18 in cluster J

Relative:
Higher

LDS:

Actual:
210 ft.

Global Id:	T10000009309
Latitude:	33.92556
Longitude:	-118.3025
Case Type:	Land Disposal Site
Status:	Completed - Case Closed
Status Date:	08/31/2016
Lead Agency:	Not reported

120TH STREET LANDFILL (Continued) **S118821872**

Caseworker:	Not reported
Local Agency:	Not reported
RB Case Number:	06-154
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Not reported
EDR Link ID:	T10000009309
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

M169 **ROBERTO'S TIRE** **CA HAULERS** **S117227860**
1017 W IMPERIAL HWY **N/A**
< 1/8 **SOUTH LOS ANGELES, CA 90044**
1 ft.

Site 11 of 45 in cluster M

Relative: Lower

Actual: 201 ft.

HAULERS:

Facility ID:	1590981
Facility Phone:	(323) 757-5350
Business Email Address:	Not reported
Contact Person:	Roberto Sanchez-Vergara, Beatriz Enriquez
Mailing Address:	1017 W Imperial Hwy
Mailing City:	South Los Angeles
Mailing State:	CA
Mailing Zip:	90044-1313
Mailing County:	Los Angeles
Mailing Phone:	(323) 757-5350
Waste Tire Permit Summary:	No Permit record for this business.

M170 **ARCO NEW HAMPSHIRE** **CA LOS ANGELES CO. HMS** **S104734402**
11408 S NEW HAMPSHIRE AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 12 of 45 in cluster M

Relative: Lower

Actual: 201 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	024519-033880
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

Region:	LA
Permit Category:	T
Facility Id:	024519-061709
Facility Type:	0
Facility Status:	Permit
Area:	29
Permit Number:	000846918
Permit Status:	Permit

Y171 **MIDDLE COLLEGE HIGH SCHOOL** **RCRA-LQG** **1011488154**
11750 S WESTERN AVE **CAR000192997**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 3 of 3 in cluster Y

Relative:
Lower

Actual:
195 ft.

RCRA-LQG:

Date form received by agency:	06/09/2008
Facility name:	MIDDLE COLLEGE HIGH SCHOOL
Facility address:	11750 S WESTERN AVE LOS ANGELES, CA 90047
EPA ID:	CAR000192997
Mailing address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	MIDDLE COLLEGE HIGH SCHOOL
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	06/04/2008
Owner/Op end date:	Not reported

Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DIST
Owner/operator address:	333 S BEAUDRY AVE LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	06/04/2008
Owner/Op end date:	Not reported

Handler Activities Summary:

MIDDLE COLLEGE HIGH SCHOOL (Continued) **1011488154**

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

M172 **LOUISIANA FRIED CHICKEN** **CA LOS ANGELES CO. HMS** **S106025810**
11415 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 13 of 45 in cluster M

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 028367-039853
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000528392
Permit Status: Permit

Region: LA
Permit Category: Not reported
Facility Id: 028367-053943
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

K173 **LOS ANGELES SOUTHWEST COLLEGE** **CA ENVIROSTOR** **1000102096**
1600 W.IMPERIAL HIGHWAY **CA HIST UST** **N/A**
< 1/8 **LOS ANGELES, CA 90047** **CA EMI**
1 ft.

Site 7 of 14 in cluster K

Relative:
Higher

Actual:
209 ft.

ENVIROSTOR:
Facility ID: 60000158
Status: Refer: 1248 Local Agency
Status Date: 01/12/2006
Site Code: Not reported

LOS ANGELES SOUTHWEST COLLEGE (Continued) **1000102096**

Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: Not reported
NPL: NO
Regulatory Agencies: LA CNTY FIRE DEPT. (BILLING AND UST), LOS ANGELES COUNTY
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Greg Holmes
Division Branch: Cleanup Cypress
Assembly: 48
Senate: Not reported
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not Applicable
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 60000158
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000047032
Facility Type: Other
Other Type: COLLEGE CAMPUS
Contact Name: Not reported
Telephone: 2137772225
Owner Name: LOS ANGELES COMMUNITY COLLEGE
Owner Address: 617 WEST 7TH STREET
Owner City,St,Zip: LOS ANGELES, CA 90017
Total Tanks: 0002

Tank Num: 001

LOS ANGELES SOUTHWEST COLLEGE (Continued) **1000102096**

Container Num:	#1
Year Installed:	1974
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	#2
Year Installed:	1975
Tank Capacity:	00001500
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	8
Leak Detection:	None

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	14769
Air District Name:	SC
SIC Code:	8221
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

M174 **THRIFTY OIL CO** **CA SWEEPS UST** **U001561780**
11259 S VERMONT AVE **CA HIST UST** **N/A**
< 1/8 **LOS ANGELES, CA 90240**
1 ft.

Site 14 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	396
Number:	Not reported
Board Of Equalization:	44-007443
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-000396-000005
Tank Status:	Not reported
Capacity:	1
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL

THRIFTY OIL CO (Continued) **U001561780**

Number Of Tanks: 1

Status: Active
Comp Number: 396
Number: 9
Board Of Equalization: 44-007443
Referral Date: 04-16-91
Action Date: 04-16-91
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-000396-000001
Tank Status: A
Capacity: 15000
Active Date: 04-16-91
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 4

Status: Active
Comp Number: 396
Number: 9
Board Of Equalization: 44-007443
Referral Date: 04-16-91
Action Date: 04-16-91
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-000396-000002
Tank Status: A
Capacity: 12000
Active Date: 04-16-91
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 396
Number: 9
Board Of Equalization: 44-007443
Referral Date: 04-16-91
Action Date: 04-16-91
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-000396-000003
Tank Status: A
Capacity: 12000
Active Date: 04-16-91
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 396
Number: 9
Board Of Equalization: 44-007443

THRIFTY OIL CO (Continued) **U001561780**

Referral Date:	04-16-91
Action Date:	04-16-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-000396-000004
Tank Status:	A
Capacity:	12000
Active Date:	04-16-91
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	Not reported

HIST UST:

File Number:	000269B5
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000269B5.pdf
Region:	STATE
Facility ID:	00000005215
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	2139275339
Owner Name:	CALIFORNIA TARGET ENTERPRISES,
Owner Address:	12739 LAKEWOOD BLVD.
Owner City,St,Zip:	DOWNEY, CA 90242
Total Tanks:	0005
Tank Num:	001
Container Num:	771
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	772
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	773
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	774
Year Installed:	Not reported

THRIFTY OIL CO (Continued) **U001561780**

Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	005
Container Num:	775
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

S175 **HOUSING AUTHORITY OF LA COUNTY** **CA HAZNET** **S112889634**
11431 S NORMANDIE AVE **N/A**
< 1/8 **LOS ANGELES, CA 90046**
1 ft.

Site 3 of 6 in cluster S

Relative:
Higher

Actual:
211 ft.

HAZNET:

envid:	S112889634
Year:	1998
GEPAID:	CAC001415944
Contact:	HOUSING AUTHORITY OF LA CNTY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2 CORAL CIRCLE
Mailing City,St,Zip:	MONTEREY PARK, CA 917550000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	.1500
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

I176 **EDR Hist Auto** **1015214040**
1360 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 20 of 27 in cluster I

Relative:
Lower

Actual:
197 ft.

EDR Historical Auto Stations:

Name:	MANOR GEORGE R V REPAIRING & SERVICE CENTER
Year:	1999
Address:	1360 W IMPERIAL HWY

Name:	MANOR GEORGE AUTO RPR & SRVC
Year:	2001
Address:	1360 W IMPERIAL HWY

(Continued) **1015214040**

Name: MANOR GEORGE AUTO RPR & SRVC
Year: 2002
Address: 1360 W IMPERIAL HWY

K177 **L A SOUTHWEST COLLEGE STUDENT** **CA NPDES** **S117703244**
1600 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 8 of 14 in cluster K

Relative:
Higher

Actual:
209 ft.

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	264081
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C323775
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	10/3/2003
STATUS CODE NAME:	Terminated
STATUS DATE:	11/10/2005
PLACE SIZE:	2
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Donald Dixon
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	323-241-1750
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Los Angeles Community College District
OPERATOR ADDRESS:	915 W Wilshire Blvd Ste 810
OPERATOR CITY:	Los Angeles
OPERATOR STATE:	California
OPERATOR ZIP:	90017
OPERATOR CONTACT NAME:	ANTHONY SANGER
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	626-351-8800
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Other
DEVELOPER NAME:	RJ Daum Construction Co
DEVELOPER ADDRESS:	11581 Monarch St
DEVELOPER CITY:	Garden Grove
DEVELOPER STATE:	California
DEVELOPER ZIP:	92841
DEVELOPER CONTACT NAME:	Mark Perong

L A SOUTHWEST COLLEGE STUDENT (Continued) **S117703244**

DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	323-241-1750
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

U178 **EDR Hist Cleaner** **1014979084**
N/A

< 1/8
1 ft.

11602 S WILTON PL
LOS ANGELES, CA 90047

Site 5 of 6 in cluster U

Relative:
Lower

Actual:
160 ft.

EDR Historical Cleaners:

Name:	YOUR WAY CARPET CLEANING
Year:	1999
Address:	11602 S WILTON PL
Name:	YOUR WAY CARPET CLEANING
Year:	2001
Address:	11602 S WILTON PL
Name:	YOUR WAY CARPET CLEANING
Year:	2002
Address:	11602 S WILTON PL
Name:	YOUR WAY CARPET CLEANING
Year:	2003
Address:	11602 S WILTON PL

G179 **BASKIN ROBBINS** **CA LOS ANGELES CO. HMS** **S118689855**
1723 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 53 of 78 in cluster G

Relative:
Higher

Actual:
212 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	S
Facility Id:	027974-061891
Facility Type:	S5
Facility Status:	Permit
Area:	29
Permit Number:	000832286
Permit Status:	Permit

S180 **COUNTY OF LOS ANGELES/PUBLIC WORKS** **CA HAZNET** **S112978980**
1326 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 4 of 6 in cluster S

Relative:
Lower

Actual:
193 ft.

HAZNET:

envid:	S112978980
Year:	2009
GEPAID:	CAC002644050
Contact:	DENIS SIMONIAN
Telephone:	3237577272
Mailing Name:	Not reported
Mailing Address:	900 S FREMONT AVE 5TH FL
Mailing City,St,Zip:	ALHAMBRA, CA 91803
Gen County:	Not reported
TSD EPA ID:	CAR000157206
TSD County:	Not reported
Waste Category:	Contaminated soil from site clean-up
Disposal Method:	Stabilization Or Chemical Fixation Prior To Disposal At Another Site
Tons:	509.76
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

G181 **SHELL OIL #204-4539-4008** **CA LOS ANGELES CO. HMS** **S102058168**
1816 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 54 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	005413-005614
Facility Type:	0
Facility Status:	Closed
Area:	29
Permit Number:	00000570T
Permit Status:	Closed

I182 **ELYMM LEONARD DUMP (DEST)** **CA LOS ANGELES CO. HMS** **S113742588**
1300 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 21 of 27 in cluster I

Relative:
Lower

Actual:
206 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 000658-I00662
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

G183 **BURGER KING RESTAURANT #8908** **CA LOS ANGELES CO. HMS** **S102062032**
11239 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 55 of 78 in cluster G

Relative:
Lower

Actual:
206 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 016670-022200
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000119231
Permit Status: Permit

Region: LA
Permit Category: S
Facility Id: 016670-048565
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000527008
Permit Status: Closed

G184 **CALTRANS - SITE 16** **CA SWF/LF** **S111075817**
11514 SOUTH WESTERN AVENUE **N/A**
< 1/8 **ATHENS, CA**
1 ft.

Site 56 of 78 in cluster G

Relative:
Lower

Actual:
203 ft.

LOS ANGELES CO. LF:
Site ID: 2192
Alt. Address: 1440 West Imperial Highway, Athens, CA 90044
Site Contact: Not reported
Site Contact Phone: Not reported
Site Email: Not reported
Site Website: Not reported
Site Type: Designated Waste Landfill
Site SWIS Number: 19-AA-5502
Beginning Operation Date: Not reported
Ending Operation Date: 1947

CALTRANS - SITE 16 (Continued) **S111075817**

Local Enforcement Agency: County Public Health
Maximun Depth Fill(Ft): 70
Permitted Capacity: Not reported
Present Use: Los Angeles South West College; Educational; St. Frances X cabrini Church
Remaining Capacity(Million): Not reported
Status: Closed
Waste Accepted: Inert; Residential
Hours of Operation: Not reported
Disposal Area (Acre): 15

Detail As Of 01/2014:
Operator Name: E.P. Shoemaker
Operator Address: Not reported
Operator City/State/Zip: Not reported
Operator Contact: Not reported
Operator Telephone: Not reported
Operator Email: Not reported
Owner Name: Multiple Owners (See Notes)
Owner Address: Not reported
Owner City/State/Zip: Not reported
Owner Contact: Not reported
Owner Telephone: Not reported
Owner Email: Not reported

Q185 **SOUTHWEST BOWL** **CA LOS ANGELES CO. HMS** **S106025836**
11633 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 5 of 8 in cluster Q

Relative: Lower

Actual: 185 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 028275-039742
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: S
Facility Id: 028275-049326
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000528290
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 028275-058153
Facility Type: S4
Facility Status: Permit
Area: 29
Permit Number: 000796116
Permit Status: Permit

M186 **CALIFORNIA TARGET ENT #077** **CA LOS ANGELES CO. HMS** **S103623553**
11259 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 15 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	000394-000396
Facility Type:	0
Facility Status:	Closed
Area:	29
Permit Number:	00005482T
Permit Status:	Closed

Region:	LA
Permit Category:	T
Facility Id:	000394-020735
Facility Type:	0
Facility Status:	Closed
Area:	29
Permit Number:	000057031
Permit Status:	Removed

Region:	LA
Permit Category:	T
Facility Id:	000394-020735
Facility Type:	0
Facility Status:	Closed
Area:	29
Permit Number:	000099671
Permit Status:	Closed

Region:	LA
Permit Category:	S
Facility Id:	000394-036261
Facility Type:	S5
Facility Status:	Closed
Area:	29
Permit Number:	000528780
Permit Status:	Closed

Region:	LA
Permit Category:	T
Facility Id:	000394-056796
Facility Type:	0
Facility Status:	Permit
Area:	29
Permit Number:	000709586
Permit Status:	Permit

Region:	LA
Permit Category:	S
Facility Id:	000394-056867
Facility Type:	S5
Facility Status:	Permit
Area:	29
Permit Number:	000720790

CALIFORNIA TARGET ENT #077 (Continued) **S103623553**

Permit Status: Permit

Region: LA
Permit Category: Not reported
Facility Id: 000394-I00396
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

S187 **LOS ANGELES COUNTY DEP. PUBLIC SOC. SVC** **CA HAZNET** **S112864474**
1326 WEST IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 5 of 6 in cluster S

Relative:
Lower

Actual:
193 ft.

HAZNET:
envid: S112864474
Year: 1996
GEPAID: CAC001063984
Contact: LOS ANGELES COUNTY
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 1100 NORTH EASTERN AVE
Mailing City,St,Zip: LOS ANGELES, CA 900620000
Gen County: Not reported
TSD EPA ID: AZR000005454
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Recycler
Tons: 8.2650
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

G188 **FOOD 4 LESS #399** **CA LOS ANGELES CO. HMS** **S115780222**
11507 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 57 of 78 in cluster G

Relative:
Lower

Actual:
206 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 033869-058095
Facility Type: S4
Facility Status: Permit
Area: 29
Permit Number: 000781501
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 033869-058095
Facility Type: 01

FOOD 4 LESS #399 (Continued) **S115780222**

Facility Status: Permit
Area: 29
Permit Number: 000789872
Permit Status: Permit

H189 **SAMUELSON ERIC** **FINDS** **1006835209**
11920 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 5 of 13 in cluster H

Relative: Lower

FINDS:

Registry ID: 110013959840

Actual: 128 ft.

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

G190 **BUSY BEE WONDERLAND SCHOOL** **FINDS** **1004444500**
1851 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 58 of 78 in cluster G

Relative: Lower

FINDS:

Registry ID: 110010676312

Actual: 196 ft.

Environmental Interest/Information System
NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

G191 **UNOCAL #3173** **CA RGA LUST** **S114710838**
11404 WESTERN AVE S **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 59 of 78 in cluster G

Relative: Lower

RGA LUST:

2012	UNOCAL #3173	11404 WESTERN AVE S
2011	UNOCAL #3173	11404 WESTERN AVE S
2010	UNOCAL #3173	11404 WESTERN AVE S
2009	UNOCAL #3173	11404 WESTERN AVE S
2008	UNOCAL #3173	11404 WESTERN AVE S
2007	UNOCAL #3173	11404 WESTERN AVE S
2006	UNOCAL #3173	11404 WESTERN AVE S
2005	UNOCAL #3173	11404 WESTERN AVE S
2004	UNOCAL #3173	11404 WESTERN AVE S
2003	UNOCAL #3173	11404 WESTERN AVE S
2002	UNOCAL #3173	11404 WESTERN AVE S

Actual: 208 ft.

UNOCAL #3173 (Continued) **S114710838**

2001	UNOCAL #3173	11404 WESTERN AVE S
2000	UNOCAL #3173	11404 WESTERN AVE S
1998	UNOCAL #3173	11404 WESTERN AVE S
1997	UNOCAL #3173	11404 WESTERN AVE S
1996	UNOCAL #3173	11404 WESTERN AVE S
1995	UNOCAL #3173	11404 WESTERN AVE S
1994	UNOCAL #3173	11404 WESTERN AVE S

I192 **I S D STORAGE BUILDING** **CA LUST** **S104891063**
1304 IMPERIAL HWY W **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 22 of 27 in cluster I

Relative:
Lower

Actual:
206 ft.

LUST:

Region:	STATE
Global Id:	T0603790018
Latitude:	33.930763
Longitude:	-118.298098
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/08/2009
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-33044
LOC Case Number:	023754-033044
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603790018
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603790018
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603790018
Status:	Open - Case Begin Date
Status Date:	07/11/2000

I S D STORAGE BUILDING (Continued) **S104891063**

Global Id: T0603790018
Status: Open - Site Assessment
Status Date: 07/11/2000

Global Id: T0603790018
Status: Completed - Case Closed
Status Date: 07/08/2009

Regulatory Activities:
Global Id: T0603790018
Action Type: ENFORCEMENT
Date: 11/20/2003
Action: Closure/No Further Action Letter

Global Id: T0603790018
Action Type: Other
Date: 12/11/2000
Action: Leak Reported

Global Id: T0603790018
Action Type: Other
Date: 07/11/2000
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-33044
Status: Preliminary site assessment workplan submitted
Substance: 7664417
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: OT
Global ID: T0603790018
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: NORMANDIE AVE
Enforcement Type: Not reported
Date Leak Discovered: 7/11/2000
Date Leak First Reported: 12/11/2000
Date Leak Record Entered: Not reported
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 12/11/2000
Date the Case was Closed: Not reported
How Leak Discovered: Repair Tank
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Tank
Operator: Not reported
Water System: Not reported
Well Name: Not reported

I S D STORAGE BUILDING (Continued) **S104891063**

Approx. Dist To Production Well (ft):	5169.842608496292729690213760 5
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	7/11/2000
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	LA COUNTY INTERNAL SERVICE DEP
RP Address:	1100 N. EASTERN AVE., LOS ANGELES, CA 90063
Program:	LUST
Lat/Long:	33.930763 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

V193 **CA CHMIRS** **S113999084**

11700 SOUTH NORMANDY AVE. **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 2 of 3 in cluster V

Relative:
Lower

Actual:
173 ft.

CHMIRS:

OES Incident Number:	13-2298
OES notification:	04/16/2013
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported

(Continued) **S113999084**

Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Other
Cleanup By:	Not Stated
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Unknown
Other:	Not reported
Date/Time:	1200
Year:	2013
Agency:	NRC
Incident Date:	4/16/2013
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Unknown
Site Type:	Not reported
E Date:	Not reported
Substance:	Unknown Material
Quantity Released:	Unk.
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	HISTORICAL REPORT: Per NRC report: "Broken County storm drains are spilling hazardous waste onto the property. This is related to Project 25, This has been going on for years."

Q194 **FOOD 4 LESS-FUEL CENTER #399** **RCRA-LQG** **1018273861**
11533 S WESTERN AVE **ECHO** **CAR000260703**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 6 of 8 in cluster Q

Relative:
Lower

Actual:
200 ft.

RCRA-LQG:

Date form received by agency:	04/04/2016
Facility name:	FOOD 4 LESS-FUEL CENTER #399
Facility address:	11533 S WESTERN AVE LOS ANGELES, CA 90047
EPA ID:	CAR000260703
Mailing address:	W ARTESIA BLVD COMPTON, CA 90220
Contact:	SHERRIE WALTERS
Contact address:	W ARTESIA BLVD COMPTON, CA 90220
Contact country:	US
Contact telephone:	(310) 884-4016
Contact email:	SHERRIE.WALTERS@RALPHS.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	ELTINGE & GRAZIADIO DEV CO C/O COM REAL
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	02/03/2015
Owner/Op end date:	Not reported
Owner/operator name:	RALPHS GROCERY COMPANY
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	10/21/2013
Owner/Op end date:	Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No

FOOD 4 LESS-FUEL CENTER #399 (Continued) **1018273861**

Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 223
. Waste name: 223

. Waste code: 352
. Waste name: 352

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

ECHO:
Envid: 1018273861
Registry ID: 110067711925
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110067711925

G195 **SHELL #204-4539-4008** **CA LUST** **S102437037**
1816 IMPERIAL HWY W **CA HIST CORTESE** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 60 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

LUST:
Region: STATE
Global Id: T0603703091
Latitude: 33.9306539
Longitude: -118.310168
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/11/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-05614
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

SHELL #204-4539-4008 (Continued) **S102437037**

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603703091
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703091
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603703091
Status:	Open - Case Begin Date
Status Date:	05/12/1989

Global Id:	T0603703091
Status:	Completed - Case Closed
Status Date:	10/11/1996

Regulatory Activities:

Global Id:	T0603703091
Action Type:	Other
Date:	08/01/1989
Action:	Leak Reported

Global Id:	T0603703091
Action Type:	Other
Date:	05/12/1989
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	I-05614
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603703091
W Global ID:	Not reported

SHELL #204-4539-4008 (Continued) **S102437037**

Staff:	UNK	
Local Agency:	19000	
Cross Street:	WESTERN	
Enforcement Type:	Not reported	
Date Leak Discovered:	5/12/1989	
Date Leak First Reported:		8/1/1989
Date Leak Record Entered:	8/11/1989	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		4/29/1997
Date the Case was Closed:		10/11/1996
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	KYOUNG CHAN YOO	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2355.8714336918979301632754559
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SHELL OIL PRODUCTS CO	
RP Address:	P.O. BOX 25370, SANTA ANA CA 92799	
Program:	LUST	
Lat/Long:	33.9307217 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-05614

H196 **SAMUELSON, ERIC** **CA RGA LF** **S114732229**
11920 SO WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 6 of 13 in cluster H

Relative:
Lower

Actual:
128 ft.

RGA LF:

1998	SAMUELSON, ERIC	11920 SO WESTERN AVE
1997	SAMUELSON, ERIC	11920 SO WESTERN AVE
1996	SAMUELSON, ERIC	11920 SO WESTERN AVE

Q197 **ASOMUGHA FOUNDATION INC** **CA LOS ANGELES CO. HMS** **S113745167**
11633 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 7 of 8 in cluster Q

Relative:
Lower

Actual:
185 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	028275-057824
Facility Type:	01
Facility Status:	Permit
Area:	29
Permit Number:	000796082
Permit Status:	Permit

G198 **EDR Hist Auto** **1015166263**
11404 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 61 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

EDR Historical Auto Stations:

Name:	IMPERIAL GAS & MART
Year:	2003
Address:	11404 S WESTERN AVE
Name:	IMPERIAL GAS & MART
Year:	2004
Address:	11404 S WESTERN AVE

M199 **THRIFTY OIL CO #199** **CA HAZNET** **S113165616**
11259 SOUTH VERMONT AVENUE **N/A**
< 1/8 **LOS ANGELES, CA 90006**
1 ft.

Site 16 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

HAZNET:

envid:	S113165616
Year:	1993
GEPAID:	CAL920815554
Contact:	THRIFTY OIL COMPANY
Telephone:	3109239876
Mailing Name:	Not reported
Mailing Address:	10000 LAKEWOOD BLVD
Mailing City,St,Zip:	DOWNEY, CA 902404020
Gen County:	Not reported

THRIFTY OIL CO #199 (Continued) **S113165616**

TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Recycler
Tons:	0.91739999999
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113165616
Year:	1993
GEPAID:	CAL920815554
Contact:	THRIFTY OIL COMPANY
Telephone:	3109239876
Mailing Name:	Not reported
Mailing Address:	10000 LAKEWOOD BLVD
Mailing City,St,Zip:	DOWNEY, CA 902404020
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	7.5
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113165616
Year:	1993
GEPAID:	CAL920815554
Contact:	THRIFTY OIL COMPANY
Telephone:	3109239876
Mailing Name:	Not reported
Mailing Address:	10000 LAKEWOOD BLVD
Mailing City,St,Zip:	DOWNEY, CA 902404020
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	2.39999999999
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

G200 **FOOD 4 LESS #399-FUEL CENTER** **CA HAZNET** **S117311063**
11533 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 62 of 78 in cluster G

Relative:
Lower

Actual:
199 ft.

HAZNET:

envid:	S117311063
Year:	2015
GEPAID:	CAL000382169
Contact:	SHERRIE WALTERS
Telephone:	3108844016
Mailing Name:	Not reported

FOOD 4 LESS #399-FUEL CENTER (Continued) **S117311063**

Mailing Address:	P.O. BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.126
Cat Decode:	Aqueous solution with total organic residues less than 10 percent
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	S117311063
Year:	2015
GEPAID:	CAL000382169
Contact:	SHERRIE WALTERS
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.2825
Cat Decode:	Other organic solids
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	S117311063
Year:	2014
GEPAID:	CAL000382169
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	PO BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.125
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S117311063
Year:	2013
GEPAID:	CAL000382169
Contact:	MELISSA PENA

FOOD 4 LESS #399-FUEL CENTER (Continued) **S117311063**

Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	1100 W. Artesia Blvd.
Mailing City,St,Zip:	Compton, CA 902200000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.126
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

envid:	S117311063
Year:	2013
GEPAID:	CAL000382169
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	1100 W. Artesia Blvd.
Mailing City,St,Zip:	Compton, CA 902200000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.09
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

H201 **CALTRANS I-105 FWY PROJECT 3 - ATHENS** **FINDS** **1010726785**
NE OF INTRSECTN OF WESTERN AVE & 120 ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 7 of 13 in cluster H

Relative:
Lower

Actual:
130 ft.

FINDS:

Registry ID: 110033606177

Environmental Interest/Information System
California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

M202 **THRIFTY #199** **CA RGA LUST** **S114702728**
11259 VERMONT AVE S **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 17 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

RGA LUST:

2012	THRIFTY #199	11259 VERMONT AVE S
2011	THRIFTY #199	11259 VERMONT AVE S
2010	THRIFTY #199	11259 VERMONT AVE S
2009	THRIFTY #199	11259 VERMONT AVE S
2008	THRIFTY #199	11259 VERMONT AVE S
2007	THRIFTY #199	11259 VERMONT AVE S
2006	THRIFTY #199	11259 VERMONT AVE S
2005	THRIFTY #199	11259 VERMONT AVE S
2004	THRIFTY #199	11259 VERMONT AVE S
2003	THRIFTY #199	11259 VERMONT AVE S
2002	THRIFTY #199	11259 VERMONT AVE S
2001	THRIFTY #199	11259 VERMONT AVE S
2000	THRIFTY #199	11259 VERMONT AVE S
1998	THRIFTY #199	11259 VERMONT AVE S
1997	THRIFTY #199	11259 VERMONT AVE S
1995	THRIFTY #199	11259 VERMONT AVE S

G203 **TEXACO INC (DEST)** **CA LOS ANGELES CO. HMS** **U003060510**
11521 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 63 of 78 in cluster G

Relative:
Lower

Actual:
206 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	004308-I04464
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

M204 **GULF SERVICE STATION (DEST)** **CA LOS ANGELES CO. HMS** **U003062012**
1010 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 18 of 45 in cluster M

Relative:
Lower

Actual:
200 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	006056-I06271
Facility Type:	00
Facility Status:	Closed
Area:	29
Permit Number:	00002535X
Permit Status:	Closed

I205 **PENSKE TRUCK LEASING CO LP** **CA HAZNET** **S113159750**
1310 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 23 of 27 in cluster I

Relative:
Lower

Actual:
202 ft.

HAZNET:

envid:	S113159750
Year:	2011
GEPAID:	CAL000356737
Contact:	MICHAEL COSTANZA
Telephone:	6107756471
Mailing Name:	Not reported
Mailing Address:	PO BOX 7635
Mailing City,St,Zip:	READING, PA 196037635
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.02204
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

I206 **EXXON #7-3591 (FORMER)** **CA LUST** **S101297050**
1377 IMPERIAL HWY W **CA HIST CORTESE** **N/A**
< 1/8 **ATHENS, CA 90044**
1 ft.

Site 24 of 27 in cluster I

Relative:
Lower

Actual:
200 ft.

LUST:

Region:	STATE
Global Id:	T0603702884
Latitude:	33.9311078
Longitude:	-118.2998712
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	11/20/2014
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MB
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-03027
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603702884
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov

EXXON #7-3591 (FORMER) (Continued) **S101297050**

Phone Number: 6264583507

Global Id: T0603702884
Contact Type: Regional Board Caseworker
Contact Name: MAGDY BAIADY
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mbaiady@waterboards.ca.gov
Phone Number: 2135766699

Status History:

Global Id: T0603702884
Status: Open - Case Begin Date
Status Date: 05/19/1989

Global Id: T0603702884
Status: Open - Site Assessment
Status Date: 05/19/1989

Global Id: T0603702884
Status: Open - Site Assessment
Status Date: 10/07/1991

Global Id: T0603702884
Status: Open - Site Assessment
Status Date: 04/27/1993

Global Id: T0603702884
Status: Open - Remediation
Status Date: 12/27/1999

Global Id: T0603702884
Status: Open - Remediation
Status Date: 01/01/2000

Global Id: T0603702884
Status: Open - Site Assessment
Status Date: 08/10/2007

Global Id: T0603702884
Status: Open - Remediation
Status Date: 11/20/2014

Regulatory Activities:

Global Id: T0603702884
Action Type: REMEDIATION
Date: 04/30/2003
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603702884
Action Type: REMEDIATION
Date: 01/01/2000
Action: Free Product Removal

Global Id: T0603702884

EXXON #7-3591 (FORMER) (Continued) **S101297050**

Action Type: REMEDIATION
Date: 04/30/2003
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603702884
Action Type: Other
Date: 10/21/1991
Action: Leak Stopped

Global Id: T0603702884
Action Type: RESPONSE
Date: 02/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603702884
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/28/2011
Action: Soil and Water Investigation Report

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 08/10/2007
Action: Soil and Water Investigation Workplan

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2012

EXXON #7-3591 (FORMER) (Continued) **S101297050**

Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: RESPONSE
Date: 05/18/2012
Action: Well Installation Report

Global Id: T0603702884
Action Type: ENFORCEMENT
Date: 12/02/1997
Action: Staff Letter

Global Id: T0603702884
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603702884
Action Type: ENFORCEMENT
Date: 02/28/2014
Action: Staff Letter

Global Id: T0603702884
Action Type: Other
Date: 10/21/1991
Action: Leak Reported

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

EXXON #7-3591 (FORMER) (Continued) **S101297050**

Global Id: T0603702884
Action Type: RESPONSE
Date: 01/15/2008
Action: Well Installation Report

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: RESPONSE
Date: 12/04/2012
Action: Request for Closure - Regulator Responded

Global Id: T0603702884
Action Type: RESPONSE
Date: 02/11/2009
Action: Interim Remedial Action Plan

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: RESPONSE
Date: 07/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: ENFORCEMENT

EXXON #7-3591 (FORMER) (Continued) **S101297050**

Date: 08/23/2006
Action: Staff Letter

Global Id: T0603702884
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

EXXON #7-3591 (FORMER) (Continued) **S101297050**

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603702884
Action Type: Other
Date: 10/21/1991
Action: Leak Discovery

Global Id: T0603702884
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603702884
Action Type: RESPONSE
Date: 04/29/2011
Action: Soil and Water Investigation Workplan

Global Id: T0603702884
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-03027
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603702884
W Global ID: Not reported
Staff: MB
Local Agency: 19000
Cross Street: NORMANDIE AVE
Enforcement Type: LET
Date Leak Discovered: 10/21/1991
Date Leak First Reported: 10/21/1991
Date Leak Record Entered: 12/22/1991
Date Confirmation Began: Not reported

EXXON #7-3591 (FORMER) (Continued) **S101297050**

Date Leak Stopped:	10/21/1991	
Date Case Last Changed on Database:		7/11/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	HILGERS, MICHAEL D.	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5143.367571672356875489218561 9
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		5/19/1989
Preliminary Site Assessment Began:		10/7/1991
Pollution Characterization Began:		4/27/1993
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		12/5/2003
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		12/2/1997
Historical Max MTBE Date:		2/10/2004
Hist Max MTBE Conc in Groundwater:		686
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	JENNIFER A. SEDLACHEK	
RP Address:	P.O. BOX 4032, CONCORD	
Program:	LUST	
Lat/Long:	33.9311078 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	7/15/00 2ND QTR GW MON RPT 2000; 11/15/00 3RD QTR GW MON RPT 2000; 1/12/01 4TH QTR GW MON RPT2000; 4/12/01 1ST QTR GW MON RPT 2001	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-03027

K207 **LACCD SOUTHWEST CAMPUS IMPROVEMENT PROJECTS MEASURE J FUNDS** **CA HIST CORTESE** **S103065511**
1600 IMPERIAL HIGHWAY **CA NPDES** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 9 of 14 in cluster K

Relative:
Higher

Actual:
209 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-04259

LACCD SOUTHWEST CAMPUS IMPROVEMENT PROJECTS MEASURE J FUNDS (Continued) **S103065511**

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	413858
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C360849
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/21/2011
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	10/26/2015
Discharge Name:	Los Angeles Community College District
Discharge Address:	Maintenance and Operations Building
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90047
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported

LACCD SOUTHWEST CAMPUS IMPROVEMENT PROJECTS MEASURE J FUNDS (Continued) **S103065511**

CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	413858
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C360849
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	10/26/2015
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	4/5/2011
PROCESSED DATE:	4/21/2011
STATUS CODE NAME:	Terminated
STATUS DATE:	1/7/2016
PLACE SIZE:	64.26
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Edwin Van Ginkel
FACILITY CONTACT TITLE:	Project Director for Los Angeles Southwest College
FACILITY CONTACT PHONE:	323-241-1750
FACILITY CONTACT PHONE EXT:	102
FACILITY CONTACT EMAIL:	edwin.vanginkel@build-laccd.org
OPERATOR NAME:	Los Angeles Community College District
OPERATOR ADDRESS:	Maintenance and Operations Building
OPERATOR CITY:	Los Angeles
OPERATOR STATE:	California
OPERATOR ZIP:	90047
OPERATOR CONTACT NAME:	Mah Allison
OPERATOR CONTACT TITLE:	Director of College Facilities

LACCD SOUTHWEST CAMPUS IMPROVEMENT PROJECTS MEASURE J FUNDS (Continued) **S103065511**

OPERATOR CONTACT PHONE:	323-241-5238
OPERATOR CONTACT PHONE EXT:	5059
OPERATOR CONTACT EMAIL:	mahac@lasc.edu
OPERATOR TYPE:	Special District
DEVELOPER NAME:	Cummings Group Incorporated
DEVELOPER ADDRESS:	1600 West Imperial Highway
DEVELOPER CITY:	Los Angeles
DEVELOPER STATE:	California
DEVELOPER ZIP:	90047
DEVELOPER CONTACT NAME:	Edwin Van Ginkel
DEVELOPER CONTACT TITLE:	Project Director for Los Angeles Southwest College
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N
CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	N
CONSTYPE ELECTRICAL LINE IND:	N
CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	N
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	N
CONSTYPE RECONS IND:	Y
CONSTYPE RESIDENTIAL IND:	N
CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Allison Mah
CERTIFIER TITLE:	Director of College Facilities
CERTIFICATION DATE:	19-AUG-14
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

G208 **MARK SHULMAN (DEST)** **CA LOS ANGELES CO. HMS** **U003058674**
11215 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 64 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	002326-I02405
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

K209 **MIDDLE COLLEGE SENIOR HIGH SCHOOL** **CA HAZNET** **S113131280**
1600 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 10 of 14 in cluster K

Relative:
Higher

Actual:
209 ft.

HAZNET:

envid:	S113131280
Year:	2005
GEPAID:	CAL000280541
Contact:	SOE AUNG
Telephone:	2132413904
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE 20TH FL
Mailing City,St,Zip:	LOS ANGELES, CA 90017
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Laboratory waste chemicals
Disposal Method:	Transfer Station
Tons:	0.01
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

G210 **WIE'S STATION** **CA HAZNET** **S113148114**
1769 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 65 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

HAZNET:

envid:	S113148114
Year:	2009
GEPAID:	CAL000321020
Contact:	DONG CHAN WIE
Telephone:	3234180917
Mailing Name:	Not reported
Mailing Address:	1769 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900470000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

K211 **L A C C DIST-ACCOUNTS PAY** **CA SWEEPS UST** **S101585832**
1600 W IMPERIAL HWY **CA FID UST** **N/A**
< 1/8 **INGLEWOOD, CA 90301** **CA LOS ANGELES CO. HMS**
1 ft.

Site 11 of 14 in cluster K

Relative:
Higher

Actual:
209 ft.

SWEEPS UST:

Status:	Active
Comp Number:	4259
Number:	9
Board Of Equalization:	Not reported
Referral Date:	03-20-91
Action Date:	03-20-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19030775
Regulated By:	UTNKA
Regulated ID:	00047032
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8180000000
Mail To:	Not reported
Mailing Address:	617 W 007TH ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	INGLEWOOD 90301
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	004113-004259
Facility Type:	0
Facility Status:	Removed
Area:	29
Permit Number:	00001860T
Permit Status:	Removed

Region:	LA
Permit Category:	I
Facility Id:	004113-045785
Facility Type:	S4
Facility Status:	Permit

L A C C DIST-ACCOUNTS PAY (Continued) **S101585832**

Area: 29
Permit Number: 000712102
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 004113-045785
Facility Type: S4
Facility Status: Permit
Area: 29
Permit Number: 000712106
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 004113-045785
Facility Type: S4
Facility Status: Permit
Area: 29
Permit Number: 000712111
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 004113-045785
Facility Type: S4
Facility Status: Permit
Area: 29
Permit Number: 000712242
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 004113-045785
Facility Type: S4
Facility Status: Permit
Area: 29
Permit Number: 000466810
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 004113-045785
Facility Type: S4
Facility Status: Permit
Area: 29
Permit Number: 000711584
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 004113-045785
Facility Type: S4
Facility Status: Permit
Area: 29
Permit Number: 000712096
Permit Status: Permit

S212 **CALTRANS I-105 #16 & 17** **FINDS** **1010733697**
I-5 FWY BTW NORMANDIE BLV & IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 6 of 6 in cluster S

Relative:
Lower

Actual:
197 ft.

FINDS:

Registry ID: 110033617398

Environmental Interest/Information System
California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

M213 **THRIFTY #199** **CA LUST** **S102438976**
11259 VERMONT AVE S **CA HIST CORTESE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 19 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

LUST:

Region:	STATE
Global Id:	T0603704455
Latitude:	33.931697
Longitude:	-118.29194
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	11/27/2013
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JW
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-20735
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704455
Contact Type:	Regional Board Caseworker
Contact Name:	JIMMIE WOO
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jwoo@waterboards.ca.gov
Phone Number:	2135766600

Global Id:	T0603704455
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO

THRIFTY #199 (Continued) **S102438976**

Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Status History:

Global Id: T0603704455
Status: Open - Case Begin Date
Status Date: 09/14/1992

Global Id: T0603704455
Status: Open - Site Assessment
Status Date: 02/03/1993

Global Id: T0603704455
Status: Open - Site Assessment
Status Date: 05/17/1993

Global Id: T0603704455
Status: Open - Site Assessment
Status Date: 03/11/2005

Global Id: T0603704455
Status: Open - Remediation
Status Date: 04/12/2012

Global Id: T0603704455
Status: Completed - Case Closed
Status Date: 11/27/2013

Regulatory Activities:

Global Id: T0603704455
Action Type: REMEDIATION
Date: 05/14/2009
Action: Soil Vapor Extraction (SVE)

Global Id: T0603704455
Action Type: ENFORCEMENT
Date: 03/28/2013
Action: Staff Letter

Global Id: T0603704455
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603704455
Action Type: RESPONSE
Date: 07/15/2011
Action: Remedial Progress Report

Global Id: T0603704455
Action Type: ENFORCEMENT
Date: 11/27/2013
Action: Closure/No Further Action Letter

THRIFTY #199 (Continued) **S102438976**

Global Id: T0603704455
Action Type: RESPONSE
Date: 03/11/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603704455
Action Type: RESPONSE
Date: 07/15/2012
Action: Soil and Water Investigation Report

Global Id: T0603704455
Action Type: RESPONSE
Date: 12/21/2009
Action: Well Installation Report

Global Id: T0603704455
Action Type: ENFORCEMENT
Date: 07/15/2002
Action: Staff Letter

Global Id: T0603704455
Action Type: Other
Date: 03/02/1993
Action: Leak Reported

Global Id: T0603704455
Action Type: RESPONSE
Date: 04/15/2013
Action: Soil and Water Investigation Workplan - Regulator Responded

Global Id: T0603704455
Action Type: RESPONSE
Date: 06/05/2006
Action: Soil and Water Investigation Report

Global Id: T0603704455
Action Type: RESPONSE
Date: 01/15/2013
Action: Remedial Progress Report

Global Id: T0603704455
Action Type: RESPONSE
Date: 06/14/2013
Action: Soil and Water Investigation Report

Global Id: T0603704455
Action Type: RESPONSE
Date: 05/30/2013
Action: Request for Closure - Regulator Responded

Global Id: T0603704455
Action Type: ENFORCEMENT
Date: 09/23/2013
Action: Notification - Preclosure

Global Id: T0603704455
Action Type: RESPONSE

THRIFTY #199 (Continued) **S102438976**

Date: 02/28/2014
Action: Well Destruction Report

Global Id: T0603704455
Action Type: RESPONSE
Date: 10/15/2009
Action: Remedial Progress Report

Global Id: T0603704455
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603704455
Action Type: RESPONSE
Date: 01/15/2010
Action: Remedial Progress Report

Global Id: T0603704455
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603704455
Action Type: RESPONSE
Date: 08/15/2002
Action: Other Report / Document

Global Id: T0603704455
Action Type: ENFORCEMENT
Date: 04/12/2012
Action: Staff Letter

Global Id: T0603704455
Action Type: ENFORCEMENT
Date: 12/20/2012
Action: Staff Letter

Global Id: T0603704455
Action Type: Other
Date: 09/14/1992
Action: Leak Discovery

Global Id: T0603704455
Action Type: RESPONSE
Date: 01/15/2011
Action: Remedial Progress Report

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-20735
Status: Preliminary site assessment underway
Substance: Gasoline
Substance Quantity: Not reported

THRIFTY #199 (Continued) **S102438976**

Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704455	
W Global ID:	Not reported	
Staff:	JW	
Local Agency:	19000	
Cross Street:	IMPERIAL HWY	
Enforcement Type:	LET	
Date Leak Discovered:	9/14/1992	
Date Leak First Reported:		3/2/1993
Date Leak Record Entered:	2/12/1993	
Date Confirmation Began:	2/3/1993	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/1/1999
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5996.009068629597556196177557 7
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		5/17/1993
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		62
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CHRIS PANAITESCU	
RP Address:	13539 E. FOSTER RD.	
Program:	LUST	
Lat/Long:	33.931697 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	LIMITED INFO IN FILE. 6 USTS REMOVED IN 92. GW @90' IN 3/92.WELL 1408-E 0.5 MILE S. NW. NO MTBE DATA. SOIL BORINGS PLANNED. 11/20/98 BASELINING SUBSURFACE INVESTIGATION	

HIST CORTESE:

Region:	CORTESE

THRIFTY #199 (Continued) **S102438976**

Facility County Code: 19
Reg By: LTNKA
Reg Id: I-20735

G214 **DEL TACO** **CA LOS ANGELES CO. HMS** **S109421242**
1816 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 66 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 025434-052161
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000598114
Permit Status: Permit

Region: LA
Permit Category: S
Facility Id: 025434-052162
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000596586
Permit Status: Permit

G215 **SHELL** **CA HAZNET** **S113061174**
1816 W IMPERIAL **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 67 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

HAZNET:
envid: S113061174
Year: 1999
GEPAID: CAL000105329
Contact: EQUILON ENTERPRISES LLC
Telephone: 7132412258
Mailing Name: Not reported
Mailing Address: PO BOX 4453
Mailing City,St,Zip: HOUSTON, TX 772104453
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Treatment, Tank
Tons: 5.8380
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113061174
Year: 1999

SHELL (Continued) **S113061174**

GEPAID:	CAL000105329
Contact:	EQUILON ENTERPRISES LLC
Telephone:	7132412258
Mailing Name:	Not reported
Mailing Address:	PO BOX 4453
Mailing City,St,Zip:	HOUSTON, TX 772104453
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Disposal, Other
Tons:	17.5000
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

I216 **EXXONMOBIL OIL CORP 735910** **CA HAZNET** **S113178812**
1377 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 25 of 27 in cluster I

Relative:
Lower

Actual:
200 ft.

HAZNET:

envid:	S113178812
Year:	2015
GEPAID:	CAR000199802
Contact:	DONNA HYMES
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	800 E WASHINGTON ST
Mailing City,St,Zip:	WEST CHESTER, PA 193804542
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.042
Cat Decode:	Aqueous solution with total organic residues less than 10 percent
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	S113178812
Year:	2014
GEPAID:	CAR000199802
Contact:	DONNA HYMES
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	800 E WASHINGTON ST
Mailing City,St,Zip:	WEST CHESTER, PA 193804542
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.28356

EXXONMOBIL OIL CORP 735910 (Continued) **S113178812**

Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113178812
Year:	2012
GEPAID:	CAR000199802
Contact:	DONNA HYMES
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	800 E WASHINGTON ST
Mailing City,St,Zip:	WEST CHESTER, PA 193800000
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	0.01251
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113178812
Year:	2012
GEPAID:	CAR000199802
Contact:	DONNA HYMES
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	800 E WASHINGTON ST
Mailing City,St,Zip:	WEST CHESTER, PA 193800000
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.03753
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113178812
Year:	2011
GEPAID:	CAR000199802
Contact:	D HYMES, HAZARDOUS WASTE COOR.
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	800 E WASHINGTON ST
Mailing City,St,Zip:	WEST CHESTER, PA 193804542
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.04587
Cat Decode:	Not reported

EXXONMOBIL OIL CORP 735910 (Continued) **S113178812**

Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

N217 **CA CDL** **S107527297**
N/A

< 1/8
1 ft.

11219 BUDLONG AVE
LOS ANGELES, CA 90044

Site 3 of 3 in cluster N

Relative:
Lower

Actual:
196 ft.

CDL:
Facility ID: 2001-01-103
Date: 01/18/2001
Lab Type: Illegal Drug Lab (L) - location where an illegal drug lab was operated or drug lab equipment and/or materials were stored.

Q218 **CA LOS ANGELES CO. HMS** **S113745168**
N/A

< 1/8
1 ft.

THE FOUNDATION CENTER
11633 S WESTERN AVE
LOS ANGELES, CA 90047

Site 8 of 8 in cluster Q

Relative:
Lower

Actual:
185 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 028275-057832
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

G219 **CA LOS ANGELES CO. HMS** **U003061955**
N/A

< 1/8
1 ft.

DONG CHAN WIE (WIE'S STATION)
1769 W IMPERIAL HWY
LOS ANGELES, CA 90047

Site 68 of 78 in cluster G

Relative:
Higher

Actual:
209 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 005984-044887
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000529488
Permit Status: Permit

G220 **ONE 'OUR' DRY CLEANERS** **CA EMI** **S103637784**
1852 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 69 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	37497
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	37497
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

I221 **TESORO GASOLINE DIGAS NORMANDIE** **RCRA-SQG** **1000341676**
1300 W IMPERIAL HWY **FINDS** **CAD000627919**
< 1/8 **LOS ANGELES, CA 90044** **ECHO**
1 ft.

Site 26 of 27 in cluster I

Relative:
Lower

Actual:
206 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	TESORO GASOLINE DIGAS NORMANDIE
Facility address:	1300 W IMPERIAL HWY LOS ANGELES, CA 90044
EPA ID:	CAD000627919
Mailing address:	9201 W OLYMPIC BLVD BEVERLY HILLS, CA 90212
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported

TESORO GASOLINE DIGAS NORMANDIE (Continued) **1000341676**

Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: TESORO GASOLINE MARKETING CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/18/1980
Site name: TESORO GASOLINE DIGAS NORMANDIE
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

TESORO GASOLINE DIGAS NORMANDIE (Continued) **1000341676**

Registry ID: 110002627630

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:
Envid: 1000341676
Registry ID: 110002627630
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110002627630

K222 **LA COUNTY SANITATION DISTRICT** **CA HAZNET** **S113020352**
1600 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 12 of 14 in cluster K

Relative: Higher

Actual: 209 ft.

HAZNET:
envid: S113020352
Year: 2008
GEPAID: CAH111000914
Contact: JOE REILLY
Telephone: 5626997411
Mailing Name: Not reported
Mailing Address: 1955 WORKMAN MILL RD
Mailing City,St,Zip: WHITTIER, CA 906010000
Gen County: Not reported
TSD EPA ID: TXD074196338
TSD County: Not reported
Waste Category: Household waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 1.15
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113020352
Year: 2008
GEPAID: CAH111000914
Contact: JOE REILLY
Telephone: 5626997411
Mailing Name: Not reported
Mailing Address: 1955 WORKMAN MILL RD
Mailing City,St,Zip: WHITTIER, CA 906010000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Household waste
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.95
Cat Decode: Not reported

LA COUNTY SANITATION DISTRICT (Continued) **S113020352**

Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113020352
Year:	2008
GEPAID:	CAH111000914
Contact:	JOE REILLY
Telephone:	5626997411
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.3
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113020352
Year:	2008
GEPAID:	CAH111000914
Contact:	JOE REILLY
Telephone:	5626997411
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAD982413262
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.3336
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113020352
Year:	2002
GEPAID:	CAH111000914
Contact:	JOE REILLY
Telephone:	5626997411
Mailing Name:	Not reported
Mailing Address:	1955 WORKMAN MILL RD
Mailing City,St,Zip:	WHITTIER, CA 906010000
Gen County:	Not reported
TSD EPA ID:	CAD050806850
TSD County:	Not reported
Waste Category:	Household waste
Disposal Method:	Transfer Station
Tons:	2.4
Cat Decode:	Not reported
Method Decode:	Not reported

LA COUNTY SANITATION DISTRICT (Continued) **S113020352**

Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

G223 **BUSY BEES WONDERLAND PRESCHOOL-2ND GRADE** **FTTS** **1009511548**
1851 W IMPERIAL HWY **HIST FTTS** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 70 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

FTTS INSP:

Inspection Number:	1992022402735 1
Region:	09
Inspection Date:	02/24/92
Inspector:	R. PETERSON
Violation occurred:	Yes
Investigation Type:	AHERA, Enforcement, Federal Conducted
Investigation Reason:	For Cause, Violation
Legislation Code:	TSCA
Facility Function:	User

HIST FTTS INSP:

Inspection Number:	1992022402735 1
Region:	09
Inspection Date:	Not reported
Inspector:	R. PETERSON
Violation occurred:	Yes
Investigation Type:	AHERA, Enforcement, Federal Conducted
Investigation Reason:	For Cause, Violation
Legislation Code:	TSCA
Facility Function:	User

U224 **ANNIE ARMSTRONG** **CA HAZNET** **S112935795**
11639 S SAINT ANDREWS PLACE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 6 of 6 in cluster U

Relative:
Lower

Actual:
175 ft.

HAZNET:

envid:	S112935795
Year:	2004
GEPAID:	CAC002574755
Contact:	ANNIE ARMSTRONG
Telephone:	3237773719
Mailing Name:	Not reported
Mailing Address:	11639 S SAINT ANDREWS PLACE
Mailing City,St,Zip:	LOS ANGELES, CA 90047
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0

ANNIE ARMSTRONG (Continued) **S112935795**

Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

G225 **CHURCH'S FRIED CHICKEN** **CA LOS ANGELES CO. HMS** **S109421164**
11251 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 71 of 78 in cluster G

Relative: Lower
Actual: 203 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 028274-039741
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000528288
Permit Status: Permit

Region: LA
Permit Category: Not reported
Facility Id: 028274-053759
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

G226 **MOBIL OIL CORP S/S #18-KYW** **CA CHMIRS** **S104537400**
1769 W IMPERIAL HWY **CA LOS ANGELES CO. HMS** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 72 of 78 in cluster G

Relative: Higher
Actual: 209 ft.

CHMIRS:
OES Incident Number: 3-2650
OES notification: 05/22/2003
OES Date: Not reported
OES Time: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported

MOBIL OIL CORP S/S #18-KYW (Continued) **S104537400**

Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2003
Agency:	Veeder Root
Incident Date:	5/22/200312:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Other
E Date:	Not reported
Substance:	gasoline
Gallons:	0.000000
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Soil samples results for site divestment returned positive results for impact to soil.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	005984-006198
Facility Type:	0
Facility Status:	Closed
Area:	29
Permit Number:	00002723T
Permit Status:	Closed

MOBIL OIL CORP S/S #18-KYW (Continued) **S104537400**

Region: LA
Permit Category: I
Facility Id: 005984-I06198
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000010716
Permit Status: Permit

G227 **SUPER WASH'N DRY** **CA LOS ANGELES CO. HMS** **S111220593**
1834 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 73 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 033283-055672
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

M228 **ARCO PRODUCTS COMPANY #9608** **CA HAZNET** **S113097892**
11259 S VERMONT **N/A**
< 1/8 **LOS ANGELES, CA 90001**
1 ft.

Site 20 of 45 in cluster M

Relative:
Lower

Actual:
199 ft.

HAZNET:
envid: S113097892
Year: 2001
GEPAID: CAL000187161
Contact: CARLOS RODRIGUEZ
Telephone: 7146705407
Mailing Name: Not reported
Mailing Address: PO BOX 6038
Mailing City,St,Zip: ARTESIA, CA 907020000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 1.1
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113097892
Year: 1998
GEPAID: CAL000187161
Contact: ARCO PRODUCTS COMPANY
Telephone: 7146705407
Mailing Name: Not reported

ARCO PRODUCTS COMPANY #9608 (Continued) **S113097892**

Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907020000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	1.7931
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

M229 **THRIFTY #** **CA RGA LUST** **S114702654**
11259 VERMONT AVE S **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 21 of 45 in cluster M

Relative: **Lower**

RGA LUST:

1994 THRIFTY # 11259 VERMONT AVE S

Actual: **199 ft.**

J230 **STORM-LA/120TH** **LA Co. Site Mitigation** **S118565112**
1449 W 120TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 7 of 18 in cluster J

Relative: **Lower**

Actual: **200 ft.**

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000604
Jurisdiction:	Not reported
Case ID:	RO0001602
Abated:	No
Assigned To:	Zenaida Songco
Entered Date:	Not reported
Abated Date:	Not reported

M231 **ARCO #09608** **CA LOS ANGELES CO. HMS** **S105422176**
11259 S VERMONT AVE **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 22 of 45 in cluster M

Relative: **Lower**

Actual: **199 ft.**

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	000394-037330
Facility Type:	0
Facility Status:	Closed
Area:	29
Permit Number:	000337821
Permit Status:	Closed

H232 **SAMUELSON, ERIC** **CA WMUDS/SWAT** **S104156330**
11920 SOUTH WESTERN AVENUE **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 8 of 13 in cluster H

Relative:
Lower

Actual:
128 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	ERIC SAMUELSON
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	ERIC SAMUELSON
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190134NUR
Solid Waste Information ID:	Not reported

L233 **CA7E NORMANDIE LLC** **CA HAZNET** **S118211037**
11255 S. NORMANDIE AVE. **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 18 of 19 in cluster L

Relative:
Lower

Actual:
206 ft.

HAZNET:

envid:	S118211037
Year:	2014
GEPAID:	CAC002771936
Contact:	KIMBERLY TATSCH
Telephone:	7204935100
Mailing Name:	Not reported
Mailing Address:	8480 E ORCHARD RD STE 4350
Mailing City,St,Zip:	GREENWOOD VILLAGE, CO 801115020
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.456
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

W234 **LEINARD FLYNN . CALTRANS SITE 17** **CA SWF/LF** **S106528942**
11515 BUDLONG AVENUE **N/A**
< 1/8 **WESTMONT, CA**
1 ft.

Site 2 of 2 in cluster W

Relative:
Higher

Actual:
209 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-5088
Lat/Long:	33.92957 / -118.29611
Owner Name:	Eexcel Buglong LTD
Owner Telephone:	Not reported
Owner Address:	Leonard Flynn
Owner Address2:	11515 Budlong Avenue
Owner City,St,Zip:	Westmont, CA 90044
Operational Status:	Closed
Operator:	Not reported
Operator Phone:	Not reported
Operator Address:	Not reported
Operator Address2:	Not reported
Operator City,St,Zip:	Not reported
Permit Date:	Not reported
Permit Status:	Not reported
Permitted Acreage:	Not reported
Activity:	Solid Waste Disposal Site
Regulation Status:	Pre-regulations
Landuse Name:	Residential,Commercial
GIS Source:	Map
Category:	Disposal
Unit Number:	01
Inspection Frequency:	Quarterly
Accepted Waste:	Mixed municipal
Closure Date:	12/31/1949
Closure Type:	Estimated

LEINARD FLYNN . CALTRANS SITE 17 (Continued) **S106528942**

Disposal Acreage: Not reported
SWIS Num: 19-AA-5088
Waste Discharge Requirement Num: Not reported
Program Type: Not reported
Permitted Throughput with Units: Not reported
Actual Throughput with Units: Not reported
Permitted Capacity with Units: Not reported
Remaining Capacity: Not reported
Remaining Capacity with Units: Not reported
Lat/Long: 33.92957 / -118.29611

H235 **BAILEY CONST CO DUMP (DEST)** **CA LOS ANGELES CO. HMS** **U003057169**
11900 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 9 of 13 in cluster H

Relative:
Lower

Actual:
126 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 000735-I00744
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

G236 **ONE OUR DRY CLEANERS** **CA HAZNET** **S113007838**
1852 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 74 of 78 in cluster G

Relative:
Lower

Actual:
196 ft.

HAZNET:
envid: S113007838
Year: 1999
GEPAID: CAD981613110
Contact: LEE YONG LIM
Telephone: 3237549833
Mailing Name: Not reported
Mailing Address: 1852 W IMPERIAL HWY
Mailing City,St,Zip: LOS ANGELES, CA 900475020
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: .4214
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113007838
Year: 1998
GEPAID: CAD981613110

ONE OUR DRY CLEANERS (Continued) **S113007838**

Contact:	LEE YONG LIM
Telephone:	3237549833
Mailing Name:	Not reported
Mailing Address:	1852 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900475020
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.4214
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113007838
Year:	1997
GEPAID:	CAD981613110
Contact:	LEE YONG LIM
Telephone:	3237549833
Mailing Name:	Not reported
Mailing Address:	1852 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900475020
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	.0000
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113007838
Year:	1997
GEPAID:	CAD981613110
Contact:	LEE YONG LIM
Telephone:	3237549833
Mailing Name:	Not reported
Mailing Address:	1852 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900475020
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.4214
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113007838
Year:	1996
GEPAID:	CAD981613110
Contact:	LEE YONG LIM

ONE OUR DRY CLEANERS (Continued) **S113007838**

Telephone:	3237549833
Mailing Name:	Not reported
Mailing Address:	1852 W IMPERIAL HWY
Mailing City,St,Zip:	LOS ANGELES, CA 900475020
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.8428
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

K237 **SHELL SERVICE STATION** **CA Notify 65** **S100178425**
1550 IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 13 of 14 in cluster K

Relative:
Higher

Actual:
209 ft.

NOTIFY 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Issue Date:	Not reported
Incident Description:	Not reported

G238 **KMART ENTERPRISES** **CA HIST UST** **U001561854**
11507 S WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90045**
1 ft.

Site 75 of 78 in cluster G

Relative:
Lower

Actual:
206 ft.

HIST UST:

File Number:	00027398
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027398.pdf
Region:	STATE
Facility ID:	00000004895
Facility Type:	Other
Other Type:	AUTO REPAIR
Contact Name:	Not reported
Telephone:	2137561128
Owner Name:	KMART CORPORATION
Owner Address:	P. O. BOX 3150
Owner City,St,Zip:	TROY, MI 48084
Total Tanks:	0001
Tank Num:	001
Container Num:	4239
Year Installed:	1967

KMART ENTERPRISES (Continued) **U001561854**

Tank Capacity:	00000500
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	3/16"
Leak Detection:	Pressure Test

Click here for Geo Tracker PDF:

V239 **ERNS** **2013044167**
N/A

11700 SOUTH NORMANDY AVE
LOS ANGELES, CA

< 1/8
1 ft.

Site 3 of 3 in cluster V

Relative:
Lower

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

Actual:
173 ft.

---

240 **MARGUERITE WILD** **CA HAZNET** **S113462432**
N/A

1060 W 117TH ST APT 9
LOS ANGELES, CA 90044

< 1/8
1 ft.

Relative:
Lower

Actual:
195 ft.

HAZNET:

envid:	S113462432
Year:	2010
GEPAID:	CAC002657122
Contact:	MARGUERITE WILD
Telephone:	3103263424
Mailing Name:	Not reported
Mailing Address:	1060 W 117TH ST APT 9
Mailing City,St,Zip:	LOS ANGELES, CA 900446525
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.43
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

I241 **PENSKE TRUCK LEASING CO., LP** **FINDS** **1016433415**
N/A

1310 W IMPERIAL HWY # A
LOS ANGELES, CA 90044

< 1/8
1 ft.

Site 27 of 27 in cluster I

Relative:
Lower

Actual:
202 ft.

FINDS:

Registry ID: 110055854954

Environmental Interest/Information System
STATE MASTER

L242 **EXXONMOBIL OIL CORP 735910** **FINDS** **1012107593**
1377 W IMPERIAL HWY **N/A**
< 1/8 **LOS ANGELES, CA 90044**
1 ft.

Site 19 of 19 in cluster L

Relative: Lower

Actual: 203 ft.

FINDS:

Registry ID: 110038891081

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

G243 **EXXONMOBIL OIL CORPORATION #18KYW** **CA HAZNET** **S113042426**
1769 WEST IMPERIAL HIGHWAY **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 76 of 78 in cluster G

Relative: Higher

Actual: 209 ft.

HAZNET:

envid:	S113042426
Year:	2003
GEPAID:	CAL000050448
Contact:	DALE VIATOR, ENVT'L ADVISOR
Telephone:	2816548470
Mailing Name:	Not reported
Mailing Address:	16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip:	HOUSTON, TX 770600000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	0.68
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113042426
Year:	2003
GEPAID:	CAL000050448
Contact:	DALE VIATOR, ENVT'L ADVISOR
Telephone:	2816548470
Mailing Name:	Not reported
Mailing Address:	16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip:	HOUSTON, TX 770600000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	0.68
Cat Decode:	Not reported
Method Decode:	Not reported

EXXONMOBIL OIL CORPORATION #18KYW (Continued) **S113042426**

Facility County: Los Angeles

envid: S113042426
Year: 2003
GEPAID: CAL000050448
Contact: DALE VIATOR, ENVT'L ADVISOR
Telephone: 2816548470
Mailing Name: Not reported
Mailing Address: 16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip: HOUSTON, TX 770600000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Treatment, Tank
Tons: 1.92
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113042426
Year: 2003
GEPAID: CAL000050448
Contact: DALE VIATOR, ENVT'L ADVISOR
Telephone: 2816548470
Mailing Name: Not reported
Mailing Address: 16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip: HOUSTON, TX 770600000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Treatment, Tank
Tons: 1.92
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113042426
Year: 2002
GEPAID: CAL000050448
Contact: DALE VIATOR, ENVT'L ADVISOR
Telephone: 2816548470
Mailing Name: Not reported
Mailing Address: 16825 NORTHCHASE DRIVE RM 911
Mailing City,St,Zip: HOUSTON, TX 770600000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Treatment, Tank
Tons: 0.53
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

EXXONMOBIL OIL CORPORATION #18KYW (Continued) **S113042426**

Click this hyperlink while viewing on your computer to access
37 additional CA_HAZNET: record(s) in the EDR Site Report.

T244 **CA CDL** **S107527822**
N/A

1236 GEDDES ST
< 1/8 **ATHENS, CA 90044**
1 ft.

Site 2 of 2 in cluster T

Relative:
Lower

Actual:
196 ft.

CDL:
Facility ID: 1999-06-120
Date: 06/17/1999
Lab Type: Illegal Drug Lab (L) - location where an illegal drug lab was operated or drug lab equipment and/or materials were stored.

G245 **KC SHELL** **CA LOS ANGELES CO. HMS** **S103392505**
N/A

1816 W IMPERIAL HWY
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 77 of 78 in cluster G

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 005413-026300
Facility Type: 0
Facility Status: Removed
Area: 29
Permit Number: 000227760
Permit Status: Removed

Region: LA
Permit Category: I
Facility Id: 005413-I05614
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000003146
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 005413-I05614
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000084863
Permit Status: Closed

G246 **KIM'S UNOCAL SERVICE** **CA HAZNET** **S113047054**
11404 SO WESTERN AVE **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 78 of 78 in cluster G

Relative:
Lower

Actual:
208 ft.

HAZNET:

envid:	S113047054
Year:	1995
GEPAID:	CAL000065709
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11404 S WESTERN AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900475001
Gen County:	Not reported
TSD EPA ID:	CAD093459485
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Transfer Station
Tons:	.0498
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113047054
Year:	1993
GEPAID:	CAL000065709
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11404 S WESTERN AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900475001
Gen County:	Not reported
TSD EPA ID:	CAD050099696
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	0.2293
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

K247 **CABINO CASTILLO** **CA LOS ANGELES CO. HMS** **S105194008**
1562 W 113TH ST **N/A**
< 1/8 **LOS ANGELES, CA 90047**
1 ft.

Site 14 of 14 in cluster K

Relative:
Higher

Actual:
218 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	026650-036697
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

E248 **EDR Hist Auto** **1015153245**
N/A

< 1/8
0.001 mi.
4 ft.

11007 S VERMONT AVE
LOS ANGELES, CA 90044

Site 3 of 15 in cluster E

Relative:
Lower

Actual:
186 ft.

EDR Historical Auto Stations:

Name:	CASSANDRAS PAINT & BODY SHOP
Year:	2010
Address:	11007 S VERMONT AVE

C249 **EDR Hist Auto** **1015153953**
N/A

< 1/8
0.001 mi.
5 ft.

11019 S VERMONT AVE
LOS ANGELES, CA 90044

Site 5 of 14 in cluster C

Relative:
Lower

Actual:
188 ft.

EDR Historical Auto Stations:

Name:	CURTIS AUTOMATIC & STANDARD TRANSMISSION AUTO CENTER
Year:	1999
Address:	11019 S VERMONT AVE
Name:	AST AUTO CTR
Year:	2001
Address:	11019 S VERMONT AVE
Name:	AST AUTO CTR
Year:	2002
Address:	11019 S VERMONT AVE

J250 **WILLIAMS OLIVE GLENN 69 LLC** **CA HAZNET** **S112990462**
SSW **1535 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.002 mi.
10 ft.

Site 8 of 18 in cluster J

Relative:
Lower

Actual:
196 ft.

HAZNET:

envid:	S112990462
Year:	2011
GEPAID:	CAC002672122
Contact:	MARTIN MENDEZ
Telephone:	6612229207
Mailing Name:	Not reported
Mailing Address:	21080 CENTRE POINTE PKWY
Mailing City,St,Zip:	SANTA CLARITA, CA 913502984
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1668
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

J251 SSW < 1/8 0.002 mi. 10 ft. | **WILLIAMS OLIVE GLEN 69 LLC**
1535 120TH STREET WEST
LOS ANGELES, CA 90047 | **CA LUST** | **S111417785**
N/A

Site 9 of 18 in cluster J

Relative: Lower

Actual: 196 ft.

LUST:

Region:	STATE
Global Id:	T10000003451
Latitude:	33.9241904874386
Longitude:	-118.303635120392
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/20/2011
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	PGT
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	013585-055896
File Location:	Local Agency
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Benzene, Toluene, Xylene, Diesel, Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000003451
Contact Type:	Local Agency Caseworker
Contact Name:	PHILLIP GHARIBIANS-TABRIZI
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	pgharibians@dpw.lacounty.gov
Phone Number:	Not reported

Status History:

Global Id:	T10000003451
Status:	Open - Case Begin Date
Status Date:	07/05/2011
Global Id:	T10000003451
Status:	Completed - Case Closed
Status Date:	12/20/2011
Global Id:	T10000003451
Status:	Open - Site Assessment
Status Date:	12/20/2011

Regulatory Activities:

Global Id:	T10000003451
Action Type:	REMEDIATION
Date:	07/28/2011
Action:	Excavation
Global Id:	T10000003451
Action Type:	Other
Date:	07/05/2011
Action:	Leak Discovery

WILLIAMS OLIVE GLEN 69 LLC (Continued) **S111417785**

Global Id:	T10000003451
Action Type:	Other
Date:	12/20/2011
Action:	Leak Reported

Global Id:	T10000003451
Action Type:	ENFORCEMENT
Date:	04/03/2012
Action:	Closure/No Further Action Letter

J252 **WHITE FLOWER NURSERY CO INC** **CA LOS ANGELES CO. HMS** **S106668953**
SSW **1535 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.002 mi.
10 ft. **Site 10 of 18 in cluster J**

Relative:
Lower

Actual:
196 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	013585-013976
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

Region:	LA
Permit Category:	T
Facility Id:	013585-014041
Facility Type:	0
Facility Status:	Removed
Area:	29
Permit Number:	000481646
Permit Status:	Removed

Region:	LA
Permit Category:	S
Facility Id:	013585-027942
Facility Type:	S5
Facility Status:	Permit
Area:	29
Permit Number:	000762152
Permit Status:	Permit

Region:	LA
Permit Category:	T
Facility Id:	013585-055896
Facility Type:	0
Facility Status:	Removed
Area:	29
Permit Number:	000686287
Permit Status:	Removed

R253
SSW
< 1/8
0.002 mi.
12 ft.

SANTA FE ENERGY RESOURCES
1601 W 120TH ST
LOS ANGELES, CA 90047

Site 2 of 5 in cluster R

CA LOS ANGELES CO. HMS

U003058490
N/A

Relative:
Lower

Actual:
184 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 002135-I02212
Facility Type: 02
Facility Status: Closed
Area: 29
Permit Number: 000011940
Permit Status: Closed

R254
SSW
< 1/8
0.002 mi.
12 ft.

GEO PETROLEUM
1601 W 120TH ST
LOS ANGELES, CA 90047

Site 3 of 5 in cluster R

CA LOS ANGELES CO. HMS

S102057979
N/A

Relative:
Lower

Actual:
184 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 002135-022571
Facility Type: 02
Facility Status: Permit
Area: 29
Permit Number: 000351902
Permit Status: Suspended

Region: LA
Permit Category: S
Facility Id: 002135-044905
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000529018
Permit Status: Closed

R255
SSW
< 1/8
0.002 mi.
12 ft.

KELT OIL & GAS INC
1601 W 120TH ST
LOS ANGELES, CA 90047

Site 4 of 5 in cluster R

CA LOS ANGELES CO. HMS

S102057980
N/A

Relative:
Lower

Actual:
184 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 002135-021924
Facility Type: 02
Facility Status: Closed
Area: 29
Permit Number: 000013056
Permit Status: Closed

H256
SW
< 1/8
0.002 mi.
12 ft.

GULF SERVICE STATION
12024 S WESTERN AVE
LOS ANGELES, CA 90047

CA LOS ANGELES CO. HMS

S110070908
N/A

Site 10 of 13 in cluster H

Relative:
Lower

Actual:
162 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 005347-I05547
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

H257
SW
< 1/8
0.002 mi.
12 ft.

COUNTRY CLUB CAR WASH
12024 S WESTERN AVE
LOS ANGELES, CA 90047

CA LOS ANGELES CO. HMS

S102062248
N/A

Site 11 of 13 in cluster H

Relative:
Lower

Actual:
162 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 005347-020777
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Z258
ESE
< 1/8
0.003 mi.
16 ft.

GIANT WASHERS
11809 S VERMONT AVE
LOS ANGELES, CA 90044

CA LOS ANGELES CO. HMS

S113745588
N/A

Site 1 of 5 in cluster Z

Relative:
Lower

Actual:
206 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 032402-052007
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000589859
Permit Status: Permit

Z259 ESE < 1/8 0.003 mi. 17 ft. — **EL RANCHO MARKET**, **11805 S VERMONT AVE**, **LOS ANGELES, CA 90044** — **CA LOS ANGELES CO. HMS** — **S117541837** / **N/A**

Site 2 of 5 in cluster Z

Relative: Lower

Actual: 206 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 015578-059388
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000839764
Permit Status: Permit

Z260 ESE < 1/8 0.003 mi. 17 ft. — **GUADALAJARA MEAT MARKET**, **11805 S VERMONT AVE**, **LOS ANGELES, CA 90044** — **CA LOS ANGELES CO. HMS** — **U002288489** / **N/A**

Site 3 of 5 in cluster Z

Relative: Lower

Actual: 206 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 015578-022319
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000218946
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 015578-044489
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000443315
Permit Status: Closed

Region: LA
Permit Category: Not reported
Facility Id: 015578-048568
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: I
Facility Id: 015578-049026
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000550450
Permit Status: Closed

Region: LA

GUADALAJARA MEAT MARKET (Continued) **U002288489**

Permit Category: S
Facility Id: 015578-049397
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000526922
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 015578-I16860
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000012775
Permit Status: Closed

Z261
ESE
< 1/8
0.003 mi.
17 ft.

EL RANCHO MARKET **CA LOS ANGELES CO. HMS** **S117541836**
11805 S VERMONT AVE **N/A**
LOS ANGELES, CA 90044

Site 4 of 5 in cluster Z

Relative:
Lower

Actual:
206 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 015578-059386
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000778421
Permit Status: Permit

J262
South
< 1/8
0.004 mi.
19 ft.

SHASTA PAN OIL CO **CA LOS ANGELES CO. HMS** **S102057766**
1411 W 120TH ST **N/A**
LOS ANGELES, CA 90047

Site 11 of 18 in cluster J

Relative:
Lower

Actual:
196 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 016855-022542
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

J263 SSE < 1/8 0.004 mi. 19 ft. | **120TH STREET DUMP**
1401 WEST 120TH STREET
LOS ANGELES, CA

Site 12 of 18 in cluster J

CA WMUDS/SWAT | **S104156326**
N/A

Relative: Lower

Actual: 194 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	Not reported
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190104NUR
Solid Waste Information ID:	Not reported

J264 SSE < 1/8 0.004 mi. 19 ft. | **PETRO LEWIS (SEE FILE I02212)** | **CA LOS ANGELES CO. HMS** | **U003057104**
1405 W 120TH ST | **N/A**
LOS ANGELES, CA 90047

Site 13 of 18 in cluster J

Relative: Lower

Actual: 195 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	000672-I00676
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

Region:	LA
Permit Category:	I
Facility Id:	000672-I00976
Facility Type:	02
Facility Status:	Closed
Area:	29
Permit Number:	000001844
Permit Status:	Closed

H265 SW < 1/8 0.005 mi. 25 ft. | **SANTA FE ENERGY OPERATING PART** | **CA EMI** | **S106838895**
120TH ST/WESTERN AV | **N/A**
LOS ANGELES, CA

Site 12 of 13 in cluster H

Relative: Lower

Actual: 162 ft.

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	57287
Air District Name:	SC
SIC Code:	1311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

O266 SE < 1/8 0.006 mi. 32 ft. — **ARROWHEAD MTN SPRING WATER**, **13109 BUDLONG AVE S**, **LOS ANGELES, CA** — **CA RGA LUST** — **S114578037** / **N/A**

Site 3 of 4 in cluster O

Relative: Lower
Actual: 190 ft.

RGA LUST:

2004	ARROWHEAD MTN SPRING WATER	13109 BUDLONG AVE S

C267 ENE < 1/8 0.007 mi. 38 ft. — **ETNA'S FISH MARKET**, **11175 S VERMONT AVE**, **LOS ANGELES, CA 90044** — **CA LOS ANGELES CO. HMS** — **S118496203** / **N/A**

Site 6 of 14 in cluster C

Relative: Lower
Actual: 194 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	028250-061099
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

C268 ENE < 1/8 0.007 mi. 38 ft. — **ETNA'S FISH MARKET**, **11175 S VERMONT AVE**, **LOS ANGELES, CA 90044** — **CA LOS ANGELES CO. HMS** — **S106025764** / **N/A**

Site 7 of 14 in cluster C

Relative: Lower
Actual: 194 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	S
Facility Id:	028250-039715
Facility Type:	S5
Facility Status:	Permit
Area:	29
Permit Number:	000528270
Permit Status:	Permit

M269 East < 1/8 0.008 mi. 42 ft. — **VERMONT DONUT**, **11405 S VERMONT AVE**, **LOS ANGELES, CA 90044** — **CA LOS ANGELES CO. HMS** — **S118689957** / **N/A**

Site 23 of 45 in cluster M

Relative: Lower
Actual: 201 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	S
Facility Id:	034688-061615
Facility Type:	S5
Facility Status:	Permit
Area:	29
Permit Number:	000824903
Permit Status:	Permit

M270
East
< 1/8
0.008 mi.
42 ft.

11411 S VERMONT AVE
LOS ANGELES, CA 90044

Site 24 of 45 in cluster M

EDR Hist Cleaner **1014977923**
N/A

Relative:
Lower

Actual:
201 ft.

EDR Historical Cleaners:

Name: IMPERIAL VILLAGE CLEANERS
Year: 2001
Address: 11411 S VERMONT AVE

Name: MIRAGE NO 2 CLEANERS
Year: 2002
Address: 11411 S VERMONT AVE

Name: MIRAGE NO 2 CLEANERS
Year: 2003
Address: 11411 S VERMONT AVE

Name: MIRAGE CLEANERS NO
Year: 2004
Address: 11411 S VERMONT AVE

Name: MIRAGE CLEANERS NO 2
Year: 2005
Address: 11411 S VERMONT AVE

Name: MIRAGE CLEANERS
Year: 2006
Address: 11411 S VERMONT AVE

Name: MIRAGE CLEANERS
Year: 2007
Address: 11411 S VERMONT AVE

Name: MIRAGE CLEANERS
Year: 2008
Address: 11411 S VERMONT AVE

Name: MIRAGE CLEANERS
Year: 2010
Address: 11411 S VERMONT AVE

Name: MIRAGE NO 2 CLEANERS
Year: 2011
Address: 11411 S VERMONT AVE

Name: MIRAGE NO 2 CLEANERS
Year: 2012
Address: 11411 S VERMONT AVE

P271 ESE < 1/8 0.008 mi. 43 ft. — **COUNTY OF LOS ANGELES ISD**, **11911 S VERMONT AVE**, **LOS ANGELES, CA 90044** — **CA HAZNET** — **S112922955** / **N/A**

Site 3 of 6 in cluster P

Relative: Lower
Actual: 205 ft.

HAZNET:

envid:	S112922955
Year:	2003
GEPAID:	CAC002553358
Contact:	BELINDA RAMIREZ
Telephone:	3232673137
Mailing Name:	Not reported
Mailing Address:	1100 N EASTERN AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90063
Gen County:	Not reported
TSD EPA ID:	AZR000005454
TSD County:	Not reported
Waste Category:	Polychlorinated biphenyls and material containing PCBs
Disposal Method:	Recycler
Tons:	0.22
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

D272 North < 1/8 0.011 mi. 57 ft. — **ICHIKAWA J**, **1411 W 10TH ST**, **LOS ANGELES, CA** — **EDR Hist Cleaner** — **1009190810** / **N/A**

Site 2 of 5 in cluster D

Relative: Higher
Actual: 220 ft.

EDR Historical Cleaners:

Name:	ICHIKAWA J
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS

D273 NNW < 1/8 0.013 mi. 66 ft. — **LAUSD/ ELLINGTON CONTINATION**, **1541 W 110TH ST**, **LOS ANGELES, CA 90047** — **CA HAZNET** — **S113024435** / **N/A**

Site 3 of 5 in cluster D

Relative: Higher
Actual: 238 ft.

HAZNET:

envid:	S113024435
Year:	2005
GEPAID:	CAL000008038
Contact:	DEBRA LARSON SR SAFETY OFFICER
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE 20TH FLR
Mailing City,St,Zip:	LOS ANGELES, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0
Cat Decode:	Not reported

LAUSD/ ELLINGTON CONTINATION (Continued) **S113024435**

Method Decode:	Not reported
Facility County:	Los Angeles
envid:	S113024435
Year:	2002
GEPAID:	CAL000008038
Contact:	DEBRA LARSON SR SAFETY OFFICER
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE 20TH FLR
Mailing City,St,Zip:	LOS ANGELES, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	4.21
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

D274 **ELLINGTON CONTINUATION HIGH SCHOOL** **RCRA-LQG** **1011843776**
NNW **1541 W 110TH STREET** **CAR000194548**
< 1/8 **LOS ANGELES, CA 90047**
0.013 mi.
66 ft. **Site 4 of 5 in cluster D**

Relative:
Higher

Actual:
238 ft.

RCRA-LQG:

Date form received by agency:	08/07/2008
Facility name:	ELLINGTON CONTINUATION HIGH SCHOOL
Facility address:	1541 W 110TH STREET LOS ANGELES, CA 90047
EPA ID:	CAR000194548
Mailing address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

ELLINGTON CONTINUATION HIGH SCHOOL (Continued) **1011843776**

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address:	333 S BEAUDRY AVE
	LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	11/14/1989
Owner/Op end date:	Not reported

Owner/operator name:	ELLINGTON CONTINUATION HIGH SCHOOL
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	11/14/1989
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code:	D008
. Waste name:	LEAD

Violation Status: No violations found

D275 **ELLINGTON CONTINUATION HIGH SCHOOL** **FINDS** **1011917853**
NNW **1541 W 110TH STREET** **ECHO** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.013 mi.
66 ft. **Site 5 of 5 in cluster D**

Relative:
Higher

Actual:
238 ft.

FINDS:

Registry ID: 110037379333

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA

ELLINGTON CONTINUATION HIGH SCHOOL (Continued) **1011917853**

program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:

Envid:	1011917853
Registry ID:	110037379333
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110037379333

P276 **VERMONT CLEANERS** **RCRA-SQG** **1000594389**
SE **11949 S VERMONT AVE** **FINDS** **CAD983582172**
< 1/8 **LOS ANGELES, CA 90044** **ECHO**
0.013 mi.
68 ft. **Site 4 of 6 in cluster P**

Relative:
Lower

Actual:
205 ft.

RCRA-SQG:

Date form received by agency:	04/22/1992
Facility name:	VERMONT CLEANERS
Facility address:	11949 S VERMONT AVE LOS ANGELES, CA 90044
EPA ID:	CAD983582172
Mailing address:	S VERMONT AVE LOS ANGELES, CA 90044
Contact:	MIN MOK HO
Contact address:	11949 S VERMONT AVE LOS ANGELES, CA 90044
Contact country:	US
Contact telephone:	(213) 754-2706
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	MOK MIN
Owner/operator address:	11949 S VERMONT AVE LOS ANGELES, CA 92044
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 754-2706
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

VERMONT CLEANERS (Continued) **1000594389**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002844174

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:

Envid:	1000594389
Registry ID:	110002844174
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110002844174

P277 **EDR Hist Auto** **1015176782**
SE **11953 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.013 mi.
70 ft. **Site 5 of 6 in cluster P**

Relative:
Lower

Actual:
205 ft.

EDR Historical Auto Stations:

Name:	S & G AUTO REGISTRATION SERVICE
Year:	2009
Address:	11953 S VERMONT AVE

P278
SE
< 1/8
0.013 mi.
70 ft.

SON AUTOMOTIVE
11957 SOUTH VERMONT
LOS ANGELES, CA 90044

CA HAZNET **S113796640**
N/A

Site 6 of 6 in cluster P

Relative:
Lower

Actual:
205 ft.

HAZNET:

envid:	S113796640
Year:	2012
GEPAID:	CAL000213555
Contact:	SON AUTOMOTIVE CO.
Telephone:	3237561303
Mailing Name:	Not reported
Mailing Address:	11957 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900440000
Gen County:	Los Angeles
TSD EPA ID:	AZR000501510
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.2
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AA279
West
< 1/8
0.013 mi.
70 ft.

ELYMM, LEONARD A.
1300 W. IMPERIAL HIGHWAY
HAWTHORNE, CA

CA WMUDS/SWAT **U003057079**
CA LDS **N/A**

Site 1 of 3 in cluster AA

Relative:
Lower

Actual:
158 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	LEONARD A. ELYMM
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4

ELYMM, LEONARD A. (Continued) **U003057079**

Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	LEONARD A. ELYMM
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190366NUR
Solid Waste Information ID:	Not reported

LDS:

Global Id:	T10000009310
Latitude:	33.92912
Longitude:	-118.2968
Case Type:	Land Disposal Site
Status:	Completed - Case Closed
Status Date:	08/31/2016
Lead Agency:	Not reported
Caseworker:	Not reported
Local Agency:	Not reported
RB Case Number:	RB463
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Not reported
EDR Link ID:	T10000009310
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

AB280 **SEE 002227-I02305 (DEST)** **CA LOS ANGELES CO. HMS** **U003056878**
SW **1840 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.013 mi.
71 ft. **Site 1 of 11 in cluster AB**

Relative:
Lower

Actual:
168 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	000442-I00444

SEE 002227-I02305 (DEST) (Continued) **U003056878**

Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

C281
ENE
< 1/8
0.014 mi.
76 ft.

WASHINGTON NEW PRIMARY CENTER NO. 1
VERMONT AVENUE/112TH STREET
LOS ANGELES, CA 90044

CA ENVIROSTOR **S105628494**
CA SCH **N/A**

Site 8 of 14 in cluster C

Relative:
Lower

Actual:
195 ft.

ENVIROSTOR:
Facility ID: 19240023
Status: No Further Action
Status Date: 11/12/2002
Site Code: 304306
Site Type: School Investigation
Site Type Detailed: School
Acres: 2.09
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 30
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.05227
Longitude: -118.2527
APN: NONE SPECIFIED
Past Use: MANUFACTURING - LUMBER/WOOD PRODUCTS
Potential COC: Chromium VI Toluene Cadmium and compounds Benzene Xylenes Ethylbenzene Lead
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL, SURFW
Alias Name: LAUSD - WASHINGTON NEW PC#1
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: WASHINGTON NEW PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: WASHINGTON NEW PRIMARY CENTER #1 (PROP)
Alias Type: Alternate Name
Alias Name: WASHINGTON NEW PRIMARY CENTER NO. 1
Alias Type: Alternate Name
Alias Name: 304306
Alias Type: Project Code (Site Code)
Alias Name: 19240023
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

WASHINGTON NEW PRIMARY CENTER NO. 1 (Continued) **S105628494**

Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 01/29/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/18/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/12/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19240023
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.09
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304306
Assembly: 53
Senate: 30
Special Program Status: Not reported
Status: No Further Action

WASHINGTON NEW PRIMARY CENTER NO. 1 (Continued) **S105628494**

Status Date:	11/12/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - LUMBER/WOOD PRODUCTS
Potential COC:	Chromium VI, Chromium VI, Toluene, Cadmium and compounds, Benzene, Xylenes, Ethylbenzene, Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SURFW
Alias Name:	LAUSD - WASHINGTON NEW PC#1
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	WASHINGTON NEW PRIMARY CENTER #1
Alias Type:	Alternate Name
Alias Name:	WASHINGTON NEW PRIMARY CENTER #1 (PROP)
Alias Type:	Alternate Name
Alias Name:	WASHINGTON NEW PRIMARY CENTER NO. 1
Alias Type:	Alternate Name
Alias Name:	304306
Alias Type:	Project Code (Site Code)
Alias Name:	19240023
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	01/29/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/18/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	11/12/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	06/01/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Future Area Name:	Not reported

WASHINGTON NEW PRIMARY CENTER NO. 1 (Continued) **S105628494**

Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

J282
South
< 1/8
0.015 mi.
77 ft.

POWER RUN OIL DEIST **FINDS** **1016426527**
1520 W 120TH ST **N/A**
LOS ANGELES, CA 90047

Site 14 of 18 in cluster J

Relative:
Lower

Actual:
197 ft.

FINDS:

Registry ID: 110055760555

Environmental Interest/Information System
STATE MASTER

AA283
West
< 1/8
0.016 mi.
86 ft.

CASTILLO. MANUEL **CA HAZNET** **S118212604**
2000 W. IMPERIAL HWY. **N/A**
HAWTHORNE, CA 90250

Site 2 of 3 in cluster AA

Relative:
Lower

Actual:
157 ft.

HAZNET:

envid:	S118212604
Year:	2014
GEPAID:	CAC002773859
Contact:	CASTILLO. MANUEL
Telephone:	3104925205
Mailing Name:	Not reported
Mailing Address:	2000 W. IMPERIAL HWY.
Mailing City,St,Zip:	HAWTHORNE, CA 90250
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

H284 SW < 1/8 0.018 mi. 93 ft. — **ALLIANCE PROPERTY GROUP**, **1819 W 120TH ST**, **LOS ANGELES, CA 90047** — **CA HAZNET** — **S112980774**, **N/A**

Site 13 of 13 in cluster H

Relative: Lower

Actual: 163 ft.

HAZNET:

envid:	S112980774
Year:	2009
GEPAID:	CAC002646892
Contact:	FELIX LEE X 12
Telephone:	2139951770
Mailing Name:	Not reported
Mailing Address:	617 W 7TH ST STE 405
Mailing City,St,Zip:	LOS ANGELES, CA 900173835
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.0417
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AC285 SSW < 1/8 0.018 mi. 96 ft. — **POWER RUN OIL HUNTER LEASE**, **1554 W 120TH ST**, **LOS ANGELES, CA 90047** — **FINDS** — **1016426525**, **N/A**

Site 1 of 2 in cluster AC

Relative: Lower

Actual: 188 ft.

FINDS:

Registry ID: 110055760537

Environmental Interest/Information System
STATE MASTER

J286 South < 1/8 0.019 mi. 98 ft. — **POWER RUN OIL HOWARD LEASE**, **1438 W 120TH ST**, **LOS ANGELES, CA 90047** — **FINDS** — **1016426526**, **N/A**

Site 15 of 18 in cluster J

Relative: Lower

Actual: 194 ft.

FINDS:

Registry ID: 110055760546

Environmental Interest/Information System
STATE MASTER

AB287 **SOUTHERN CALIFORNIA EDISON/HOWARD SUB** **CA HAZNET** **S112949285**
SSW **1706 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.019 mi.
99 ft. **Site 2 of 11 in cluster AB**

Relative:
Lower

Actual:
177 ft.

HAZNET:

envid:	S112949285
Year:	2006
GEPAID:	CAC002596808
Contact:	JOHN NATISCH
Telephone:	3238895519
Mailing Name:	Not reported
Mailing Address:	PO BOX 800
Mailing City,St,Zip:	ROSEMEAD, CA 91770
Gen County:	Not reported
TSD EPA ID:	CAD050806850
TSD County:	Not reported
Waste Category:	Polychlorinated biphenyls and material containing PCBs
Disposal Method:	Transfer Station
Tons:	16.26
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S112949285
Year:	2006
GEPAID:	CAC002596808
Contact:	JOHN NATISCH
Telephone:	3238895519
Mailing Name:	Not reported
Mailing Address:	PO BOX 800
Mailing City,St,Zip:	ROSEMEAD, CA 91770
Gen County:	Not reported
TSD EPA ID:	CAD050806850
TSD County:	Not reported
Waste Category:	Polychlorinated biphenyls and material containing PCBs
Disposal Method:	Transfer Station
Tons:	10.42
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AB288 **SOUTHERN CALIFORNIA EDISON/HOWARD SUB** **CA HAZNET** **S112945555**
SSW **1706 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.019 mi.
99 ft. **Site 3 of 11 in cluster AB**

Relative:
Lower

Actual:
177 ft.

HAZNET:

envid:	S112945555
Year:	2005
GEPAID:	CAC002590505
Contact:	JOHN NATISCH
Telephone:	3238895519
Mailing Name:	Not reported
Mailing Address:	PO BOX 800
Mailing City,St,Zip:	ROSEMEAD, CA 91770
Gen County:	Not reported
TSD EPA ID:	CAD050806850

SOUTHERN CALIFORNIA EDISON/HOWARD SUB (Continued) **S112945555**

TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Transfer Station
Tons: 10.42
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

AB289
SSW
< 1/8
0.019 mi.
99 ft.

SOUTHERN CALIFORNIA EDISON HOWARD SUBSTATION
1706 W 121ST ST
LOS ANGELES, CA 90047

FINDS **1016430961**
N/A

Site 4 of 11 in cluster AB

Relative:
Lower

Actual:
177 ft.

FINDS:

Registry ID: 110055821776

Environmental Interest/Information System
STATE MASTER

AB290
SSW
< 1/8
0.019 mi.
99 ft.

SOUTHERN CALIFORNIA EDISON
1706 W 121ST ST
LOS ANGELES, CA 90047

CA HAZNET **S112993045**
N/A

Site 5 of 11 in cluster AB

Relative:
Lower

Actual:
177 ft.

HAZNET:
envid: S112993045
Year: 2011
GEPAID: CAC002675441
Contact: STANLEY MARSH
Telephone: 6263029711
Mailing Name: Not reported
Mailing Address: PO BOX 800
Mailing City,St,Zip: ROSEMEAD, CA 917700800
Gen County: Not reported
TSD EPA ID: CAD050806850
TSD County: Not reported
Waste Category: Liquids with polychloronated biphenyls >= 50 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 3.70823
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S112993045
Year: 2011
GEPAID: CAC002675441
Contact: STANLEY MARSH
Telephone: 6263029711
Mailing Name: Not reported
Mailing Address: PO BOX 800
Mailing City,St,Zip: ROSEMEAD, CA 917700800

SOUTHERN CALIFORNIA EDISON (Continued) **S112993045**

Gen County: Not reported
TSD EPA ID: CAD050806850
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 3.3049
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

AB291
SSW
< 1/8
0.019 mi.
99 ft.

HOWARD SUBSTATION **CA HAZNET** **S112886495**
1706 W 121 ST **N/A**
LOS ANGELES, CA 90047

Site 6 of 11 in cluster AB

Relative:
Lower

Actual:
177 ft.

HAZNET:
envid: S112886495
Year: 1998
GEPAID: CAC001381224
Contact: SOUTHERN CALIFORNIA EDISON
Telephone: 8052941525
Mailing Name: Not reported
Mailing Address: PO BOX 800 ROOM 405
Mailing City,St,Zip: ROSEMEAD, CA 917700000
Gen County: Not reported
TSD EPA ID: UTD981552177
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Treatment, Incineration
Tons: 1.2009
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

AB292
SSW
< 1/8
0.019 mi.
99 ft.

SOUTHERN CA EDISON **CA HAZNET** **S112882994**
1706 W 121ST ST **N/A**
LOS ANGELES, CA 90047

Site 7 of 11 in cluster AB

Relative:
Lower

Actual:
177 ft.

HAZNET:
envid: S112882994
Year: 2000
GEPAID: CAC001330800
Contact: STEVE BLAYLOCK - SFTY/ENV SPEC
Telephone: 6612941525
Mailing Name: Not reported
Mailing Address: PO BOX 800 RM 405
Mailing City,St,Zip: ROSEMEAD, CA 917700000
Gen County: Not reported
TSD EPA ID: UTD981552177
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Treatment, Incineration

SOUTHERN CA EDISON (Continued) **S112882994**

Tons: 1.25
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

AB293
SSW
< 1/8
0.019 mi.
99 ft.

SOUTHERN CALIFORNIA EDISON
1706 W 121ST ST
LOS ANGELES, CA 90047

CA HAZNET **S112968510**
N/A

Site 8 of 11 in cluster AB

Relative:
Lower

Actual:
177 ft.

HAZNET:
envid: S112968510
Year: 2008
GEPAID: CAC002627722
Contact: STANLEY MARSH
Telephone: 6263029711
Mailing Name: Not reported
Mailing Address: PO BOX 800
Mailing City,St,Zip: ROSEMEAD, CA 917700800
Gen County: Not reported
TSD EPA ID: CAD050806850
TSD County: Not reported
Waste Category: Liquids with polychloronated biphenyls >= 50 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 4.50718
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S112968510
Year: 2008
GEPAID: CAC002627722
Contact: STANLEY MARSH
Telephone: 6263029711
Mailing Name: Not reported
Mailing Address: PO BOX 800
Mailing City,St,Zip: ROSEMEAD, CA 917700800
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S112968510
Year: 2008
GEPAID: CAC002627722
Contact: STANLEY MARSH
Telephone: 6263029711
Mailing Name: Not reported
Mailing Address: PO BOX 800
Mailing City,St,Zip: ROSEMEAD, CA 917700800

SOUTHERN CALIFORNIA EDISON (Continued) **S112968510**

Gen County: Not reported
TSD EPA ID: CAD050806850
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.98519
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

AB294 **SOUTHERN CALIF EDISON** **CA HAZNET** **S112843798**
SSW **1706 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.019 mi.
99 ft. **Site 9 of 11 in cluster AB**

Relative:
Lower

Actual:
177 ft.

HAZNET:
envid: S112843798
Year: 1997
GEPAID: CAC000765720
Contact: SOUTHERN CALIF EDISON
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2244 S WALNUT GROVE AVE
Mailing City,St,Zip: ROSEMEAD, CA 917700000
Gen County: Not reported
TSD EPA ID: CAD050806850
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Not reported
Tons: 1.2000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

AB295 **SOUTHERN CALIFORNIA EDISON/HOWARD SUB** **CA HAZNET** **S112956892**
SSW **1706 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.019 mi.
99 ft. **Site 10 of 11 in cluster AB**

Relative:
Lower

Actual:
177 ft.

HAZNET:
envid: S112956892
Year: 2007
GEPAID: CAC002609216
Contact: STAN MARSH
Telephone: 6263029711
Mailing Name: Not reported
Mailing Address: PO BOX 800
Mailing City,St,Zip: ROSEMEAD, CA 91770
Gen County: Not reported
TSD EPA ID: CAD050806850
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

SOUTHERN CALIFORNIA EDISON/HOWARD SUB (Continued) **S112956892**

(H010-H129) Or (H131-H135)
Tons: 10.89
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

AD296 **LEE STEWART** **CA HAZNET** **S117306973**
WSW **11925 S WILTON PL** **N/A**
< 1/8 **HAWTHORNE, CA 90250**
0.019 mi.
102 ft. **Site 1 of 11 in cluster AD**

Relative:
Lower

Actual:
131 ft.

HAZNET:
envid: S117306973
Year: 2013
GEPAID: CAC002752357
Contact: LEE STEWART
Telephone: 3237554271
Mailing Name: Not reported
Mailing Address: 11925 S WILTON PL
Mailing City,St,Zip: HAWTHORNE, CA 902501905
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Not reported

AE297 **GEDDES LEASE** **CA HIST UST** **S118410515**
SSE **1328 WEST 120TH STREET** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.020 mi.
108 ft. **Site 1 of 8 in cluster AE**

Relative:
Lower

Actual:
189 ft.

HIST UST:
File Number: 00027A3F
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027A3F.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported

GEDDES LEASE (Continued) **S118410515**

Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

AE298 **GEDDES LEASE** **CA HIST UST** **U001561764**
SSE **1328 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.020 mi.
108 ft. **Site 2 of 8 in cluster AE**

Relative:
Lower

Actual:
189 ft.

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000029059
Facility Type: Other
Other Type: OIL PRODUCTION FACIL
Contact Name: RICHARD T. RUSSELL
Telephone: 2137579391
Owner Name: MARMAC RESOURCES COMPANY
Owner Address: 552 WEST 127TH STREET
Owner City,St,Zip: LOS ANGELES, CA 90044
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: 1963
Tank Capacity: 00004624
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 12
Leak Detection: Visual

J299 **CA CHMIRS** **S117742810**
South **1512 W. 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.026 mi.
137 ft. **Site 16 of 18 in cluster J**

Relative:
Lower

Actual:
194 ft.

CHMIRS:
OES Incident Number: 15-0784
OES notification: 02/09/2015
OES Date: Not reported
OES Time: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported

(Continued) **S117742810**

More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Residence
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Type:	PETROLEUM
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1100
Year:	2015
Agency:	Concerned Citizen
Incident Date:	02/06/2015
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Unknown
Site Type:	Not reported
E Date:	Not reported
Substance:	Crude Oil
Quantity Released:	15-20
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	No
#2 Pipeline:	No
#3 Pipeline:	No
#1 Vessel >= 300 Tons:	No
#2 Vessel >= 300 Tons:	No
#3 Vessel >= 300 Tons:	No
Evacs:	No
Injuries:	No
Fatals:	No
Comments:	Not reported
Description:	Caller is reporting a discharge of crude oil onto his property from two crude oil tanks on

(Continued) **S117742810**

neighboring property. RP has been feeling ill and believes it is due to oil in the grass and fumes on his property.

J300 **ERNS** **2015107701**
South **1512 WEST 120TH STREET** **N/A**
< 1/8 **LOS ANGELES, CA**
0.026 mi.
137 ft. **Site 17 of 18 in cluster J**

Relative:
Lower

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

Actual:
194 ft.

AD301 **BERNARD BROCK** **CA HAZNET** **S118210537**
WSW **11935 S. WILTON PL** **N/A**
< 1/8 **HAWTHORNE, CA 90250**
0.026 mi.
138 ft. **Site 2 of 11 in cluster AD**

Relative:
Lower

Actual:
128 ft.

HAZNET:

envid:	S118210537
Year:	2014
GEPAID:	CAC002771321
Contact:	BERNARD BROCK
Telephone:	3237796520
Mailing Name:	Not reported
Mailing Address:	11935 S. WILTON PL
Mailing City,St,Zip:	HAWTHORNE, CA 90250
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

R302 **JACKSON, PEGGY** **CA HAZNET** **S113794189**
SSW **1612 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.027 mi.
140 ft. **Site 5 of 5 in cluster R**

Relative:
Lower

Actual:
183 ft.

HAZNET:

envid:	S113794189
Year:	2012
GEPAID:	CAC002713032
Contact:	PEGGY JACKSON
Telephone:	3104283798
Mailing Name:	Not reported
Mailing Address:	1612 W 120TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900475201
Gen County:	Los Angeles

JACKSON, PEGGY (Continued) **S113794189**

TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 1.2
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

E303 **CURTIS TRANSMISSION SERVICE** **CA LOS ANGELES CO. HMS** **S102061961**
NE **10981 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.030 mi.
160 ft. **Site 4 of 15 in cluster E**

Relative:
Lower

Actual:
182 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 016582-022050
Facility Type: 01
Facility Status: Removed
Area: 29
Permit Number: 000113751
Permit Status: Removed

Region: LA
Permit Category: Not reported
Facility Id: 016582-045414
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

E304 **SOWADZKI R M** **EDR Hist Auto** **1009081393**
NE **10981 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.030 mi.
160 ft. **Site 5 of 15 in cluster E**

Relative:
Lower

Actual:
182 ft.

EDR Historical Auto Stations:
Name: SOWADSKI R M
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: SOWADZKI R M
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: SOWADZAKI ROY
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

Name: CURTIS TRANSMISSION SERVICE
Year: 2002

SOWADZKI R M (Continued) **1009081393**

Address: 10981 S VERMONT AVE

Name: CURTIS TRANSMISSION SERVICE
Year: 2003
Address: 10981 S VERMONT AVE

Name: CURTIS TRANSMISSION SERVICE
Year: 2004
Address: 10981 S VERMONT AVE

AB305 **CA CHMIRS** **S109035857**
SW **12226 WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES COUNTY (County), CA 90670**
0.034 mi.
179 ft. **Site 11 of 11 in cluster AB**

Relative:
Lower

Actual:
157 ft.

CHMIRS:

OES Incident Number:	7-7904
OES notification:	12/25/2007
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2007
Agency:	Los Angeles County Public Works, Sewer Maintenance Division

(Continued) **S109035857**

Incident Date:	12/24/2007 12:00:00 AM
Admin Agency:	Los Angeles County Fire Prevention
Amount:	Not reported
Contained:	Yes
Site Type:	Residence
E Date:	Not reported
Substance:	Sewage
Gallons:	300
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Tree roots in the main sewer line caused the spill.

M306 **CA CHMIRS** **S108404674**
East **EXXON/MOBILE 11400 S. VERMONT AVE.** **N/A**
< 1/8 **LOS ANGELES, CA**
0.034 mi.
181 ft. **Site 25 of 45 in cluster M**

Relative:
Lower

Actual:
198 ft.

CHMIRS:

OES Incident Number:	5-4806
OES notification:	08/16/2005
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported

(Continued) **S108404674**

CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	attendant
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2005
Agency:	Vetter-Root
Incident Date:	8/16/200512:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	Fuel
Gallons:	1
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Caller states that the station thinks a leaky hose is the cause of the release.

M307 **THOMAS E S** **EDR Hist Auto** **1009078527**
ENE **11308 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.035 mi.
186 ft. **Site 26 of 45 in cluster M**

Relative:
Lower

Actual:
197 ft.

EDR Historical Auto Stations:

Name:	CARLTON H P
Year:	1929
Type:	GASOLINE AND OIL SERVICE STATION
Name:	LACEY J M
Year:	1933
Type:	AUTOMOBILE REPAIRING

THOMAS E S (Continued) **1009078527**

Name: THOMAS E S
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: THOMAS E S
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: THOMAS E S
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

C308
ENE
< 1/8
0.038 mi.
203 ft.

RINGHEIM N A **EDR Hist Auto** **1009078811**
11136 S VERMONT AVE **N/A**
LOS ANGELES, CA

Site 9 of 14 in cluster C

Relative:
Lower

Actual:
191 ft.

EDR Historical Auto Stations:

Name: RINGHEIM N A
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

Name: TALO UUNO
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: NELSON MALCOLM
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: NELSON MALCOLM
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

AF309
NNE
< 1/8
0.039 mi.
205 ft.

WOODCREST NAZARENE CHRISTIAN **FINDS** **1004444554**
10936 S NORMANDIE AVE **N/A**
LOS ANGELES, CA 90044

Site 1 of 3 in cluster AF

Relative:
Higher

Actual:
216 ft.

FINDS:

Registry ID: 110011491554

Environmental Interest/Information System
NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

AG310
West
< 1/8
0.040 mi.
211 ft.

EMAD ESKANDOR
2112 W. IMPERIAL HWY.
HAWTHORNE, CA 90250

CA HAZNET **S117300875**
N/A

Site 1 of 3 in cluster AG

Relative:
Lower

Actual:
130 ft.

HAZNET:

envid:	S117300875
Year:	2013
GEPAID:	CAC002743658
Contact:	EMAD ESKANDOR
Telephone:	9513158626
Mailing Name:	Not reported
Mailing Address:	2112 W. IMPERIAL HWY.
Mailing City,St,Zip:	HAWTHORNE, CA 90250
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

AG311
West
< 1/8
0.040 mi.
212 ft.

ANNA HILL
2118 W IMPERIAL HWY
HAWTHORNE, CA 90250

CA HAZNET **S118925837**
N/A

Site 2 of 3 in cluster AG

Relative:
Lower

Actual:
128 ft.

HAZNET:

envid:	S118925837
Year:	2015
GEPAID:	CAC002825251
Contact:	KEY ENVIRONMENTAL SERVICES
Telephone:	3103242500
Mailing Name:	Not reported
Mailing Address:	2118 W IMPERIAL HWY
Mailing City,St,Zip:	HAWTHORNE, CA 902501943
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.23
Cat Decode:	Asbestos containing waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

E312 ENE < 1/8 0.041 mi. 216 ft. | **U-HAUL MOVING CENTER**
11020 VERMONT AVE S
ATHENS, CA 90044 | **CA LUST** | **S111711264**
N/A

Site 6 of 15 in cluster E

Relative: Lower

Actual: 183 ft.

LUST:

Region:	STATE
Global Id:	T0603701027
Latitude:	33.9353559
Longitude:	-118.291274
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/27/2000
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	WR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900440107
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701027
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Global Id:	T0603701027
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603701027
Status:	Open - Case Begin Date
Status Date:	06/21/1987

Global Id:	T0603701027
Status:	Open - Site Assessment
Status Date:	06/23/1987

Global Id:	T0603701027
Status:	Completed - Case Closed
Status Date:	06/27/2000

U-HAUL MOVING CENTER (Continued) **S111711264**

Regulatory Activities:

Global Id:	T0603701027
Action Type:	Other
Date:	06/21/1987
Action:	Leak Stopped
Global Id:	T0603701027
Action Type:	Other
Date:	06/23/1987
Action:	Leak Reported
Global Id:	T0603701027
Action Type:	Other
Date:	06/21/1987
Action:	Leak Discovery

E313 **U-HAUL S CENTRAL 713-71** **CA HAZNET** **S113008596**
ENE **11020 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.041 mi.
216 ft. **Site 7 of 15 in cluster E**

Relative:
Lower

Actual:
183 ft.

HAZNET:

envid:	S113008596
Year:	1997
GEPAID:	CAD981640873
Contact:	Not reported
Telephone:	3106711378
Mailing Name:	Not reported
Mailing Address:	PO BOX 21517
Mailing City,St,Zip:	PHOENIX, AZ 850361143
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	2.5020
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

E314 **U-HAUL MOVING CENTER** **CA RGA LUST** **S114708047**
ENE **11020 VERMONT AVE S** **N/A**
< 1/8 **LOS ANGELES, CA**
0.041 mi.
216 ft. **Site 8 of 15 in cluster E**

Relative:
Lower

Actual:
183 ft.

RGA LUST:

1995	U-HAUL MOVING CENTER	11020 VERMONT AVE S
1994	U-HAUL MOVING CENTER	11020 VERMONT AVE S

E315 ENE < 1/8 0.041 mi. 216 ft. | **U-HAUL CO OF L.A./C**
11020 S VERMONT AVE
LOS ANGELES, CA 90044
Site 9 of 15 in cluster E

CA SWEEPS UST **S101582770**
CA FID UST **N/A**

Relative: Lower

Actual: 183 ft.

SWEEPS UST:

Status:	Active
Comp Number:	211
Number:	9
Board Of Equalization:	44-011047
Referral Date:	08-24-92
Action Date:	03-15-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-000211-000001
Tank Status:	A
Capacity:	9950
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	2

Status:	Active
Comp Number:	211
Number:	9
Board Of Equalization:	44-011047
Referral Date:	08-24-92
Action Date:	03-15-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-000211-000002
Tank Status:	A
Capacity:	550
Active Date:	04-20-88
Tank Use:	OIL
STG:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19001338
Regulated By:	UTNKA
Regulated ID:	00003561
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132689110
Mail To:	Not reported
Mailing Address:	657 S ATLANTIC
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900440000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

E316 ENE < 1/8 0.041 mi. 216 ft. | **U-HAUL MOVING CENTER 11020 VERMONT LOS ANGELES, CA 90044** | **CA HIST CORTESE** | **S105024703 N/A**

Site 10 of 15 in cluster E

Relative: Lower

Actual: 183 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900440107

E317 ENE < 1/8 0.041 mi. 216 ft. | **U-HAUL MOVING CENTER 11020 VERMONT AVE S ATHENS, CA 90044** | **CA LUST** | **1000159940 N/A**

Site 11 of 15 in cluster E

Relative: Lower

Actual: 183 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900440107
Status:	Leak being confirmed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603701027
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19050
Cross Street:	110TH
Enforcement Type:	Not reported
Date Leak Discovered:	6/21/1987
Date Leak First Reported:	6/23/1987
Date Leak Record Entered:	8/13/1987
Date Confirmation Began:	6/23/1987
Date Leak Stopped:	6/21/1987
Date Case Last Changed on Database:	6/23/1987
Date the Case was Closed:	Not reported
How Leak Discovered:	Nuisance Conditions
How Leak Stopped:	Not reported
Cause of Leak:	Structure Failure
Leak Source:	Piping
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	7305.054188655761902966459097 1
Source of Cleanup Funding:	Piping
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported

U-HAUL MOVING CENTER (Continued) **1000159940**

Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	U-HAUL	
RP Address:	657 S ATLANTIC BLVD, LOS ANGELES, CA 90022	
Program:	LUST	
Lat/Long:	33.9353559 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

E318 ENE < 1/8 0.041 mi. 216 ft. **U-HAUL MOVING CENTER 11020 VERMONT AVENUE S. LOS ANGELES, CA** **CA RGA LUST** **S114708048 N/A**

Site 12 of 15 in cluster E

Relative: Lower

RGA LUST:

1993 U-HAUL MOVING CENTER 11020 VERMONT AVENUE S.

Actual: 183 ft.

E319 ENE < 1/8 0.041 mi. 216 ft. **SOUTH CENTRAL MOVING CENTER 11020 S VERMONT AVE LOS ANGELES, CA 90044** **CA HIST UST** **U001561778 N/A**

Site 13 of 15 in cluster E

Relative: Lower

Actual: 183 ft.

HIST UST:

File Number:	00028E5F
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028E5F.pdf
Region:	STATE
Facility ID:	00000003561
Facility Type:	Other
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	2132945296
Owner Name:	U-HAUL CO
Owner Address:	657 S ATLANTIC
Owner City,St,Zip:	EAST LOS ANGELES, CA 90022
Total Tanks:	0002
Tank Num:	001
Container Num:	1
Year Installed:	1976
Tank Capacity:	00009950
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor, None

SOUTH CENTRAL MOVING CENTER (Continued) **U001561778**

Tank Num:	002
Container Num:	2
Year Installed:	1979
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	10
Leak Detection:	Stock Inventor, None

Click here for Geo Tracker PDF:

C320 **A NEW RECYCLING** **CA SWRCY** **S112283661**
ENE **11100 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.041 mi.
218 ft. **Site 10 of 14 in cluster C**

Relative:
Lower

Actual:
188 ft.

SWRCY:

Reg Id:	74297
Cert Id:	RC74297.001
Mailing Address:	10039 Susan Ave
Mailing City:	Downey
Mailing State:	CA
Mailing Zip Code:	90240
Website:	Not reported
Email:	Not reported
Phone Number:	(323) 755-2007
Grand Father:	N
Rural:	N
Operation Begin Date:	08/27/2012
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	8:00 am - 5:00 pm
Tuesday Hours Of Operation:	8:00 am - 5:00 pm
Wednesday Hours Of Operation:	8:00 am - 5:00 pm
Thursday Hours Of Operation:	8:00 am - 5:00 pm
Friday Hours Of Operation:	8:00 am - 5:00 pm
Saturday Hours Of Operation:	8:00 am - 5:00 pm
Sunday Hours Of Operation:	8:00 am - 3:00 pm
Organization ID:	19313
Organization Name:	South Central Recycling

C321 **HULTON C P** **EDR Hist Auto** **1009077080**
ENE **11100 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.041 mi.
218 ft. **Site 11 of 14 in cluster C**

Relative:
Lower

Actual:
188 ft.

EDR Historical Auto Stations:

Name:	HUTTONS SERVICE STATION
Year:	1929
Type:	GASOLINE AND OIL SERVICE STATION

HULTON C P (Continued) **1009077080**

Name: HUTTON C P
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: HULTON C P
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

AH322 **ROOT EDW** **EDR Hist Auto** **1009078826**
SE **12000 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.042 mi.
223 ft. **Site 1 of 5 in cluster AH**

Relative:
Lower

Actual:
203 ft.

EDR Historical Auto Stations:
Name: ROOT EDW
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

Name: ROMMINGER A J
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: CRANK J T
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: ATHENS SUPER SERVICE
Year: 1942
Type: AUTOMOBILE REPAIRING

AH323 **ATHENS SUPER SERVICE STATION** **EDR Hist Auto** **1009080679**
SE **12000 S VERMONT** **N/A**
< 1/8 **LOS ANGELES, CA**
0.042 mi.
223 ft. **Site 2 of 5 in cluster AH**

Relative:
Lower

Actual:
203 ft.

EDR Historical Auto Stations:
Name: ATHENS SUPER SERVICE STATION
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

AH324 **CAUGHEY B A** **EDR Hist Auto** **1009018406**
SE **12000 S VERMONT AVE** **N/A**
< 1/8 **WATTS, CA**
0.042 mi.
223 ft. **Site 3 of 5 in cluster AH**

Relative:
Lower

Actual:
203 ft.

EDR Historical Auto Stations:
Name: CAUGHEY B A
Year: 1928
Type: GASOLINE AND OIL SERVICE STATIONS

AI325 **NEBKA STILL** **CA HAZNET** **S112992142**
WSW **11712 TARRON AVE** **N/A**
< 1/8 **HAWTHORNE, CA 90250**
0.044 mi.
231 ft. **Site 1 of 3 in cluster AI**

Relative:
Lower

Actual:
147 ft.

HAZNET:

envid:	S112992142
Year:	2011
GEPAID:	CAC002674286
Contact:	NEBKA STILL
Telephone:	7144039037
Mailing Name:	Not reported
Mailing Address:	11712 TARRON AVE
Mailing City,St,Zip:	HAWTHORNE, CA 90250
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S112992142
Year:	2011
GEPAID:	CAC002674286
Contact:	NEBKA STILL
Telephone:	7144039037
Mailing Name:	Not reported
Mailing Address:	11712 TARRON AVE
Mailing City,St,Zip:	HAWTHORNE, CA 90250
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

M326 **EDR Hist Auto** **1015166591**
East **11422 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.045 mi.
235 ft. **Site 27 of 45 in cluster M**

Relative:
Lower

Actual:
201 ft.

EDR Historical Auto Stations:

Name:	B & L AUTO BODY & SALES
Year:	1999
Address:	11422 S VERMONT AVE

Name:	ANJ AUTO SERVICES
Year:	2001
Address:	11422 S VERMONT AVE

(Continued) **1015166591**

Name: KEDARS AUTO SALES & SERVICE
Year: 2002
Address: 11422 S VERMONT AVE

Name: B & L AUTO BODY & SALES
Year: 2003
Address: 11422 S VERMONT AVE

Name: KEDARS AUTO SALES & SERVICE
Year: 2004
Address: 11422 S VERMONT AVE

Name: B & L AUTO REPAIR INC
Year: 2005
Address: 11422 S VERMONT AVE

Name: B & L AUTO BODY & SALES
Year: 2010
Address: 11422 S VERMONT AVE

Name: B & L AUTO CENTER
Year: 2011
Address: 11422 S VERMONT AVE

Name: B & L AUTO CENTER
Year: 2012
Address: 11422 S VERMONT AVE

M327 **B & L AUTO CENTER** **CA LOS ANGELES CO. HMS** **S103817743**
East **11422 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.045 mi.
235 ft. **Site 28 of 45 in cluster M**

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 018835-027007
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000531510
Permit Status: Closed

M328 **ELITE CITY COMPLEX** **CA LOS ANGELES CO. HMS** **S112273709**
East **11422 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.045 mi.
235 ft. **Site 29 of 45 in cluster M**

Relative:
Lower

Actual:
201 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 018835-057196
Facility Type: Not reported
Facility Status: OPEN

ELITE CITY COMPLEX (Continued) **S112273709**

Area: 29
Permit Number: Not reported
Permit Status: Not reported

M329 **SEGURA AUTO** **CA SWEEPS UST** **S101586044**
East **11422 S VERMONT AVE** **CA FID UST** **N/A**
< 1/8 **LA, CA 90044**
0.045 mi.
235 ft. **Site 30 of 45 in cluster M**

Relative:
Lower

Actual:
201 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	5465
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19036854
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137797100
Mail To:	Not reported
Mailing Address:	11422 S VERMONT AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LA 900440000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

Z330 ESE < 1/8 0.051 mi. 267 ft. | **RALPHS GROCERY #266**
11922 S VERMONT AVE
LOS ANGELES, CA 90044 | **CA HAZNET** | **S113147883**
N/A

Site 5 of 5 in cluster Z

Relative: Lower

Actual: 207 ft.

HAZNET:

envid:	S113147883
Year:	2015
GEPAID:	CAL000320457
Contact:	SHERRIE WALTERS
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	OKD000402396
TSD County:	99
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0185
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S113147883
Year:	2015
GEPAID:	CAL000320457
Contact:	SHERRIE WALTERS
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	OKD000402396
TSD County:	99
Waste Category:	Pesticides and other waste associated with pesticide production
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0005
Cat Decode:	Pesticides and other waste associated with pesticide production
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S113147883
Year:	2015
GEPAID:	CAL000320457
Contact:	SHERRIE WALTERS
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics

RALPHS GROCERY #266 (Continued) **S113147883**

Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0035
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S113147883
Year:	2015
GEPAID:	CAL000320457
Contact:	SHERRIE WALTERS
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Alkaline solution without metals pH >= 12.5
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.007
Cat Decode:	Alkaline solution without metals pH >= 12.5
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	S113147883
Year:	2014
GEPAID:	CAL000320457
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	PO BOX 54143
Mailing City,St,Zip:	LOS ANGELES, CA 900540000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Unspecified solvent mixture
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0025
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

M331 ENE < 1/8 0.052 mi. 272 ft. | **JIM DANDY FRIED CHICKEN** | **CA LOS ANGELES CO. HMS** | **S106025793**
11328 S VERMONT AVE | **N/A**
LOS ANGELES, CA 90044

Site 31 of 45 in cluster M

Relative: Lower

Actual: 196 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	S
Facility Id:	028251-039716
Facility Type:	S5
Facility Status:	Closed
Area:	2F
Permit Number:	000528272
Permit Status:	Closed

Region:	LA
Permit Category:	Not reported
Facility Id:	028251-053762
Facility Type:	Not reported
Facility Status:	OPEN
Area:	2F
Permit Number:	Not reported
Permit Status:	Not reported

AJ332 East < 1/8 0.054 mi. 283 ft. | **WALDEMAR CHMIELEWSKI** | **CA HAZNET** | **S113073722**
11510 SOUTH VERMONT AVENUE | **N/A**
LOS ANGELES, CA 90044

Site 1 of 2 in cluster AJ

Relative: Lower

Actual: 202 ft.

HAZNET:

envid:	S113073722
Year:	2014
GEPAID:	CAL000129916
Contact:	MIRNA RODRIGUEZ
Telephone:	3237568334
Mailing Name:	Not reported
Mailing Address:	11510 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900440000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.0099
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113073722
Year:	2010
GEPAID:	CAL000129916
Contact:	MIRNA RODRIGUEZ
Telephone:	3237568334
Mailing Name:	Not reported
Mailing Address:	11510 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900440000
Gen County:	Not reported
TSD EPA ID:	CAD008364432

WALDEMAR CHMIELEWSKI (Continued) **S113073722**

TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.0099
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113073722
Year:	2009
GEPAID:	CAL000129916
Contact:	MIRNA RODRIGUEZ
Telephone:	3237568334
Mailing Name:	Not reported
Mailing Address:	11510 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900440000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.0099
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113073722
Year:	2008
GEPAID:	CAL000129916
Contact:	MIRNA RODRIGUEZ
Telephone:	3237568334
Mailing Name:	Not reported
Mailing Address:	11510 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900440000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.0165
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

M333 **EDR Hist Auto** **1015166203**
East **11400 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.054 mi.
287 ft. **Site 32 of 45 in cluster M**

Relative:
Lower

Actual:
198 ft.

EDR Historical Auto Stations:

Name:	M J K MOBIL
Year:	1999
Address:	11400 S VERMONT AVE

Name:	MJK MOBIL
Year:	2001
Address:	11400 S VERMONT AVE

(Continued) **1015166203**

Name: MJK MOBIL
Year: 2003
Address: 11400 S VERMONT AVE

Name: MJK MOBIL
Year: 2004
Address: 11400 S VERMONT AVE

Name: M J K MOBIL
Year: 2005
Address: 11400 S VERMONT AVE

Name: M J K MOBIL
Year: 2006
Address: 11400 S VERMONT AVE

Name: IMPERIAL GAS STATION
Year: 2007
Address: 11400 S VERMONT AVE

Name: IMPERIAL GAS STATION
Year: 2008
Address: 11400 S VERMONT AVE

Name: IMPERIAL GAS STATION
Year: 2009
Address: 11400 S VERMONT AVE

Name: EMPERIAL GAS STATION
Year: 2010
Address: 11400 S VERMONT AVE

Name: EMPERIAL GAS STATION
Year: 2011
Address: 11400 S VERMONT AVE

Name: EMPERIAL GAS STATION
Year: 2012
Address: 11400 S VERMONT AVE

M334 **CHUNG JA KIM** **CA HIST UST** **U001561754**
East **11400 S VERMONT** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.054 mi.
287 ft. **Site 33 of 45 in cluster M**

Relative:
Lower

Actual:
198 ft.

HIST UST:
File Number: 00027E12
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027E12.pdf
Region: STATE
Facility ID: 00000040042
Facility Type: Gas Station
Other Type: Not reported
Contact Name: SAME
Telephone: 2137797100
Owner Name: MOBIL OIL CORP
Owner Address: 612 S FLOWER ST
Owner City,St,Zip: LOS ANGELES, CA 90017

CHUNG JA KIM (Continued) **U001561754**

Total Tanks:	0004
Tank Num:	001
Container Num:	5
Year Installed:	1983
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	1983
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	1
Year Installed:	1983
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	3
Year Installed:	1983
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

M335 **MOBIL SERVICE STATION G4Y** **CA UST** **U003781652**
East **11400 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.054 mi.
287 ft. **Site 34 of 45 in cluster M**

Relative:
Lower

Actual:
198 ft.

UST:

Facility ID:	25413
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	33.9319767
Longitude:	-118.2898438

M336 **MOBIL OIL CORPORATION** **CA SWEEPS UST** **S101583318**
East **11400 S VERMONT AVE** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.054 mi.
287 ft. **Site 35 of 45 in cluster M**

Relative:
Lower

Actual:
198 ft.

SWEEPS UST:

Status:	Active
Comp Number:	2152
Number:	1
Board Of Equalization:	44-012147
Referral Date:	04-10-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002152-000001
Tank Status:	A
Capacity:	6000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	3

Status:	Active
Comp Number:	2152
Number:	1
Board Of Equalization:	44-012147
Referral Date:	04-10-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002152-000002
Tank Status:	A
Capacity:	6000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	2152
Number:	1
Board Of Equalization:	44-012147
Referral Date:	04-10-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002152-000003
Tank Status:	A
Capacity:	10000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

MOBIL OIL CORPORATION (Continued) **S101583318**

CA FID UST:

Facility ID:	19003380
Regulated By:	UTNKA
Regulated ID:	00040042
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137797100
Mail To:	Not reported
Mailing Address:	612 S FLOWER ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900440000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

M337 **MOBIL #18-G4Y FORMER #11-** **CA HIST CORTESE** **S105024704**
East **11400 VERMONT** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.054 mi.
287 ft. **Site 36 of 45 in cluster M**

Relative:
Lower

Actual:
198 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900440116

M338 **MOBIL 18-G4Y** **CA RGA LUST** **S114653772**
East **11400 VERMONT AVE. S.** **N/A**
< 1/8 **LOS ANGELES, CA**
0.054 mi.
287 ft. **Site 37 of 45 in cluster M**

Relative:
Lower

Actual:
198 ft.

RGA LUST:

2012	MOBIL 18-G4Y	11400 VERMONT AVE. S.
2011	MOBIL 18-G4Y	11400 VERMONT AVE. S.
2010	MOBIL 18-G4Y	11400 VERMONT AVE. S.
2009	MOBIL 18-G4Y	11400 VERMONT AVE. S.
2008	MOBIL 18-G4Y	11400 VERMONT AVE. S.
2007	MOBIL 18-G4Y	11400 VERMONT AVE. S.
2006	MOBIL 18-G4Y	11400 VERMONT AVE. S.
2005	MOBIL 18-G4Y	11400 VERMONT AVE. S.

M339 **EXXONMOBIL OIL CORP #10914** **CA HAZNET** **S113043497**
East **11400 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.054 mi.
287 ft. **Site 38 of 45 in cluster M**

Relative:
Lower

Actual:
198 ft.

HAZNET:

envid:	S113043497
Year:	2008
GEPAID:	CAL000056127
Contact:	DONNA HYMES
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	882 S MATLACK ST STE C
Mailing City,St,Zip:	WEST CHESTER, PA 193824503
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.00417
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113043497
Year:	2008
GEPAID:	CAL000056127
Contact:	DONNA HYMES
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	882 S MATLACK ST STE C
Mailing City,St,Zip:	WEST CHESTER, PA 193824503
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.00417
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113043497
Year:	2007
GEPAID:	CAL000056127
Contact:	DONNA HYMES
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	882 S MATLACK ST STE C
Mailing City,St,Zip:	WEST CHESTER, PA 193824503
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)

EXXONMOBIL OIL CORP #10914 (Continued) **S113043497**

Tons:	0
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113043497
Year:	2007
GEPAID:	CAL000056127
Contact:	DONNA HYMES
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	882 S MATLACK ST STE C
Mailing City,St,Zip:	WEST CHESTER, PA 193824503
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.45
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113043497
Year:	2007
GEPAID:	CAL000056127
Contact:	DONNA HYMES
Telephone:	6104308151
Mailing Name:	Not reported
Mailing Address:	882 S MATLACK ST STE C
Mailing City,St,Zip:	WEST CHESTER, PA 193824503
Gen County:	Not reported
TSD EPA ID:	TXD000838896
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
27 additional CA_HAZNET: record(s) in the EDR Site Report.

M340 **MOBIL OIL CORPORATION #11-G4Y** **CA RGA LUST** **S114654038**
East **11400 VERMONT AVE., S.** **N/A**
< 1/8 **LOS ANGELES, CA**
0.054 mi.
287 ft. **Site 39 of 45 in cluster M**

Relative:
Lower

RGA LUST:

1993	MOBIL OIL CORPORATION #11-G4Y	11400 VERMONT AVE., S.

Actual:
198 ft.

M341 East < 1/8 0.054 mi. 287 ft. | **MOBIL #18-G4Y FORMER #11-G4Y**
11400 VERMONT AVE S
ATHENS, CA 90044 | **CA LUST** | **S103281757**
N/A

Site 40 of 45 in cluster M

Relative: Lower

Actual: 198 ft.

LUST:

Region:	STATE
Global Id:	T0603701028
Latitude:	33.930797
Longitude:	-118.291274
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/26/1998
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	WR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900440116
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701028
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Global Id:	T0603701028
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603701028
Status:	Open - Case Begin Date
Status Date:	12/03/1991

Global Id:	T0603701028
Status:	Completed - Case Closed
Status Date:	01/26/1998

Regulatory Activities:

Global Id:	T0603701028
Action Type:	Other
Date:	12/04/1991
Action:	Leak Reported

MOBIL #18-G4Y FORMER #11-G4Y (Continued) **S103281757**

Global Id:	T0603701028
Action Type:	Other
Date:	12/03/1991
Action:	Leak Discovery

Region:	STATE
Global Id:	T0603793366
Latitude:	33.930658
Longitude:	-118.291196
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/11/2013
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	CET
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900440116A
LOC Case Number:	1946-9472
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603793366
Contact Type:	Regional Board Caseworker
Contact Name:	CHANDRA TYLER
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	cetyler@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603793366
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Status History:

Global Id:	T0603793366
Status:	Open - Case Begin Date
Status Date:	12/05/2000

Global Id:	T0603793366
Status:	Open - Site Assessment
Status Date:	03/12/2004

Global Id:	T0603793366
Status:	Open - Site Assessment
Status Date:	07/21/2004

MOBIL #18-G4Y FORMER #11-G4Y (Continued) **S103281757**

Global Id: T0603793366
Status: Open - Site Assessment
Status Date: 07/27/2005

Global Id: T0603793366
Status: Open - Remediation
Status Date: 10/28/2010

Global Id: T0603793366
Status: Open - Eligible for Closure
Status Date: 12/17/2012

Global Id: T0603793366
Status: Completed - Case Closed
Status Date: 03/11/2013

Regulatory Activities:

Global Id: T0603793366
Action Type: ENFORCEMENT
Date: 03/11/2013
Action: Closure/No Further Action Letter

Global Id: T0603793366
Action Type: RESPONSE
Date: 07/27/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603793366
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 10/04/2007
Action: Well Installation Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603793366
Action Type: REMEDIATION
Date: 09/06/2006
Action: Soil Vapor Extraction (SVE)

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

MOBIL #18-G4Y FORMER #11-G4Y (Continued) **S103281757**

Global Id: T0603793366
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 12/15/2006
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603793366
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 04/15/2012
Action: Remedial Progress Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603793366
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603793366
Action Type: Other
Date: 12/05/2000
Action: Leak Reported

Global Id: T0603793366
Action Type: RESPONSE
Date: 06/27/2006
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 03/16/2006
Action: Soil and Water Investigation Report

Global Id: T0603793366
Action Type: RESPONSE

MOBIL #18-G4Y FORMER #11-G4Y (Continued) **S103281757**

Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: REMEDIATION
Date: 12/01/2000
Action: Excavation

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/15/2012
Action: Remedial Progress Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 10/15/2012
Action: Remedial Progress Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 06/27/2013
Action: Well Destruction Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: ENFORCEMENT
Date: 01/11/2005
Action: Staff Letter

MOBIL #18-G4Y FORMER #11-G4Y (Continued) **S103281757**

Global Id: T0603793366
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: REMEDIATION
Date: 05/12/2010
Action: Soil Vapor Extraction (SVE)

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 04/15/2009
Action: Other Report / Document

Global Id: T0603793366
Action Type: RESPONSE
Date: 11/03/2009
Action: Remedial Progress Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 12/13/2007
Action: Preliminary Site Assessment Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/15/2011
Action: Remedial Progress Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603793366
Action Type: RESPONSE
Date: 07/29/2009
Action: Other Workplan

Global Id: T0603793366
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603793366
Action Type: RESPONSE

MOBIL #18-G4Y FORMER #11-G4Y (Continued) **S103281757**

Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603793366
Action Type: RESPONSE
Date: 07/15/2010
Action: Risk Assessment Report

Global Id: T0603793366
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603793366
Action Type: ENFORCEMENT
Date: 10/28/2010
Action: Staff Letter

Global Id: T0603793366
Action Type: ENFORCEMENT
Date: 01/07/2013
Action: Notification - Preclosure

Global Id: T0603793366
Action Type: Other
Date: 12/05/2000
Action: Leak Discovery

Global Id: T0603793366
Action Type: RESPONSE
Date: 01/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0603793366
Action Type: RESPONSE
Date: 02/11/2005
Action: Other Report / Document

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900440116
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603701028
W Global ID: Not reported

MOBIL #18-G4Y FORMER #11-G4Y (Continued) **S103281757**

Staff:	UNK	
Local Agency:	19050	
Cross Street:	IMPERIAL HIGHWAY	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/3/1991	
Date Leak First Reported:		12/4/1991
Date Leak Record Entered:	1/9/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		1/26/1998
Date the Case was Closed:		1/26/1998
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5786.913649283441610968939419 9
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MOBIL OIL CORPORATION	
RP Address:	3700 W. 190TH ST., TPT2, TORRANCE, CA 90509-2929	
Program:	LUST	
Lat/Long:	33.930797 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	THE SITE IS ADEQUATELY ASSESSD. SOURCE OF HYDROCARBONS HAS BEEN REMOVED. GW IS ESTIMATED TO BE AT A DEPTH OF 120 FBG. APPROXIMATELY 60 FT OF CLEAN SOIL OCCURS AGOVE GW. PASSIVE BIOREMEDIATION SHOULD CONTINUE TO REDUCE ADSO	

M342 East < 1/8 0.054 mi. 287 ft. — **MOBIL #11-G4Y**, **11400 VERMONT AVE S**, **LOS ANGELES, CA** — **CA RGA LUST** — **S114652465** / **N/A**

Site 41 of 45 in cluster M

Relative: Lower

RGA LUST:

1995	MOBIL #11-G4Y	11400 VERMONT AVE S

Actual: 198 ft.

M343 East < 1/8 0.054 mi. 287 ft. — **MOBIL OIL CORPORATION #11-G4Y**, **11400 VERMONT AVE S**, **LOS ANGELES, CA** — **CA RGA LUST** — **S114654037** / **N/A**

Site 42 of 45 in cluster M

Relative: Lower

RGA LUST:

1994	MOBIL OIL CORPORATION #11-G4Y	11400 VERMONT AVE S

Actual: 198 ft.

C344 ENE < 1/8 0.055 mi. 291 ft. — **H & H LUMBER**, **11210 S VERMONT AVE**, **LOS ANGELES, CA 90044** — **CA SWEEPS UST**, **CA FID UST** — **S101587698** / **N/A**

Site 12 of 14 in cluster C

Relative: Lower

Actual: 192 ft.

SWEEPS UST:

Status:	Active
Comp Number:	4845
Number:	1
Board Of Equalization:	Not reported
Referral Date:	03-11-93
Action Date:	03-11-93
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19055905
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137564833
Mail To:	Not reported
Mailing Address:	11210 S VERMONT AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900440000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported

H & H LUMBER (Continued) **S101587698**

Comments: Not reported
Status: Active

O345
SE
< 1/8
0.058 mi.
304 ft.

121ST STREET DUMP
121ST & BUDLONG
LOS ANGELES, CA

CA WMUDS/SWAT **S103441372**
N/A

Site 4 of 4 in cluster O

Relative:
Lower

Actual:
186 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	Not reported
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported

121ST STREET DUMP (Continued) **S103441372**

Self-Monitoring Rept. Frequency: Not reported
Waste Discharge System ID: 4 190105NUR
Solid Waste Information ID: Not reported

AE346 **GLORIA WATSON** **CA HAZNET** **S118223322**
SSE **1259 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.058 mi.
305 ft. **Site 3 of 8 in cluster AE**

Relative:
Lower

Actual:
182 ft.

HAZNET:

envid:	S118223322
Year:	2014
GEPAID:	CAC002787375
Contact:	GLORIA WATSON
Telephone:	3108632475
Mailing Name:	Not reported
Mailing Address:	1259 W 121ST ST
Mailing City,St,Zip:	LOS ANGELES, CA 900441127
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	2
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AE347 **SANTA FE ENERGY CO** **CA LOS ANGELES CO. HMS** **U003061641**
SSE **1333 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.058 mi.
306 ft. **Site 4 of 8 in cluster AE**

Relative:
Lower

Actual:
188 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	I
Facility Id:	005610-I05816
Facility Type:	01
Facility Status:	Closed
Area:	29
Permit Number:	000011941
Permit Status:	Closed

AE348 **GEO PETROLEUM GEDDES TANK FARM** **CA LOS ANGELES CO. HMS** **S105422218**
SSE **1333 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.058 mi.
306 ft. **Site 5 of 8 in cluster AE**

Relative:
Lower

Actual:
188 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 005610-022570
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: Not reported
Facility Id: 005610-050819
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: Not reported
Facility Id: 005610-050867
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

AE349 **KELT OIL & GAS** **CA LOS ANGELES CO. HMS** **S105422219**
SSE **1333 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.058 mi.
306 ft. **Site 6 of 8 in cluster AE**

Relative:
Lower

Actual:
188 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 005610-021744
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000013057
Permit Status: Closed

Region: LA
Permit Category: Not reported
Facility Id: 005610-045184
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

AC350 **CA CHMIRS** **S105654205**
SSW **1549 WEST 121ST STREET** **N/A**
< 1/8 **LOS ANGELES, CA**
0.060 mi.
315 ft. **Site 2 of 2 in cluster AC**

Relative:
Lower

Actual:
187 ft.

CHMIRS:

OES Incident Number:	8-4423
OES notification:	09/28/1998
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1998
Agency:	private citizen
Incident Date:	9/14/199812:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	No
Site Type:	Oil Field
E Date:	Not reported
Substance:	unknown
Gallons:	0.000000
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported

(Continued) **S105654205**

Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Reporting party has been smelling something behind her home for the last 2 weeks - but it has been worse the last 2 days. The odor is coming from an oilfield that is behind her residence. It is a petroleum based odor. She was advised to contact her local County Health Dept.

AE351 **GEO PETROLEUM INC** **CA HAZNET** **S112924110**
SSE **1331 W 121ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90012**
0.061 mi.
322 ft. **Site 7 of 8 in cluster AE**

Relative:
Lower

Actual:
187 ft.

HAZNET:

envid:	S112924110
Year:	2002
GEPAID:	CAC002555303
Contact:	DARREL WAGNER
Telephone:	7147799897
Mailing Name:	Not reported
Mailing Address:	18281 LEMON DR
Mailing City,St,Zip:	YORBA LINDA, CA 92886
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Disposal, Other
Tons:	5
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S112924110
Year:	2002
GEPAID:	CAC002555303
Contact:	DARREL WAGNER
Telephone:	7147799897
Mailing Name:	Not reported
Mailing Address:	18281 LEMON DR
Mailing City,St,Zip:	YORBA LINDA, CA 92886
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Disposal, Land Fill

GEO PETROLEUM INC (Continued) **S112924110**

Tons: 11.67
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

C352 ANGELES SAWDUST PRODS CORP **RCRA NonGen / NLR** **1000204342**
ENE 850 E 111TH ST **FINDS** **CAD980737464**
< 1/8 LOS ANGELES, CA 90059 **ECHO**
0.064 mi.
337 ft. Site 13 of 14 in cluster C

Relative:
Lower

Actual:
184 ft.

RCRA NonGen / NLR:
Date form received by agency: 08/27/1982
Facility name: ANGELES SAWDUST PRODS CORP
Facility address: 850 E 111TH ST
LOS ANGELES, CA 90059
EPA ID: CAD980737464
Mailing address: 1516 GRANDE VISTA AVE
LOS ANGELES, CA 90023
Contact: ENVIRONMENTAL MANAGER
Contact address: 850 E FIRST HUNDRED ELEVEN ST
LOS ANGELES, CA 90059
Contact country: US
Contact telephone: (213) 269-2195
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: STEVE MILLER
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No

ANGELES SAWDUST PRODS CORP (Continued) **1000204342**

On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002671626

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:

Envid:	1000204342
Registry ID:	110002671626
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110002671626

AK353 **CA CHMIRS** **S114000508**
NW **10949 SOUTH HOBART BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.065 mi.
344 ft. **Site 1 of 2 in cluster AK**

Relative:
Higher

Actual:
218 ft.

CHMIRS:

OES Incident Number:	13-4153
OES notification:	07/05/2013
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported

(Continued) **S114000508**

Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Residence
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	N/A
Other:	Not reported
Date/Time:	1300
Year:	2013
Agency:	Concerned Citizen
Incident Date:	7/2/2013
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Blood
Quantity Released:	As a result of a murder
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Caller is reporting a patch of blood on the ground, the result of a previous murder. Caller states that absorbents have been applied but it has not done any good. Caller is concerned about the effects on the public and local families.

AA354 **THR CALIFORNIA LLC** **CA HAZNET** **S117294767**
West **11515 TARRON AVE** **N/A**
< 1/8 **HAWTHORNE, CA 90250**
0.068 mi.
361 ft. **Site 3 of 3 in cluster AA**

Relative:
Lower

Actual:
144 ft.

HAZNET:

envid:	S117294767
Year:	2013
GEPAID:	CAC002734617
Contact:	THR CALIFORNIA LLC
Telephone:	7606173791
Mailing Name:	Not reported
Mailing Address:	291 CORPORATE TERRACE CIR
Mailing City,St,Zip:	CORONA, CA 928796031
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Not reported

M355 **CA CDL** **S118464633**
East **845 115TH ST, ALLEY WAY** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.072 mi.
380 ft. **Site 43 of 45 in cluster M**

Relative:
Lower

Actual:
198 ft.

CDL:

Facility ID:	2015-06-004
Date:	06/10/2015
Lab Type:	Abandoned Drug Lab Waste (A) - location away from an actual illegal drug lab where drug lab waste and/or equipment were abandoned.

AH356 **93815** **CA HIST UST** **U001561749**
SE **12010 S VERMONT** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.072 mi.
381 ft. **Site 4 of 5 in cluster AH**

Relative:
Lower

Actual:
202 ft.

HIST UST:

File Number:	00026D69
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026D69.pdf
Region:	STATE
Facility ID:	00000062512
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	CHO,HYON UK
Telephone:	2137565271
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105
Total Tanks:	0004

93815 (Continued) **U001561749**

Tank Num:	001
Container Num:	1
Year Installed:	1959
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000170
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	2
Year Installed:	1959
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	3
Year Installed:	1959
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000170
Leak Detection:	Stock Inventor

Tank Num:	004
Container Num:	4
Year Installed:	1959
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	0000100
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

AH357 **93815-CHEVRON STATION** **CA SWEEPS UST** **S101586650**
SE **12010 S VERMONT AVE** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.072 mi.
381 ft. **Site 5 of 5 in cluster AH**

Relative:
Lower

Actual:
202 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	3556
Number:	Not reported
Board Of Equalization:	44-013100
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003556-000001
Tank Status:	Not reported
Capacity:	4000
Active Date:	Not reported
Tank Use:	CHEMICAL

93815-CHEVRON STATION (Continued) **S101586650**

STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: 4

Status: Not reported
Comp Number: 3556
Number: Not reported
Board Of Equalization: 44-013100
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003556-000002
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3556
Number: Not reported
Board Of Equalization: 44-013100
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003556-000003
Tank Status: Not reported
Capacity: 2000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3556
Number: Not reported
Board Of Equalization: 44-013100
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003556-000004
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19054315

93815-CHEVRON STATION (Continued) **S101586650**

Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137531591
Mail To:	Not reported
Mailing Address:	12010 S VERMONT AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900440000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

AE358 **CA CHMIRS** **S105884814**
SSE **1332 W. 121ST ST.** **N/A**
< 1/8 **UNINCORPORATED COUNTY AREA, CA**
0.074 mi.
390 ft. **Site 8 of 8 in cluster AE**

Relative:
Lower

Actual:
185 ft.

CHMIRS:

OES Incident Number:	2-3093
OES notification:	06/05/2002
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	private contractor
Containment:	Not reported

(Continued) **S105884814**

What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2002
Agency:	LA Co. Fire HazMat
Incident Date:	6/5/200212:00:00 AM
Admin Agency:	Los Angeles County Fire Prevention
Amount:	Not reported
Contained:	Yes
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	Crude Oil Burn off
Gallons:	0.000000
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Tank Farm fire at private owner.

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359 NNE < 1/8 0.079 mi. 417 ft. | **JENKINS CONSTRUCTION 1249 109TH PLACE LOS ANGELES, CA 90044** | **CA HAZNET** | **S112873850 N/A**

Relative: Lower

Actual: 203 ft.

HAZNET:

envid:	S112873850
Year:	1997
GEPAID:	CAC001204368
Contact:	LAYSON JENKINS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	5707 CONDON
Mailing City,St,Zip:	LOS ANGELES, CA 900560000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Transfer Station
Tons:	1.1467
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

JENKINS CONSTRUCTION (Continued) **S112873850**

envid: S112873850
Year: 1997
GEPAID: CAC001204368
Contact: LAYSON JENKINS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 5707 CONDON
Mailing City,St,Zip: LOS ANGELES, CA 900560000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Transfer Station
Tons: 1.1467
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S112873850
Year: 1996
GEPAID: CAC001204368
Contact: LAYSON JENKINS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 5707 CONDON
Mailing City,St,Zip: LOS ANGELES, CA 900560000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Empty containers less than 30 gallons
Disposal Method: Transfer Station
Tons: .1500
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S112873850
Year: 1996
GEPAID: CAC001204368
Contact: LAYSON JENKINS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 5707 CONDON
Mailing City,St,Zip: LOS ANGELES, CA 900560000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: 1.6500
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S112873850
Year: 1996
GEPAID: CAC001204368

JENKINS CONSTRUCTION (Continued) **S112873850**

Contact:	LAYSON JENKINS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	5707 CONDON
Mailing City,St,Zip:	LOS ANGELES, CA 900560000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Transfer Station
Tons:	.2085
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

M360 **SINGLE** **CA HAZNET** **S113792573**
ENE **11323 SOUTHWEST BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.082 mi.
432 ft. **Site 44 of 45 in cluster M**

Relative:
Lower

Actual:
193 ft.

HAZNET:

envid:	S113792573
Year:	2012
GEPAID:	CAC002711039
Contact:	JOEL LAUNCHBAUGTH
Telephone:	2132701729
Mailing Name:	Not reported
Mailing Address:	315 W 9TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900151512
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8428
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113792573
Year:	2012
GEPAID:	CAC002711039
Contact:	JOEL LAUNCHBAUGTH
Telephone:	2132701729
Mailing Name:	Not reported
Mailing Address:	315 W 9TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900151512
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)

SINGLE (Continued) **S113792573**

Tons:	3.2
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AL361 **CA CHMIRS** **S105645940**
NE **1109 WEST 109TH PLACE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.082 mi.
433 ft. **Site 1 of 2 in cluster AL**

Relative:
Lower

Actual:
192 ft.

CHMIRS:

OES Incident Number:	13685
OES notification:	Not reported
OES Date:	5/11/1996
OES Time:	09:48:04 PM
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	YES
Waterway:	catch basin/storm drain
Spill Site:	Not reported
Cleanup By:	la co sewer maint
Containment:	Not reported
What Happened:	Not reported
Type:	SEWAGE
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1996
Agency:	la co sewer main
Incident Date:	1630 11May96
Admin Agency:	Not reported
Amount:	500 gals
Contained:	YES
Site Type:	RD

(Continued) **S105645940**

E Date:	Not reported
Substance:	raw sewage
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	NO
Number of Injuries:	NO
Number of Fatalities:	NO
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	grease stoppage causing manhole to overflow.

C362 ENE < 1/8 0.082 mi. 435 ft. **WASHINGTON NEW PRIMARY CENTER**
860 W 112TH ST
LOS ANGELES, CA 90044
Site 14 of 14 in cluster C

RCRA-SQG FINDS CA HAZNET ECHO **1006805428 CAR000126920**

Relative: Lower

Actual: 187 ft.

RCRA-SQG:

Date form received by agency:	08/27/2002
Facility name:	WASHINGTON NEW PRIMARY CENTER
Facility address:	860 W 112TH ST LOS ANGELES, CA 90044
EPA ID:	CAR000126920
Mailing address:	1449 S SAN PEDRO ST LOS ANGELES, CA 90015
Contact:	SOE AUNG
Contact address:	1449 S SAN PEDRO ST LOS ANGELES, CA 90015
Contact country:	US
Contact telephone:	(213) 743-5086
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	L A UNIFIED SCHOOL DISTRICT
Owner/operator address:	1449 S SAN PEDRO ST LOS ANGELES, CA 90015
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 743-5086
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported

WASHINGTON NEW PRIMARY CENTER (Continued) **1006805428**

Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008
. Waste name: LEAD

Historical Generators:

Date form received by agency: 08/27/2002
Site name: WASHINGTON NEW PRIMARY CENTER
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110013307536

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

envid: 1006805428
Year: 2005
GEPAID: CAR000126920
Contact: Soe Aung
Telephone: 2137435086

WASHINGTON NEW PRIMARY CENTER (Continued) **1006805428**

Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl
Mailing City,St,Zip:	Los Angeles, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAD980675276
TSD County:	Not reported
Waste Category:	Contaminated soil from site clean-up
Disposal Method:	Disposal, Land Fill
Tons:	970.9
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1006805428
Year:	2003
GEPAID:	CAR000126920
Contact:	Soe Aung
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl
Mailing City,St,Zip:	Los Angeles, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	1.68
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1006805428
Year:	2002
GEPAID:	CAR000126920
Contact:	Soe Aung
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl
Mailing City,St,Zip:	Los Angeles, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Contaminated soil from site clean-up
Disposal Method:	Disposal, Land Fill
Tons:	91.02
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1006805428
Year:	2002
GEPAID:	CAR000126920
Contact:	Soe Aung
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl
Mailing City,St,Zip:	Los Angeles, CA 900170000

WASHINGTON NEW PRIMARY CENTER (Continued) **1006805428**

Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 1.66
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

ECHO:
Envid: 1006805428
Registry ID: 110013307536
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110013307536

AG363 **MARINA VISTA CHIROPRACTIC** **CA HAZNET** **S113062041**
West **12240 VAN NESS BLVD STE 28** **N/A**
< 1/8 **LOS ANGELES, CA 90066**
0.083 mi.
440 ft. **Site 3 of 3 in cluster AG**

Relative:
Lower

Actual:
122 ft.

HAZNET:
envid: S113062041
Year: 1997
GEPAID: CAL000107669
Contact: RONALD T. LEDAS D.C.
Telephone: 3103063747
Mailing Name: Not reported
Mailing Address: 12240 VAN NESS BLVD STE 28
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: .1167
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113062041
Year: 1997
GEPAID: CAL000107669
Contact: RONALD T. LEDAS D.C.
Telephone: 3103063747
Mailing Name: Not reported
Mailing Address: 12240 VAN NESS BLVD STE 28
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Not reported
Tons: .1167
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

MARINA VISTA CHIROPRACTIC (Continued) **S113062041**

envid: S113062041
Year: 1997
GEPAID: CAL000107669
Contact: RONALD T. LEDAS D.C.
Telephone: 3103063747
Mailing Name: Not reported
Mailing Address: 12240 VAN NESS BLVD STE 28
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD980887418
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .6255
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113062041
Year: 1996
GEPAID: CAL000107669
Contact: RONALD T. LEDAS D.C.
Telephone: 3103063747
Mailing Name: Not reported
Mailing Address: 12240 VAN NESS BLVD STE 28
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: .1245
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113062041
Year: 1995
GEPAID: CAL000107669
Contact: RONALD T. LEDAS D.C.
Telephone: 3103063747
Mailing Name: Not reported
Mailing Address: 12240 VAN NESS BLVD STE 28
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0025
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

J364 South < 1/8 0.084 mi. 441 ft. | **GEO PETROLEUM HOWARD 2TNK FARM**
1426 W 121ST ST
LOS ANGELES, CA 90047 | **CA LOS ANGELES CO. HMS** | **S106409720**
N/A

Site 18 of 18 in cluster J

Relative: Lower

Actual: 187 ft.

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	Not reported
Facility Id:	028783-040896
Facility Type:	Not reported
Facility Status:	OPEN
Area:	29
Permit Number:	Not reported
Permit Status:	Not reported

---

365 West < 1/8 0.088 mi. 463 ft. | **EXXON SERV STA**
1377 W IMPERIAL
INGLEWOOD, CA 90301 | **CA SWEEPS UST** | **S106925972**
N/A

Relative: Lower

Actual: 122 ft.

SWEEPS UST:

Status:	Active
Comp Number:	3027
Number:	9
Board Of Equalization:	44-000285
Referral Date:	03-20-91
Action Date:	03-20-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-003027-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	3

Status:	Active
Comp Number:	3027
Number:	9
Board Of Equalization:	44-000285
Referral Date:	03-20-91
Action Date:	03-20-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-003027-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3027
Number:	9

EXXON SERV STA (Continued) **S106925972**

Board Of Equalization:	44-000285
Referral Date:	03-20-91
Action Date:	03-20-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-003027-000003
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

AD366 **1X CHESTER WASHINGTON GOLF COURSE** **CA HAZNET** **S112845199**
SW **1930 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.088 mi.
463 ft. **Site 3 of 11 in cluster AD**

Relative:
Lower

Actual:
123 ft.

HAZNET:

envid:	S112845199
Year:	1993
GEPAID:	CAC000786624
Contact:	L.A CO. DEPT OF PARKS AND RECR
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1930 W 120TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900470000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	3.33599999999
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S112845199
Year:	1993
GEPAID:	CAC000786624
Contact:	L.A CO. DEPT OF PARKS AND RECR
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1930 W 120TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900470000
Gen County:	Not reported
TSD EPA ID:	CAT080022148
TSD County:	Not reported
Waste Category:	Pesticides and other waste associated with pesticide production
Disposal Method:	Transfer Station
Tons:	0.42020000000
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid: S112845199

1X CHESTER WASHINGTON GOLF COURSE (Continued) **S112845199**

Year:	1993
GEPAID:	CAC000786624
Contact:	L.A CO. DEPT OF PARKS AND RECR
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1930 W 120TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900470000
Gen County:	Not reported
TSD EPA ID:	CAT080022148
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Transfer Station
Tons:	0.02
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S112845199
Year:	1993
GEPAID:	CAC000786624
Contact:	L.A CO. DEPT OF PARKS AND RECR
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1930 W 120TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900470000
Gen County:	Not reported
TSD EPA ID:	CAT080022148
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Transfer Station
Tons:	5.00000000000
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AD367 **1X CHESTER WASHINGTON GOLF COURSE** **CA HAZNET** **S112857998**
SW **1930 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.088 mi.
463 ft. **Site 4 of 11 in cluster AD**

Relative:
Lower

Actual:
123 ft.

HAZNET:

envid:	S112857998
Year:	1994
GEPAID:	CAC000978776
Contact:	L.A CO. DEPT OF PARKS & RECR.
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1930 W 120TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900470000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	.2085
Cat Decode:	Not reported
Method Decode:	Not reported

1X CHESTER WASHINGTON GOLF COURSE (Continued) **S112857998**

Facility County: Los Angeles

AD368 **CHESTER WASHINGTON GOLF COURSE** **CA RGA LUST** **S114595138**
SW **1930 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.088 mi.
463 ft. **Site 5 of 11 in cluster AD**

Relative:
Lower

Actual:
123 ft.

RGA LUST:

2012	CHESTER WASHINGTON GOLF COURSE	1930 W 120TH ST
2011	CHESTER WASHINGTON GOLF COURSE	1930 W 120TH ST

AD369 **CHESTER WASHINGTON GOLF COURSE** **CA AST** **S113095399**
SW **1930 W 120TH ST** **CA HAZNET** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.088 mi.
463 ft. **Site 6 of 11 in cluster AD**

Relative:
Lower

Actual:
123 ft.

AST:

Certified Unified Program Agencies:	Not reported
Owner:	LA CO DEPT OF PARKS & REC
Total Gallons:	Not reported
CERSID:	10275001
Facility ID:	LACoFA0000697
Business Name:	CHESTER WASHINGTON GOLF COURSE
Phone:	(815) 861-9932
Fax:	Not reported
Mailing Address:	1930 W 120TH ST
Mailing Address City:	LOS ANGELES
Mailing Address State:	CA
Mailing Address Zip Code:	90047
Operator Name:	Jason Jung
Operator Phone:	(815) 861-9932
Owner Phone:	(323) 756-6975
Owner Mail Address:	433 S VERMONT AVE
Owner State:	CA
Owner Zip Code:	90020
Owner Country:	United States
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	CAL000180134

HAZNET:

envid:	S113095399
Year:	2004
GEPAID:	CAL000180134
Contact:	HOWARD COOK/SUPERINTENDENT
Telephone:	3237562516
Mailing Name:	Not reported
Mailing Address:	2951 28TH STREET
Mailing City,St,Zip:	SANTA MONICA, CA 904050000

CHESTER WASHINGTON GOLF COURSE (Continued) **S113095399**

Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	67.42
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AD370 **CHESTER WASHINGTON GOLF C** **CA LUST** **S101297442**
SW **1930 120TH** **CA HIST CORTESE** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.088 mi.
463 ft. **Site 7 of 11 in cluster AD**

Relative:
Lower

Actual:
123 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-12720	
Status:	Leak being confirmed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603705158	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	EL SEGUNDO	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/3/1992	
Date Leak First Reported:		1/25/1993
Date Leak Record Entered:	2/28/1993	
Date Confirmation Began:	1/25/1993	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		2/1/1993
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	LAC. DEPT. OF PKS & RECREATION	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2720.7109456236556350640537658
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported

CHESTER WASHINGTON GOLF C (Continued) **S101297442**

Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: DEPT. OF PKS. & RECREATION
RP Address: 433 S. VERMONT AVE., LOS ANGELES, CA 90020
Program: LUST
Lat/Long: 33.9234048 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-12720

AD371 **CHESTER WASHINGTON GOLF-SNACK** **CA LOS ANGELES CO. HMS** **S118495770**
SW **1930 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.088 mi.
463 ft. **Site 8 of 11 in cluster AD**

Relative:
Lower

Actual:
123 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 012556-061158
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

AD372 **LA CO P&R CHESTER L WASHINGTON** **CA LOS ANGELES CO. HMS** **S110070487**
SW **1930 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.088 mi.
463 ft. **Site 9 of 11 in cluster AD**

Relative:
Lower

Actual:
123 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 012556-012720
Facility Type: 0
Facility Status: Removed
Area: 29
Permit Number: 00004545T
Permit Status: Removed

LA CO P&R CHESTER L WASHINGTON (Continued) **S110070487**

Region: LA
Permit Category: T
Facility Id: 012556-012720
Facility Type: 1
Facility Status: Removed
Area: 29
Permit Number: 0000T4545
Permit Status: Removed

AD373 **CHESTER WASHINGTON GOLF COURSE** **CA LUST** **S100925970**
SW **1930 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.088 mi.
463 ft. **Site 10 of 11 in cluster AD**

Relative:
Lower

Actual:
123 ft.

LUST:

Region:	STATE
Global Id:	T0603705158
Latitude:	33.9234048
Longitude:	-118.3127953
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/09/1995
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-12720
LOC Case Number:	012556-012720
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705158
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705158
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603705158
Status:	Open - Case Begin Date
Status Date:	12/03/1992

CHESTER WASHINGTON GOLF COURSE (Continued) **S100925970**

Global Id: T0603705158
Status: Open - Site Assessment
Status Date: 01/25/1993

Global Id: T0603705158
Status: Completed - Case Closed
Status Date: 01/09/1995

Regulatory Activities:
Global Id: T0603705158
Action Type: Other
Date: 01/25/1993
Action: Leak Reported

Global Id: T0603705158
Action Type: ENFORCEMENT
Date: 01/09/1995
Action: Closure/No Further Action Letter

Global Id: T0603705158
Action Type: Other
Date: 12/03/1992
Action: Leak Discovery

AD374 **CHESTER WASHINGTON GOLF-SNACK** **CA LOS ANGELES CO. HMS** **S102058293**
SW **1930 W 120TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.088 mi.
463 ft. **Site 11 of 11 in cluster AD**

Relative:
Lower

Actual:
123 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 012556-049161
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000526898
Permit Status: Closed

Region: LA
Permit Category: S
Facility Id: 012556-049165
Facility Type: S5
Facility Status: Permit
Area: 29
Permit Number: 000526900
Permit Status: Permit

E375 NE < 1/8 0.092 mi. 486 ft. | **ROY SADLER'S TEXTURE COATING 10924 VERMONT LOS ANGELES, CA 90044** | **CA HAZNET** | **S112927297 N/A**

Site 14 of 15 in cluster E

Relative: Lower

Actual: 175 ft.

HAZNET:

envid:	S112927297
Year:	2003
GEPAID:	CAC002560795
Contact:	ALEX SHROFF
Telephone:	3237545108
Mailing Name:	Not reported
Mailing Address:	10924 VERMONT
Mailing City,St,Zip:	LOS ANGELES, CA 90044
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0.22
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

M376 East < 1/8 0.098 mi. 515 ft. | **WISE J A 849 W IMPERIAL HWY LOS ANGELES, CA** | **EDR Hist Auto** | **1009084090 N/A**

Site 45 of 45 in cluster M

Relative: Lower

Actual: 194 ft.

EDR Historical Auto Stations:

Name:	WISE J A
Year:	1942
Type:	GASOLINE AND OIL SERVICE STATIONS

AM377 West < 1/8 0.100 mi. 528 ft. | **LAUSD-CIMARRON AVE ELEMENTARY SCHOOL 11559 CIMARRON AVENUE LOS ANGELES, CA 90047** | **RCRA-SQG** | **1010313005 CAD982043804**

Site 1 of 2 in cluster AM

Relative: Lower

Actual: 133 ft.

RCRA-SQG:

Date form received by agency:	02/02/2006
Facility name:	LAUSD-CIMARRON AVE ELEMENTARY SCHOOL
Facility address:	11559 CIMARRON AVENUE LOS ANGELES, CA 90047
EPA ID:	CAD982043804
Mailing address:	333 S. BEAUDRY AVE, 20TH FLOOR LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	(213) 241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Small Small Quantity Generator

LAUSD-CIMARRON AVE ELEMENTARY SCHOOL (Continued) **1010313005**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address: 333 S. BEAUDRY AVE, 20TH FLOOR
LOS ANGELES, CA 90017
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: 01/01/2005
Owner/Op end date: Not reported

Owner/operator name: LAUSD-CIMARRON AVE ELEMENTARY SCHOOL
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: 01/01/2005
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/02/2006
Site name: LAUSD-CIMARRON AVE ELEMENTARY SCHOOL
Classification: Large Quantity Generator

. Waste code: 181
. Waste name: 181

. Waste code: 352
. Waste name: 352

. Waste code: D001

LAUSD-CIMARRON AVE ELEMENTARY SCHOOL (Continued) **1010313005**

. Waste name: IGNITABLE WASTE

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

AM378
West
< 1/8
0.100 mi.
528 ft.

LAUSD-CIMARRON AVE ELEMENTARY SCHOOL
11559 CIMARRON AVENUE
LOS ANGELES, CA 90047

FINDS **1010442473**
ECHO **N/A**

Site 2 of 2 in cluster AM

Relative:
Lower

Actual:
133 ft.

FINDS:

Registry ID: 110031423902

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

ECHO:
Envid: 1010442473
Registry ID: 110031423902
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110031423902

379
SE
< 1/8
0.103 mi.
544 ft.

ACOSTA, DOMINIQUE
1043 W 122ND ST
LOS ANGELES, CA 90044

CA HAZNET **S118201479**
N/A

Relative:
Lower

Actual:
185 ft.

HAZNET:
envid: S118201479
Year: 2014
GEPAID: CAC002760237
Contact: ACOSTA, DOMINIQUE
Telephone: 3108648077
Mailing Name: Not reported
Mailing Address: 1043 W 122ND ST
Mailing City,St,Zip: LOS ANGELES, CA 900442923
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Cat Decode: Not reported
Method Decode: Not reported

ACOSTA, DOMINIQUE (Continued) **S118201479**

Facility County: Los Angeles

E380
NE
< 1/8
0.105 mi.
555 ft.

LA CO VERMONT CHILDCARE CENTER
10911 S VERMONT AVE
LOS ANGELES, CA 90044

CA LOS ANGELES CO. HMS **S110070858**
N/A

Site 15 of 15 in cluster E

Relative:
Lower

Actual:
177 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 018538-026073
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: I
Facility Id: 018538-054227
Facility Type: S4
Facility Status: Permit
Area: 29
Permit Number: 000658503
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 018538-054227
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000636507
Permit Status: Closed

381
SE
< 1/8
0.107 mi.
566 ft.

BUDLONG PLANT SITE RESERVOIR REPLACEMENTS
1141 W 122ND ST
GARDENA, CA 90044

CA NPDES **S117696308**
N/A

Relative:
Lower

Actual:
179 ft.

NPDES:
Npdes Number: Not reported
Facility Status: Not reported
Agency Id: Not reported
Region: 4
Regulatory Measure Id: 353240
Order No: Not reported
Regulatory Measure Type: Construction
Place Id: Not reported
WDID: 4 19C353900
Program Type: Not reported
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported

BUDLONG PLANT SITE RESERVOIR REPLACEMENTS (Continued) **S117696308**

Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	10/6/2008
PROCESSED DATE:	10/31/2008
STATUS CODE NAME:	Terminated
STATUS DATE:	12/17/2009
PLACE SIZE:	1.34
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Dave Hartsook
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	760-834-5377
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Golden State Water Company - Rancho Cordova
OPERATOR ADDRESS:	2143 Convention Center Way Ste 110
OPERATOR CITY:	Ontario
OPERATOR STATE:	California
OPERATOR ZIP:	91764
OPERATOR CONTACT NAME:	Beth McDonough
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	909-937-0111
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Other
DEVELOPER NAME:	Paso Robles
DEVELOPER ADDRESS:	825 26th St
DEVELOPER CITY:	Paso Robles
DEVELOPER STATE:	California
DEVELOPER ZIP:	93447
DEVELOPER CONTACT NAME:	Jeremy Johnson
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	760-322-5077
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Y
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Mockingbird Reservoir
CERTIFIER NAME:	Not reported

BUDLONG PLANT SITE RESERVOIR REPLACEMENTS (Continued) **S117696308**

CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

AN382 **CURLEY KINCHEN** **CA HAZNET** **S112853957**
SSE **12118 RAYMOND AVENUE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.113 mi.
596 ft. **Site 1 of 2 in cluster AN**

Relative:
Lower

Actual:
173 ft.

HAZNET:

envid:	S112853957
Year:	1995
GEPAID:	CAC000931144
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	12118 RAYMOND AVENUE
Mailing City,St,Zip:	LOS ANGELES, CA 900440000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	5.8380
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

AN383 **CA CHMIRS** **S102798305**
SSE **12118 RAYMOND AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.113 mi.
596 ft. **Site 2 of 2 in cluster AN**

Relative:
Lower

Actual:
173 ft.

CHMIRS:

OES Incident Number:	06940
OES notification:	Not reported
OES Date:	2/23/1995
OES Time:	02:48:22 PM
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported

(Continued) **S102798305**

Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	YES
Waterway:	storm drain
Spill Site:	Not reported
Cleanup By:	unknown
Containment:	Not reported
What Happened:	Not reported
Type:	OTHER
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1995
Agency:	homeowner
Incident Date:	pm/18feb95
Admin Agency:	Not reported
Amount:	unknown
Contained:	YES
Site Type:	RESIDENCE
E Date:	Not reported
Substance:	plaster
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	NO
Number of Injuries:	NO
Number of Fatalities:	NO
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	after plastering house contractor washed white plaster powder down street into storm drain

AI384
West
< 1/8
0.117 mi.
619 ft.

JOHANA WHITE
11609 CIMARRON AVE
HAWTHORNE, CA 90250

CA HAZNET **S118936403**
N/A

Site 2 of 3 in cluster AI

Relative:
Lower

Actual:
129 ft.

HAZNET:

envid:	S118936403
Year:	2015
GEPAID:	CAC002842368
Contact:	JOHANA WHITE
Telephone:	3107665648
Mailing Name:	Not reported
Mailing Address:	11609 CIMARRON AVE
Mailing City,St,Zip:	HAWTHORNE, CA 90250
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.23
Cat Decode:	Asbestos containing waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

AI385
WSW
< 1/8
0.118 mi.
621 ft.

MINNIE MCADOO
11731 CIMARRON AVE
HAWTHORNE, CA 90250

CA HAZNET **S118923826**
N/A

Site 3 of 3 in cluster AI

Relative:
Lower

Actual:
125 ft.

HAZNET:

envid:	S118923826
Year:	2015
GEPAID:	CAC002822272
Contact:	MINNIE MCADOO
Telephone:	3237798364
Mailing Name:	Not reported
Mailing Address:	11731 CIMARRON AVE
Mailing City,St,Zip:	HAWTHORNE, CA 90250
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.23
Cat Decode:	Asbestos containing waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

AO386 NE < 1/8 0.120 mi. 631 ft. | **COMMUNITY DEVELOPMENT COMMISSION** | **CA HAZNET** | **S112906575**
10901 S VERMONT | **N/A**
LOS ANGELES, CA 90044

Site 1 of 10 in cluster AO

Relative: Lower

Actual: 176 ft.

HAZNET:

envid:	S112906575
Year:	1999
GEPAID:	CAC002242737
Contact:	COUNTY OF LOS ANGELES
Telephone:	3238907001
Mailing Name:	Not reported
Mailing Address:	2 CORAL CIRCLE
Mailing City,St,Zip:	MONTEREY PARK, CA 917550000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	5.0568
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

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387 East < 1/8 0.120 mi. 634 ft. | **GRANER OIL CO/LOFTUS #1** | **CA EMI** | **S106831976**
818 W IMPERIAL HWY | **N/A**
EL SEGUNDO, CA 90266

Relative: Lower

Actual: 192 ft.

EMI:

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	90568
Air District Name:	SC
SIC Code:	1311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	90568
Air District Name:	SC
SIC Code:	1311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3

GRANER OIL CO/LOFTUS #1 (Continued) **S106831976**

Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	90568
Air District Name:	SC
SIC Code:	1311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.97885
Reactive Organic Gases Tons/Yr:	3.08
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

AP388 **LAUSD-CLAY MIDDLE SCHOOL** **FINDS** **1010444595**
SSW **12226 S. WESTERN AVENUE** **ECHO** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.122 mi.
644 ft. **Site 1 of 3 in cluster AP**

Relative:
Lower

Actual:
150 ft.

FINDS:

Registry ID: 110031423216

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

ECHO:

Envid:	1010444595
Registry ID:	110031423216
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110031423216

AP389 **LAUSD-CLAY MIDDLE SCHOOL** **RCRA-LQG** **1010312998**
SSW **12226 S WESTERN AVENUE** **CAD982039554**
< 1/8 **LOS ANGELES, CA 90047**
0.122 mi.
644 ft. **Site 2 of 3 in cluster AP**

Relative:
Lower

Actual:
150 ft.

RCRA-LQG:

Date form received by agency:	09/13/2010
Facility name:	LAUSD-CLAY MIDDLE SCHOOL
Facility address:	12226 S WESTERN AVENUE LOS ANGELES, CA 90047
EPA ID:	CAD982039554
Mailing address:	S BEAUDRY AVE, 27TH LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	S BEAUDRY AVE, 27TH LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	(213) 241-3199
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES UNIFIED SCHOOL
Owner/operator address:	S BEAUDRY AVE, 27TH LOS ANGELES, CA 90017
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 241-3199
Legal status:	State
Owner/Operator Type:	Owner
Owner/Op start date:	06/17/1988
Owner/Op end date:	Not reported
Owner/operator name:	LAUSD-CLAY MIDDLE SCHOOL
Owner/operator address:	Not reported CA 90017
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	State
Owner/Operator Type:	Operator
Owner/Op start date:	06/17/1988
Owner/Op end date:	Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No

LAUSD-CLAY MIDDLE SCHOOL (Continued) **1010312998**

Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 181
. Waste name: 181

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 02/02/2006
Site name: LAUSD-CLAY MIDDLE SCHOOL
Classification: Small Quantity Generator

Date form received by agency: 02/02/2006
Site name: LAUSD-CLAY MIDDLE SCHOOL
Classification: Large Quantity Generator

. Waste code: 352
. Waste name: 352

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

AP390 **LAUSD/ CLAY JH** **CA HAZNET** **S113013243**
SSW **12226 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90047**
0.122 mi.
644 ft. **Site 3 of 3 in cluster AP**

Relative:
Lower

Actual:
150 ft.

HAZNET:
envid: S113013243
Year: 2011
GEPAID: CAD982039554
Contact: SOE AUNG / ECM
Telephone: 2132413199
Mailing Name: Not reported
Mailing Address: 333 S BEAUDRY AVE FL 27
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To

LAUSD/ CLAY JH (Continued) **S113013243**

	Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113013243
Year:	2011
GEPAID:	CAD982039554
Contact:	SOE AUNG / ECM
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE FL 27
Mailing City,St,Zip:	LOS ANGELES, CA 900170000
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113013243
Year:	2010
GEPAID:	CAD982039554
Contact:	SOE AUNG
Telephone:	2137455939
Mailing Name:	Not reported
Mailing Address:	333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip:	LOS ANGELES, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.125
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113013243
Year:	2009
GEPAID:	CAD982039554
Contact:	SOE AUNG / ECM
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE 20TH FLOOR
Mailing City,St,Zip:	LOS ANGELES, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To

LAUSD/ CLAY JH (Continued) **S113013243**

Include On-Site Treatment And/Or Stabilization)
Tons: 33.712
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113013243
Year: 2008
GEPAID: CAD982039554
Contact: YI HWA KIM DEPUTY DIRECTOR
Telephone: 2137435086
Mailing Name: Not reported
Mailing Address: 333 S BEAUDRY AVE 20TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Not reported
TSD EPA ID: CAD980884183
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.05
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

AF391 **US CARPET CLEANING CO (DEST)** **CA LOS ANGELES CO. HMS** **S104538831**
NNE **1326 W 109TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90044**
0.122 mi.
644 ft. **Site 2 of 3 in cluster AF**

Relative:
Lower

Actual:
208 ft.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 003023-I03129
Facility Type: 00
Facility Status: Closed
Area: 29
Permit Number: 000002785
Permit Status: Closed

AJ392 **HYPERION TERMINAL TOWERS** **CA AST** **A100323894**
East **818 W. IMPERIAL HWY.** **N/A**
< 1/8 **EL SEGUNDO, CA**
0.122 mi.
644 ft. **Site 2 of 2 in cluster AJ**

Relative:
Lower

Actual:
192 ft.

AST:
Certified Unified Program Agencies: El Segundo
Owner: L.A. DEPT. OF WATER & POWER
Total Gallons: 12,000
CERSID: Not reported
Facility ID: Not reported

HYPERION TERMINAL TOWERS (Continued) **A100323894**

Business Name:	Not reported
Phone:	Not reported
Fax:	Not reported
Mailing Address:	Not reported
Mailing Address City:	Not reported
Mailing Address State:	Not reported
Mailing Address Zip Code:	Not reported
Operator Name:	Not reported
Operator Phone:	Not reported
Owner Phone:	Not reported
Owner Mail Address:	Not reported
Owner State:	Not reported
Owner Zip Code:	Not reported
Owner Country:	Not reported
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	Not reported

393
South
< 1/8
0.123 mi.
651 ft.

MARTHA VARELA
1535 W 122ND ST
LOS ANGELES, CA 90047

CA HAZNET **S118198546**
N/A

Relative:
Lower

Actual:
181 ft.

HAZNET:

envid:	S118198546
Year:	2014
GEPAID:	CAC002756502
Contact:	MARTHA VARELA
Telephone:	8186402291
Mailing Name:	Not reported
Mailing Address:	1535 W 122ND ST
Mailing City,St,Zip:	LOS ANGELES, CA 900475312
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

394 North 1/8-1/4 0.130 mi. 687 ft. | **GEORGE WASHINGTON PREPARATORY HIGH SCH.**
10860 S. DENKER AVENUE
LOS ANGELES, CA 90047 | **CA ENVIROSTOR** **CA SCH** | **S118756593** **N/A**

Relative: Higher

Actual: 228 ft.

ENVIROSTOR:

Facility ID:	19820116
Status:	No Action Required
Status Date:	08/23/2004
Site Code:	304444
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	4.34
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.93611
Longitude:	-118.3025
APN:	6077028904
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	LAUSD-WASHINGTON PREPATORY HS
Alias Type:	Alternate Name
Alias Name:	6077028904
Alias Type:	APN
Alias Name:	304444
Alias Type:	Project Code (Site Code)
Alias Name:	19820116
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Agreement Terminated Notification
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	06/04/2004
Comments:	Not reported

GEORGE WASHINGTON PREPARATORY HIGH SCH. (Continued) **S118756593**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/23/2004
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19820116
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	4.34
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304444
Assembly:	62
Senate:	30
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	08/23/2004
Restricted Use:	NO
Funding:	School District
Latitude:	33.93611
Longitude:	-118.3025
APN:	6077028904
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	LAUSD-WASHINGTON PREPATORY HS
Alias Type:	Alternate Name
Alias Name:	6077028904
Alias Type:	APN
Alias Name:	304444
Alias Type:	Project Code (Site Code)
Alias Name:	19820116
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

GEORGE WASHINGTON PREPARATORY HIGH SCH. (Continued) **S118756593**

Completed Document Type: Agreement Terminated Notification
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/04/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/23/2004
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AK395 **EDR Hist Auto** **1015149309**
NW **10911 S WESTERN AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90047**
0.131 mi.
692 ft. **Site 2 of 2 in cluster AK**

Relative:
Higher

Actual:
212 ft.

EDR Historical Auto Stations:
Name: JR MOTORS
Year: 2007
Address: 10911 S WESTERN AVE

AO396 **RONALD GRANT SERVICE STATION** **EDR Hist Auto** **1009078824**
NE **10895 S VERMONT** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.134 mi.
708 ft. **Site 2 of 10 in cluster AO**

Relative:
Lower

Actual:
175 ft.

EDR Historical Auto Stations:
Name: RONALD GRANT SERVICE STATION
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

AO397 **COOK MC DONALD** **EDR Hist Auto** **1009078566**
NE **10895 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.134 mi.
708 ft. **Site 3 of 10 in cluster AO**

Relative:
Lower

Actual:
175 ft.

EDR Historical Auto Stations:
Name: COOK MC DONALD
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

AF398 **EDR Hist Cleaner** **1014989189**
NNE **1339 W 109TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90044**
0.141 mi.
742 ft. **Site 3 of 3 in cluster AF**

Relative:
Higher

Actual:
211 ft.

EDR Historical Cleaners:
Name: DS CLEANING SERVICE
Year: 2004
Address: 1339 W 109TH ST

AL399 **WOODCREST ELEMENTARY SCHOOL** **RCRA-LQG** **1012176016**
NE **1151 W 109TH ST** **FINDS** **CAR000198481**
1/8-1/4 **LOS ANGELES, CA 90044** **ECHO**
0.146 mi.
772 ft. **Site 2 of 2 in cluster AL**

Relative:
Lower

Actual:
188 ft.

RCRA-LQG:
Date form received by agency: 02/03/2009
Facility name: WOODCREST ELEMENTARY SCHOOL
Facility address: 1151 W 109TH ST
LOS ANGELES, CA 90044
EPA ID: CAR000198481
Mailing address: 333 S BEAUDRY AVE
20TH FL LAUSD OEHS
LOS ANGELES, CA 90017
Contact: SOE AUNG
Contact address: 333 S BEAUDRY AVE 20TH FL LAUSD OEHS
LOS ANGELES, CA 90017
Contact country: US
Contact telephone: 213-241-3904
Contact email: SOE.AUNG@LAUSD.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

WOODCREST ELEMENTARY SCHOOL (Continued) **1012176016**

Owner/Operator Summary:

Owner/operator name:	LAUSD
Owner/operator address:	333 S BEAUDRY AVE
	LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	11/14/1989
Owner/Op end date:	Not reported

Owner/operator name:	WOODCREST ELEMENTARY SCHOOL
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	11/14/1989
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code:	D008
. Waste name:	LEAD

Violation Status: No violations found

FINDS:

Registry ID: 110022060080

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

WOODCREST ELEMENTARY SCHOOL (Continued) **1012176016**

ECHO:
Envid: 1012176016
Registry ID: 110022060080
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110022060080

AO400 **EDR Hist Auto** **1015147224**
NE **10816 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90044**
0.161 mi.
851 ft. **Site 4 of 10 in cluster AO**

Relative:
Lower

Actual:
170 ft.

EDR Historical Auto Stations:
Name: CONSOL AUTO GLASS & AUTO RPR
Year: 2002
Address: 10816 S VERMONT AVE

AO401 **DENNY E A** **EDR Hist Auto** **1009081165**
NE **10839 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.170 mi.
897 ft. **Site 5 of 10 in cluster AO**

Relative:
Lower

Actual:
172 ft.

EDR Historical Auto Stations:
Name: DENNY E A
Year: 1933
Type: AUTOMOBILE REPAIRING

AO402 **SWAGERTY H C** **EDR Hist Auto** **1009081971**
NE **10837 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.171 mi.
903 ft. **Site 6 of 10 in cluster AO**

Relative:
Lower

Actual:
172 ft.

EDR Historical Auto Stations:
Name: SWAGERTY L E
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: SWAGERTY H C
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: LIPE H E
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

Name: CENTURY AUTOMOTIVE
Year: 1999
Address: 10837 S VERMONT AVE

Name: CENTURY AUTOMOTIVE
Year: 2001
Address: 10837 S VERMONT AVE

SWAGERTY H C (Continued) **1009081971**

Name: CEN TURY AUTO MOTIVE
Year: 2004
Address: 10837 S VERMONT AVE

Name: CENTURY AUTOMOTIVE
Year: 2005
Address: 10837 S VERMONT AVE

Name: CENTURY AUTOMOTIVE
Year: 2006
Address: 10837 S VERMONT AVE

Name: CENTURY AUTOMOTIVE
Year: 2007
Address: 10837 S VERMONT AVE

Name: CENTURY AUTOMOTIVE
Year: 2008
Address: 10837 S VERMONT AVE

Name: CENTURY AUTOMOTIVE
Year: 2009
Address: 10837 S VERMONT AVE

Name: CENTURY AUTOMOTIVE
Year: 2010
Address: 10837 S VERMONT AVE

Name: CENTURY AUTOMOTIVE
Year: 2011
Address: 10837 S VERMONT AVE

Name: CENTURY AUTOMOTIVE
Year: 2012
Address: 10837 S VERMONT AVE

AO403 **CENTURY AUTOMOTIVE** **CA LUST** **S111760352**
NE **10837 VERMONT AVE S** **N/A**
1/8-1/4 **ATHENS, CA 90044**
0.171 mi.
903 ft. **Site 7 of 10 in cluster AO**

Relative:
Lower

Actual:
172 ft.

LUST:
Region: STATE
Global Id: T0603704465
Latitude: 33.9377419
Longitude: -118.2918401
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 09/13/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-21043
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating

CENTURY AUTOMOTIVE (Continued) **S111760352**

Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704465
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603704465
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603704465
Status:	Open - Case Begin Date
Status Date:	08/01/1993

Global Id:	T0603704465
Status:	Open - Site Assessment
Status Date:	06/05/1996

Global Id:	T0603704465
Status:	Completed - Case Closed
Status Date:	09/13/1996

Regulatory Activities:

Global Id:	T0603704465
Action Type:	Other
Date:	08/01/1993
Action:	Leak Stopped

Global Id:	T0603704465
Action Type:	Other
Date:	04/10/1995
Action:	Leak Reported

Global Id:	T0603704465
Action Type:	Other
Date:	08/01/1993
Action:	Leak Discovery

AO404 NE 1/8-1/4 0.171 mi. 903 ft. | **CENTURY AUTOMOTIVE 10837 S VERMONT LOS ANGELES, CA 90044** | **RCRA-SQG CA LUST FINDS ECHO** | **1000597229 CAD983612318**

Site 8 of 10 in cluster AO

Relative: Lower

Actual: 172 ft.

RCRA-SQG:

Date form received by agency:	10/21/1991
Facility name:	CENTURY AUTOMOTIVE
Facility address:	10837 S VERMONT LOS ANGELES, CA 90044
EPA ID:	CAD983612318
Contact:	EARL CUTHBERT
Contact address:	10837 S VERMONT LOS ANGELES, CA 90044
Contact country:	US
Contact telephone:	(213) 755-1193
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	DAVID BREUNIG
Owner/operator address:	6320 W 84TH PL LOS ANGELES, CA 90045
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 410-4516
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

LUST REG 4:

Region:	4
Regional Board:	04

CENTURY AUTOMOTIVE (Continued) **1000597229**

County:	Los Angeles	
Facility Id:	I-21043	
Status:	Case Closed	
Substance:	Waste Oil	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704465	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	109TH ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	8/1/1993	
Date Leak First Reported:		4/10/1995
Date Leak Record Entered:	5/24/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	8/1/1993	
Date Case Last Changed on Database:		9/24/1996
Date the Case was Closed:		9/13/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	DAVID BREUNING	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		7677.36857406888474833724169 59
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		6/5/1996
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CENTURY AUTOMOTIVE	
RP Address:	10837 S VERMONT AVE, LOS ANGELES CA 90044	
Program:	LUST	
Lat/Long:	33.9377419 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	NONCOMPLIANCE WITH CORRECTIVE ACTION ORDERS AND DIRECTIONS 1AUG95 WORKPLAN FOR SITE ASSESSMENT WITH SIX BORINGS	

CENTURY AUTOMOTIVE (Continued) **1000597229**

FINDS:

Registry ID: 110002864222

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

ECHO:
Envid: 1000597229
Registry ID: 110002864222
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110002864222

AO405 **CENTURY AUTOMOTIVE** **CA HIST CORTESE** **S105024702**
NE **10837 VERMONT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90044**
0.171 mi.
903 ft. **Site 9 of 10 in cluster AO**

Relative:
Lower

Actual:
172 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-21043

AO406 **EDR Hist Cleaner** **1014973132**
NE **10808 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90044**
0.173 mi.
912 ft. **Site 10 of 10 in cluster AO**

Relative:
Lower

Actual:
170 ft.

EDR Historical Cleaners:
Name: SUNSHINE COIN & LAUNDRY
Year: 2010
Address: 10808 S VERMONT AVE

AQ407 **PACIFIC BELL** **CA SWEEPS UST** **S106930273**
SE **12305 S VERMONT** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.182 mi.
960 ft. **Site 1 of 5 in cluster AQ**

Relative:
Lower

Actual:
194 ft.

SWEEPS UST:
Status: Active
Comp Number: 306
Number: 9
Board Of Equalization: Not reported

PACIFIC BELL (Continued) **S106930273**

Referral Date:	03-21-91
Action Date:	03-21-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

AQ408 **PACIFIC BELL (A3-600)** **CA HIST CORTESE** **S105024705**
SE **12305 VERMONT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90040**
0.182 mi.
960 ft. **Site 2 of 5 in cluster AQ**

Relative:
Lower

Actual:
194 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900440043

AQ409 **PACIFIC BELL** **RCRA NonGen / NLR** **1000250053**
SE **12305 S VERMONT** **FINDS** **CAD980885826**
1/8-1/4 **LOS ANGELES, CA 90040** **CA LOS ANGELES CO. HMS**
0.184 mi. **ECHO**
972 ft. **Site 3 of 5 in cluster AQ**

Relative:
Lower

Actual:
193 ft.

RCRA NonGen / NLR:

Date form received by agency:	09/02/1997
Facility name:	PACIFIC BELL
Facility address:	12305 S VERMONT LOS ANGELES, CA 90040
EPA ID:	CAD980885826
Mailing address:	370 THIRD ST RM SIXTH HUNDREDG SAN FRANCISCO, CA 94107
Contact:	ENVIRONMENTAL MANAGER
Contact address:	12305 S VERMONT LOS ANGELES, CA 90040
Contact country:	US
Contact telephone:	(213) 738-8454
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private

PACIFIC BELL (Continued) **1000250053**

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Site name: PACIFIC BELL
Classification: Small Quantity Generator

Date form received by agency: 06/10/1985
Site name: PACIFIC BELL
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002673964

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 000305-000306
Facility Type: 0
Facility Status: Removed
Area: 29
Permit Number: 00001679T
Permit Status: Removed

PACIFIC BELL (Continued) **1000250053**

ECHO:

Envid:	1000250053
Registry ID:	110002673964
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110002673964

AQ410
SE
1/8-1/4
0.184 mi.
972 ft.

PACIFIC BELL (A3-600)
12305 VERMONT AVE S
ATHENS, CA 90044

CA LUST **S104159627**
N/A

Site 4 of 5 in cluster AQ

Relative:
Lower

Actual:
193 ft.

LUST:

Region:	STATE
Global Id:	T0603701021
Latitude:	33.9214731
Longitude:	-118.2918398
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/30/1987
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900440043
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701021
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603701021
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603701021
Status:	Open - Case Begin Date
Status Date:	01/12/1984

Global Id:	T0603701021
Status:	Completed - Case Closed

PACIFIC BELL (A3-600) (Continued) **S104159627**

Status Date: 04/30/1987

Regulatory Activities:

Global Id: T0603701021
Action Type: Other
Date: 01/12/1984
Action: Leak Reported

Global Id: T0603701021
Action Type: Other
Date: 01/24/1984
Action: Leak Discovery

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900440043
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603701021
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: 1/24/1984
Date Leak First Reported: 1/12/1984
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 8/21/1987
Date the Case was Closed: 4/30/1987
How Leak Discovered: Tank Test
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: LIPPIN, LAMAR
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 2604.4250555415709712646081838
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported

PACIFIC BELL (A3-600) (Continued) **S104159627**

Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	PACIFIC BELL TELEPHONE	
RP Address:	Not reported	
Program:	LUST	
Lat/Long:	33.9214731 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	INITIAL INVESTIGATION BY HDN. EO LETTER TO CLOSE CASE PENDING.	

AQ411 **PACIFIC BELL (A3-600)** **CA HIST UST** **U001561772**
SE **12305 S VERMONT AVENUE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90044**
0.184 mi.
972 ft. **Site 5 of 5 in cluster AQ**

Relative:
Lower

Actual:
193 ft.

HIST UST:

File Number:	00027ABC
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027ABC.pdf
Region:	STATE
Facility ID:	00000016798
Facility Type:	Other
Other Type:	PHONE CO.
Contact Name:	E. J. KOEHLER
Telephone:	4155426758
Owner Name:	PACIFIC BELL
Owner Address:	370 THIRD STREET
Owner City,St,Zip:	SAN FRANCISCO, CA 94107
Total Tanks:	0001
Tank Num:	001
Container Num:	G-84-8K
Year Installed:	1984
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Sensor Instrument

Click here for Geo Tracker PDF:

AR412 NNW 1/8-1/4 0.194 mi. 1025 ft. | **LAUSD-WASHINGTON PREP HIGH SCHOOL**
10860 S DENKER AVE
LOS ANGELES, CA 90047

Site 1 of 2 in cluster AR

RCRA-LQG | **1007199769**
CAD982039430

Relative: Higher

Actual: 236 ft.

RCRA-LQG:

Date form received by agency:	01/25/2002
Facility name:	LAUSD-WASHINGTON PREP HIGH SCHOOL
Facility address:	10860 S DENKER AVE LOS ANGELES, CA 90047
EPA ID:	CAD982039430
Mailing address:	1449 S SAN PEDRO ST LOS ANGELES, CA 90015
Contact:	SOE AUNG
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	(213) 743-5086
Telephone ext.:	538
Contact email:	Not reported
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

AS413 **LA CO FD FIRE STA #014** **CA SWEEPS UST** **S106928368**
North **1401 W 108TH ST** **N/A**
1/8-1/4 **INGLEWOOD, CA 90301**
0.195 mi.
1027 ft. **Site 1 of 4 in cluster AS**

Relative:
Higher

Actual:
216 ft.

SWEEPS UST:

Status:	Active
Comp Number:	12754
Number:	9
Board Of Equalization:	44-009887
Referral Date:	03-15-91
Action Date:	03-15-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012754-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	2

Status:	Active
Comp Number:	12754
Number:	9
Board Of Equalization:	44-009887
Referral Date:	03-15-91
Action Date:	03-15-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012754-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

AT414 **FREMONT INDEMNITY BUILDING** **CA LUST** **S101297430**
NNW **1709 008TH ST W** **CA HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90057**
0.205 mi.
1082 ft. **Site 1 of 5 in cluster AT**

Relative:
Higher

Actual:
233 ft.

LUST:

Region:	STATE
Global Id:	T0603701132
Latitude:	34.0529127
Longitude:	-118.273356
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/17/1993
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900570089
LOC Case Number:	Not reported

FREMONT INDEMNITY BUILDING (Continued) **S101297430**

File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603701132
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603701132
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603701132
Status: Open - Case Begin Date
Status Date: 08/28/1991

Global Id: T0603701132
Status: Open - Site Assessment
Status Date: 08/28/1991

Global Id: T0603701132
Status: Open - Remediation
Status Date: 01/13/1992

Global Id: T0603701132
Status: Completed - Case Closed
Status Date: 05/17/1993

Regulatory Activities:
Global Id: T0603701132
Action Type: Other
Date: 08/28/1991
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900570089
Status: Case Closed

FREMONT INDEMNITY BUILDING (Continued) **S101297430**

Substance:	Hydrocarbons	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603701132	
W Global ID:	W0607701254	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	BEACON AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		8/28/1991
Date Leak Record Entered:	8/22/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		8/31/1993
Date the Case was Closed:		5/17/1993
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	UNOCAL - JIM SCOTT	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3184.6662094520579223829032941
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		8/28/1991
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		1/13/1992
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	FREMONT GENERAL CORP	
RP Address:	2020 SANTA MONICA BLVD, SANTA MONICA CA 90404	
Program:	LUST	
Lat/Long:	34.0529127 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	3901254-001GEN	
Summary:	ANOTHER CLOSURE LETTER ON 1/22/96 PER EH	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19

FREMONT INDEMNITY BUILDING (Continued) **S101297430**

Reg By: LTNKA
Reg Id: 900570089

AS415 **LA CO FIRE STATION #14** **CA LUST** **U001561762**
North **1401 W 108TH ST** **CA HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90047**
0.206 mi.
1090 ft. **Site 2 of 4 in cluster AS**

Relative:
Higher

Actual:
218 ft.

LUST:

Region:	STATE
Global Id:	T0603705160
Latitude:	33.9386600168065
Longitude:	-118.30051531108
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/10/2015
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-12754
LOC Case Number:	TT012587-012754
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705160
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705160
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

Global Id:	T0603705160
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LA CO FIRE STATION #14 (Continued) **U001561762**

Status History:

Global Id:	T0603705160
Status:	Open - Case Begin Date
Status Date:	12/13/1991
Global Id:	T0603705160
Status:	Open - Site Assessment
Status Date:	12/17/1991
Global Id:	T0603705160
Status:	Open - Eligible for Closure
Status Date:	12/13/2013
Global Id:	T0603705160
Status:	Open - Eligible for Closure
Status Date:	08/05/2014
Global Id:	T0603705160
Status:	Completed - Case Closed
Status Date:	04/10/2015

Regulatory Activities:

Global Id:	T0603705160
Action Type:	Other
Date:	12/13/1991
Action:	Leak Stopped
Global Id:	T0603705160
Action Type:	ENFORCEMENT
Date:	12/10/2002
Action:	Staff Letter
Global Id:	T0603705160
Action Type:	ENFORCEMENT
Date:	05/08/2014
Action:	Notification - Public Notice of Case Closure
Global Id:	T0603705160
Action Type:	ENFORCEMENT
Date:	04/10/2015
Action:	Closure/No Further Action Letter
Global Id:	T0603705160
Action Type:	Other
Date:	12/17/1991
Action:	Leak Reported
Global Id:	T0603705160
Action Type:	ENFORCEMENT
Date:	08/05/2014
Action:	State Water Board Closure Order
Global Id:	T0603705160
Action Type:	RESPONSE
Date:	07/10/2001
Action:	Soil and Water Investigation Workplan

LA CO FIRE STATION #14 (Continued) **U001561762**

Global Id:	T0603705160
Action Type:	RESPONSE
Date:	04/29/2002
Action:	Site Assessment Report
Global Id:	T0603705160
Action Type:	RESPONSE
Date:	05/31/1994
Action:	Tank Removal Report / UST Sampling Report
Global Id:	T0603705160
Action Type:	RESPONSE
Date:	06/19/1990
Action:	Site Assessment Report
Global Id:	T0603705160
Action Type:	ENFORCEMENT
Date:	12/09/2002
Action:	Staff Letter
Global Id:	T0603705160
Action Type:	Other
Date:	12/13/1991
Action:	Leak Discovery

HIST UST:

File Number:	000277B1
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000277B1.pdf
Region:	STATE
Facility ID:	00000020797
Facility Type:	Other
Other Type:	FIRE ST.
Contact Name:	L.A. COUNTY MECHANICAL DEPARTM
Telephone:	2132672242
Owner Name:	LOS ANGELES COUNTY MECHANICAL
Owner Address:	1100 N. EASTERN AVE.
Owner City,St,Zip:	LOS ANGELES, CA 90063
Total Tanks:	0002
Tank Num:	001
Container Num:	#1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	#2
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

LA CO FIRE STATION #14 (Continued) **U001561762**

Click here for Geo Tracker PDF:

AS416 **LA CO FIRE STATION #14** **CA LUST** **S103066204**
North **1401 108TH ST W** **N/A**
1/8-1/4 **LOS ANGELES, CA 90047**
0.206 mi.
1090 ft. **Site 3 of 4 in cluster AS**

Relative:
Higher

Actual:
218 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-12754	
Status:	Preliminary site assessment underway	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603705160	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	NORMANDIE	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/13/1991	
Date Leak First Reported:		12/17/1991
Date Leak Record Entered:	12/20/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	12/13/1991	
Date Case Last Changed on Database:		12/24/1991
Date the Case was Closed:		Not reported
How Leak Discovered:	Inventory Control	
How Leak Stopped:	Not reported	
Cause of Leak:	Other Cause	
Leak Source:	Tank	
Operator:	LA CO. FD	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5271.2541031306081123562633001
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		12/17/1991
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	COUNTY OF LA	
RP Address:	SAME AS ABOVE	

LA CO FIRE STATION #14 (Continued) **S103066204**

Program:	LUST
Lat/Long:	33.9382737 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

AT417 **FORMER MARK C BLOOME** **CA LUST** **1000266061**
NW **10750 S WESTERN AVE** **CA LOS ANGELES CO. HMS** **N/A**
1/8-1/4 **LOS ANGELES, CA 90047**
0.222 mi.
1174 ft. **Site 2 of 5 in cluster AT**

Relative:
Lower

Actual:
208 ft.

LUST:

Region:	STATE
Global Id:	T0603713324
Latitude:	33.96865
Longitude:	-118.30887
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	11/27/2006
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	TS
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	11419-11456
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Benzene, Toluene, Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603713324
Contact Type:	Local Agency Caseworker
Contact Name:	TIM SMITH
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	tsmith@dpw.lacounty.gov
Phone Number:	Not reported

Global Id:	T0603713324
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603713324
Status:	Open - Case Begin Date

FORMER MARK C BLOOME (Continued) **1000266061**

Status Date: 06/01/2002

Global Id: T0603713324
Status: Open - Site Assessment
Status Date: 11/30/2004

Global Id: T0603713324
Status: Completed - Case Closed
Status Date: 12/01/2004

Global Id: T0603713324
Status: Open - Reopen Case
Status Date: 09/15/2006

Global Id: T0603713324
Status: Open - Remediation
Status Date: 09/16/2006

Global Id: T0603713324
Status: Completed - Case Closed
Status Date: 11/27/2006

Regulatory Activities:
Global Id: T0603713324
Action Type: Other
Date: 06/01/2002
Action: Leak Discovery

Global Id: T0603713324
Action Type: Other
Date: 04/14/2003
Action: Leak Reported

Global Id: T0603713324
Action Type: REMEDIATION
Date: 06/01/2002
Action: Not reported

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 011419-011456
Facility Type: 0
Facility Status: Removed
Area: 29
Permit Number: 000379696
Permit Status: Removed

AU418
NNE
1/8-1/4
0.223 mi.
1177 ft.

1224 W 107TH ST
LOS ANGELES, CA 90044

Site 1 of 2 in cluster AU

EDR Hist Cleaner **1014983304**
N/A

Relative:
Lower

Actual:
194 ft.

EDR Historical Cleaners:

Name:	CARPET CLEANING MASTERS LLC
Year:	2008
Address:	1224 W 107TH ST

AU419
NNE
1/8-1/4
0.226 mi.
1195 ft.

BONE F D
1210 W 107TH ST
LOS ANGELES, CA

Site 2 of 2 in cluster AU

EDR Hist Cleaner **1009189305**
N/A

Relative:
Lower

Actual:
189 ft.

EDR Historical Cleaners:

Name:	BONE F D
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS

AT420
NW
1/8-1/4
0.228 mi.
1203 ft.

MARK C BLOOME
10750 S WESTERN AVE
INGLEWOOD, CA 90301

Site 3 of 5 in cluster AT

CA SWEEPS UST **S106929135**
N/A

Relative:
Higher

Actual:
209 ft.

SWEEPS UST:

Status:	Active
Comp Number:	11456
Number:	9
Board Of Equalization:	Not reported
Referral Date:	03-21-91
Action Date:	03-21-91
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

AT421
NNW
1/8-1/4
0.242 mi.
1279 ft.

10714 S WESTERN AVE
LOS ANGELES, CA 90047

Site 4 of 5 in cluster AT

EDR Hist Cleaner **1014972569**
N/A

Relative:
Higher

Actual:
215 ft.

EDR Historical Cleaners:

Name:	3 GS LAUNDRY LLC
Year:	2010
Address:	10714 S WESTERN AVE

(Continued) **1014972569**

Name: 3*GS LAUNDRY LLC
Year: 2011
Address: 10714 S WESTERN AVE

AT422 **EDR Hist Auto** **1015144952**
NNW **10714 S WESTERN AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90047**
0.242 mi.
1279 ft. **Site 5 of 5 in cluster AT**

Relative:
Higher

Actual:
215 ft.

EDR Historical Auto Stations:

Name: LT SMOG & AUTO REPAIR
Year: 1999
Address: 10714 S WESTERN AVE

Name: LT SMOG & AUTO REPAIR
Year: 2002
Address: 10714 S WESTERN AVE

Name: RAULS AUTO UPHOLSTRY
Year: 2003
Address: 10714 S WESTERN AVE

Name: RAULS AUTO UPHOLSTRY
Year: 2004
Address: 10714 S WESTERN AVE

Name: RAULS AUTO UPHOLSTERY
Year: 2006
Address: 10714 S WESTERN AVE

Name: RAULS AUTO UPHOLSTERY
Year: 2007
Address: 10714 S WESTERN AVE

Name: L T SMOG & AUTO REPAIR
Year: 2009
Address: 10714 S WESTERN AVE

AS423 **EDR Hist Auto** **1015224096**
North **1414 W 107TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90047**
0.245 mi.
1293 ft. **Site 4 of 4 in cluster AS**

Relative:
Higher

Actual:
217 ft.

EDR Historical Auto Stations:

Name: A CUTABOVE MOBIL CAR DETAILING
Year: 2003
Address: 1414 W 107TH ST

AV424 **EDR Hist Auto** **1015145060**
NE **10720 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90044**
0.246 mi.
1298 ft. **Site 1 of 3 in cluster AV**

Relative:
Lower

Actual:
168 ft.

EDR Historical Auto Stations:

Name:	JAZZ AUTO CTR
Year:	2005
Address:	10720 S VERMONT AVE

---

425 **SUPERIOR BRAKE AND WHEEL ALIGNING CO** **EDR Hist Auto** **1009080236**
ENE **717 W 11TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.249 mi.
1314 ft.

Relative:
Lower

Actual:
165 ft.

EDR Historical Auto Stations:

Name:	BUSHEY J S CO
Year:	1929
Type:	AUTOMOBILE REPAIRING AND SERVICE STATIONS
Name:	SUPERIOR BRAKE AND WHEEL ALIGNING CO
Year:	1933
Type:	AUTOMOBILE REPAIRING
Name:	HANSEN ALF
Year:	1937
Type:	AUTOMOBILE REPAIRING
Name:	BOYLE BRAKE SHOPS LTD
Year:	1942
Type:	AUTOMOBILE REPAIRING

AW426 **EDR Hist Auto** **1015615206**
East **720 W IMPERIAL HWY** **N/A**
1/8-1/4 **LOS ANGELES, CA 90044**
0.249 mi.
1316 ft. **Site 1 of 2 in cluster AW**

Relative:
Lower

Actual:
181 ft.

EDR Historical Auto Stations:

Name:	STGHT SHOT BRAKE SPLY & VW PAR
Year:	2002
Address:	720 W IMPERIAL HWY

AR427 **SHELL #204-4532-0102** **CA LUST** **S101297429**
North **1551 007TH ST W** **CA HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90017**
0.250 mi.
1319 ft. **Site 2 of 2 in cluster AR**

Relative:
Higher

Actual:
227 ft.

LUST:

Region:	STATE
Global Id:	T0603700591
Latitude:	34.0534927
Longitude:	-118.2701559
Case Type:	LUST Cleanup Site

SHELL #204-4532-0102 (Continued) **S101297429**

Status:	Open - Remediation
Status Date:	02/17/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MT
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900170116
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700591
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	mtaidy@waterboards.ca.gov
Phone Number:	2135766741

Global Id:	T0603700591
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Status History:

Global Id:	T0603700591
Status:	Open - Case Begin Date
Status Date:	05/15/1989

Global Id:	T0603700591
Status:	Open - Site Assessment
Status Date:	05/15/1991

Global Id:	T0603700591
Status:	Open - Site Assessment
Status Date:	01/05/2001

Global Id:	T0603700591
Status:	Open - Remediation
Status Date:	01/15/2004

Global Id:	T0603700591
Status:	Open - Site Assessment
Status Date:	01/15/2004

Global Id:	T0603700591
Status:	Open - Remediation
Status Date:	02/17/2010

SHELL #204-4532-0102 (Continued) **S101297429**

Regulatory Activities:

Global Id:	T0603700591
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Conceptual Site Model
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Well Installation Report
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Sensitive Receptor Survey Report
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Conceptual Site Model
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Well Installation Report
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	07/18/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Conceptual Site Model
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	09/12/2011
Action:	Well Installation Report
Global Id:	T0603700591
Action Type:	RESPONSE
Date:	01/15/2012
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700591

SHELL #204-4532-0102 (Continued) **S101297429**

Action Type: RESPONSE
Date: 01/15/2012
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2015
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/05/2016
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/28/2016
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2017
Action: CAP/RAP - Other Report

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 07/15/2002
Action: Staff Letter

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 09/17/2002
Action: 13267 Requirement

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700591
Action Type: Other
Date: 05/15/1989
Action: Leak Reported

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2006

SHELL #204-4532-0102 (Continued) **S101297429**

Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2012
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2012
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 03/15/2013
Action: Request for Closure - Regulator Responded

Global Id: T0603700591
Action Type: REMEDIATION
Date: 07/01/1994
Action: Free Product Removal

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 11/25/2003
Action: Staff Letter

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 07/12/2002
Action: File review

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 02/17/2010
Action: Staff Letter

SHELL #204-4532-0102 (Continued) **S101297429**

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 10/15/2014
Action: Staff Letter

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2007
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2008
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2013
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 09/23/2014
Action: Corrective Action Plan / Remedial Action Plan - Addendum - Regulator Responded

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 09/10/2004
Action: Staff Letter

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 03/07/2014
Action: Staff Letter

Global Id: T0603700591

SHELL #204-4532-0102 (Continued) **S101297429**

Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2009
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/01/2015
Action: Request for Closure - Regulator Responded

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/01/2015
Action: Request for Closure - Regulator Responded

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 09/23/2016
Action: Staff Letter

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 01/04/2016
Action: Staff Letter

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 06/06/2016
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603700591
Action Type: ENFORCEMENT
Date: 07/26/2016
Action: Notice of Violation

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2004

SHELL #204-4532-0102 (Continued) **S101297429**

Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2010
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/06/2014
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2014
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2015
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: REMEDIATION
Date: 05/01/2002
Action: Excavation

Global Id: T0603700591
Action Type: REMEDIATION
Date: 11/05/2004
Action: Soil Vapor Extraction (SVE)

Global Id: T0603700591
Action Type: REMEDIATION
Date: 12/15/2004
Action: Other (Use Description Field)

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2008
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2009
Action: Conceptual Site Model

SHELL #204-4532-0102 (Continued) **S101297429**

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2009
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2008
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2008
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/21/2010
Action: Soil and Water Investigation Workplan

Global Id: T0603700591
Action Type: RESPONSE
Date: 05/17/2010
Action: Soil and Water Investigation Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE

SHELL #204-4532-0102 (Continued) **S101297429**

Date: 04/15/2010
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2010
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2009
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 08/15/2002
Action: Other Report / Document

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 12/16/2002
Action: Sensitive Receptor Survey Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2004
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Semi-Annually

SHELL #204-4532-0102 (Continued) **S101297429**

Global Id: T0603700591
Action Type: Other
Date: 05/15/1989
Action: Leak Discovery

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2010
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 11/03/2008
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE

SHELL #204-4532-0102 (Continued) **S101297429**

Date: 01/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/10/2011
Action: Conceptual Site Model

Global Id: T0603700591
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/14/2011
Action: Well Installation Workplan

Global Id: T0603700591
Action Type: RESPONSE
Date: 04/13/2011
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700591
Action Type: RESPONSE
Date: 10/15/2015
Action: Monitoring Report - Quarterly

Global Id: T0603700591
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900170116
Status: Pollution Characterization
Substance: Gasoline
Substance Quantity: Not reported

SHELL #204-4532-0102 (Continued) **S101297429**

Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		CBCDFP
Global ID:	T0603700591	
W Global ID:	W0607701254	
Staff:	AT	
Local Agency:	19050	
Cross Street:	UNION AVE	
Enforcement Type:	DLSEL	
Date Leak Discovered:	5/15/1989	
Date Leak First Reported:		5/15/1989
Date Leak Record Entered:	12/11/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		9/24/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	BAZARGANAN, FAZLOLLAH	
Water System:	UNOCAL - JIM SCOTT	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2256.2963262040012183130683681
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		5/15/1991
Pollution Characterization Began:		1/15/2004
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		10/31/2002
Hist Max MTBE Conc in Groundwater:		110000
Hist Max MTBE Conc in Soil:		20000
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	=	
Soil Qualifier:	=	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	LYNLEIGH LOWRY	
RP Address:	CARTON TERMINAL P.O. BOX 6249	
Program:	LUST	
Lat/Long:	34.0534927 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	3901254-001GEN	
Summary:	FP IN MW-2,3. ONLY SAMPLED MW-1,4. B IS CONSTANT. 12/12/97-ENF. LEVEL 1; 10/6/00 3RD QTR GW MON RPT 2000; 2/28/01 ADD'L SITE ASSESSMENT RPT; 3/28/01 INTERIM RAP	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19

SHELL #204-4532-0102 (Continued) **S101297429**

Reg By: LTNKA
Reg Id: 900170116

428
NNE
1/8-1/4
0.250 mi.
1320 ft.

BONE FLOYD **EDR Hist Cleaner** **1009187377**
1119 W 107TH ST **N/A**
LOS ANGELES, CA

Relative:
Lower

Actual:
181 ft.

EDR Historical Cleaners:
Name: BONE FLOYD
Year: 1929
Type: CLOTHES PRESSERS CLEANERS AND REPAIRERS

AX429
SE
1/4-1/2
0.251 mi.
1324 ft.

MILEY #6 LEASE **CA HIST UST** **U001561771**
802 W 123RD ST **N/A**
LOS ANGELES, CA 90044

Site 1 of 4 in cluster AX

Relative:
Lower

Actual:
188 ft.

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000029090
Facility Type: Other
Other Type: OIL PRODUCTION FACIL
Contact Name: RICHARD T. RUSSELL
Telephone: 2137579391
Owner Name: MARMAC RESOURCES COMPANY
Owner Address: 552 WEST 127TH STREET
Owner City,St,Zip: LOS ANGELES, CA 90044
Total Tanks: 0002

Tank Num: 001
Container Num: 1
Year Installed: 1957
Tank Capacity: 00002166
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 12
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00003346
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 12
Leak Detection: Visual

AX430
SE
1/4-1/2
0.251 mi.
1324 ft.

MILEY 6 LEASE
802 WEST 123RD STREET
LOS ANGELES, CA 90044

Site 2 of 4 in cluster AX

CA HIST UST **S118412954**
N/A

Relative:
Lower

Actual:
188 ft.

HIST UST:

File Number:	00027A47
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027A47.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

AV431
NE
1/4-1/2
0.285 mi.
1505 ft.

PACIFIC BELL
10600 VERMONT
LOS ANGELES, CA 90029

Site 2 of 3 in cluster AV

RCRA-SQG **1000250322**
CA UST **CAT080022635**
CA SWEEPS UST
CA HIST UST
CA FID UST
FINDS
CA EMI
CA HAZNET
ECHO

Relative:
Lower

Actual:
165 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	PACIFIC BELL
Facility address:	10600 VERMONT LOS ANGELES, CA 90029
EPA ID:	CAT080022635
Mailing address:	170 N FAIR OAKS RM 104 PASADENA, CA 91103
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

PACIFIC BELL (Continued) **1000250322**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	01/19/1981
Site name:	PACIFIC BELL
Classification:	Large Quantity Generator
Violation Status:	No violations found

UST:

Facility ID:	25389
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	33.940821
Longitude:	-118.289793

SWEEPS UST:

Status:	Active

PACIFIC BELL (Continued) **1000250322**

Comp Number: 3380
Number: 9
Board Of Equalization: 44-001027
Referral Date: 10-06-92
Action Date: 04-19-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003380-000001
Tank Status: A
Capacity: 6000
Active Date: 10-06-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: 1

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000061244
Facility Type: Other
Other Type: SIC 4800
Contact Name: E.J. KOEHLER
Telephone: 4155426758
Owner Name: PACIFIC BELL
Owner Address: 370 THIRD STREET
Owner City,St,Zip: SAN FRANCISCO, CA 94107
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: 1983
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: None

CA FID UST:
Facility ID: 19017383
Regulated By: UTNKA
Regulated ID: 00061244
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8185784181
Mail To: Not reported
Mailing Address: 370 3RD STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900290000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported

PACIFIC BELL (Continued) **1000250322**

Status: Active

FINDS:

Registry ID: 110002950815

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	38414
Air District Name:	SC
SIC Code:	4922
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	38414
Air District Name:	SC
SIC Code:	4813
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

PACIFIC BELL (Continued) **1000250322**

HAZNET:

envid:	1000250322
Year:	2015
GEPAID:	CAT080022635
Contact:	SEAN MCFARLANE
Telephone:	9252776725
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 5095, 4W200I
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Los Angeles
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0325
Cat Decode:	Unspecified oil-containing waste
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

envid:	1000250322
Year:	2015
GEPAID:	CAT080022635
Contact:	SEAN MCFARLANE
Telephone:	9252776725
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 5095, 4W200I
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1218
Cat Decode:	Aqueous solution with total organic residues less than 10 percent
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	1000250322
Year:	2015
GEPAID:	CAT080022635
Contact:	SEAN MCFARLANE
Telephone:	9252776725
Mailing Name:	Not reported
Mailing Address:	P.O. BOX 5095, 4W200I
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Los Angeles
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.2
Cat Decode:	Waste oil and mixed oil
Method Decode:	Fuel Blending Prior To Energy Recovery At Another Site

PACIFIC BELL (Continued) **1000250322**

Facility County: Los Angeles

envid: 1000250322
Year: 2010
GEPAID: CAT080022635
Contact: JAMES CRANMER
Telephone: 3033917206
Mailing Name: Not reported
Mailing Address: 1 AT&T WAY RM 2C140
Mailing City,St,Zip: BEDMINSTER, NJ 079210000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.15
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000250322
Year: 2010
GEPAID: CAT080022635
Contact: JAMES CRANMER
Telephone: 3033917206
Mailing Name: Not reported
Mailing Address: 1 AT&T WAY RM 2C140
Mailing City,St,Zip: BEDMINSTER, NJ 079210000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

ECHO:
Envid: 1000250322
Registry ID: 110002950815
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110002950815

AX432 **J-1 LEASE** **CA HIST UST** **U001561765**
SE **810 W 124TH ST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90044**
0.294 mi.
1554 ft. **Site 3 of 4 in cluster AX**

Relative:
Lower

Actual:
175 ft.

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000029092

J-1 LEASE (Continued) **U001561765**

Facility Type:	Other
Other Type:	OIL PRODUCTION FACIL
Contact Name:	RICHARD T. RUSSELL
Telephone:	2137579391
Owner Name:	MARMAC RESOURCES COMPANY
Owner Address:	552 WEST 127TH STREET
Owner City,St,Zip:	LOS ANGELES, CA 90044
Total Tanks:	0002
Tank Num:	001
Container Num:	1
Year Installed:	1977
Tank Capacity:	00005554
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	12
Leak Detection:	Visual
Tank Num:	002
Container Num:	2
Year Installed:	1977
Tank Capacity:	00003830
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	12
Leak Detection:	Visual

AX433 **J-I LEASE** **CA HIST UST** **S118411441**
SE **810 WEST 124TH STREET** **N/A**
1/4-1/2 **LOS ANGELES, CA 90044**
0.294 mi.
1554 ft. **Site 4 of 4 in cluster AX**

Relative:
Lower

Actual:
175 ft.

HIST UST:

File Number:	00027A4B
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027A4B.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

J-I LEASE (Continued) **S118411441**

Click here for Geo Tracker PDF:

AY434 **LOCAL DISTRICT NO 7** **RCRA-LQG** **1012176057**
NNW **10616 S WESTERN AVE** **CAR000198911**
1/4-1/2 **LOS ANGELES, CA 90047**
0.296 mi.
1564 ft. **Site 1 of 2 in cluster AY**

Relative:
Higher

Actual:
226 ft.

RCRA-LQG:

Date form received by agency:	02/20/2009
Facility name:	LOCAL DISTRICT NO 7
Facility address:	10616 S WESTERN AVE LOS ANGELES, CA 90047
EPA ID:	CAR000198911
Mailing address:	333 S BEAUDRY AVE 20TH FL LAUSD OEHS LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE 20TH FL LAUSD OEHS LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LOCAL DISTRICT NO 7
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	02/18/2009
Owner/Op end date:	Not reported
Owner/operator name:	LAUSD
Owner/operator address:	333 S BEAUDR AVE LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	02/18/2009

LOCAL DISTRICT NO 7 (Continued) **1012176057**

Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

AV435 **PACIFIC BELL** **RCRA NonGen / NLR** **1000250528**
NE **10600 VERMONT** **CAT080031271**
1/4-1/2 **LOS ANGELES, CA 90029**
0.309 mi.
1630 ft. **Site 3 of 3 in cluster AV**

Relative:
Lower

Actual:
165 ft.

RCRA NonGen / NLR:
Date form received by agency: 03/10/1981
Facility name: PACIFIC BELL
Facility address: 10600 VERMONT
LOS ANGELES, CA 90029
EPA ID: CAT080031271
Mailing address: 170 N FAIR OAKS RM 104
PASADENA, CA 91103
Contact: ENVIRONMENTAL MANAGER
Contact address: 10600 VERMONT
LOS ANGELES, CA 90029
Contact country: US
Contact telephone: (213) 578-2960
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: THE PACIFIC TELEPHONE AND TELEGRAPH CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

PACIFIC BELL (Continued) **1000250528**

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

436
WNW
1/4-1/2
0.313 mi.
1654 ft.

LOS ANGELES USD CENTURY PARK ELEM SCHOOL **RCRA-SQG** **1000102113**
10935 S SPINNING AVE **FINDS** **CAD982021669**
INGLEWOOD, CA 90303 **ECHO**

Relative:
Lower

Actual:
150 ft.

RCRA-SQG:
Date form received by agency: 08/07/1987
Facility name: LOS ANGELES USD CENTURY PARK ELEM SCHOOL
Facility address: 10935 S SPINNING AVE
INGLEWOOD, CA 90303
EPA ID: CAD982021669
Mailing address: 1425 S SAN PEDRO ST ROOM 215
LOS ANGELES, CA 90015
Contact: ENVIRONMENTAL MANAGER
Contact address: 10935 S SPINNING AVE
INGLEWOOD, CA 90303
Contact country: US
Contact telephone: (213) 742-7371
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

LOS ANGELES USD CENTURY PARK ELEM SCHOOL (Continued) **1000102113**

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002778771

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LOS ANGELES USD CENTURY PARK ELEM SCHOOL (Continued) **1000102113**

ECHO:

Envid:	1000102113
Registry ID:	110002778771
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110002778771

437
NNE
1/4-1/2
0.318 mi.
1678 ft.

TOSCO - 76 STATION #5772 **CA LUST** **S101297420**
1307 006TH ST W **CA HIST CORTESE** **N/A**
LOS ANGELES, CA 90017

Relative:
Lower

Actual:
200 ft.

LUST:

Region:	STATE
Global Id:	T0603700584
Latitude:	34.0556697
Longitude:	-118.2657608
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/17/1996
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900170052
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700584
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700584
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603700584
Status:	Open - Case Begin Date
Status Date:	06/22/1986

Global Id:	T0603700584
Status:	Open - Site Assessment

TOSCO - 76 STATION #5772 (Continued) **S101297420**

Status Date: 08/11/1987

Global Id: T0603700584
Status: Completed - Case Closed
Status Date: 09/17/1996

Regulatory Activities:
Global Id: T0603700584
Action Type: Other
Date: 06/22/1986
Action: Leak Stopped

Global Id: T0603700584
Action Type: Other
Date: 07/23/1986
Action: Leak Reported

Global Id: T0603700584
Action Type: Other
Date: 06/22/1986
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900170052
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700584
W Global ID: W0607701254
Staff: UNK
Local Agency: 19050
Cross Street: WITMER ST
Enforcement Type: Not reported
Date Leak Discovered: 6/22/1986
Date Leak First Reported: 7/23/1986
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: 6/22/1986
Date Case Last Changed on Database: 1/17/1997
Date the Case was Closed: 9/17/1996
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: Corrosion
Leak Source: Tank
Operator: Not reported
Water System: UNOCAL - JIM SCOTT
Well Name: Not reported
Approx. Dist To Production Well (ft): 1534.2000692659102784895721192
Source of Cleanup Funding: Tank

TOSCO - 76 STATION #5772 (Continued) **S101297420**

Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	8/11/1987
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	1/1/1965
Hist Max MTBE Conc in Groundwater:	17000
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	UNOCAL CORP
RP Address:	376 S VALENCIA AVE, BREA CA 92621
Program:	LUST
Lat/Long:	34.0556697 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	3901254-001GEN
Summary:	SITE ASSESSMENT INADEQUATE. ADDITIONAL SAP REQUESTED. 10/30/96 3RD QUARTERLY REPORT

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900170052

AZ438 **HOLLY PARK CLEANERS** **CA DRYCLEANERS** **S109611989**
West **2602 W IMPERIAL HWY** **N/A**
1/4-1/2 **HAWTHORNE, CA 90250**
0.319 mi.
1685 ft. **Site 1 of 2 in cluster AZ**

Relative:
Lower

Actual:
108 ft.

DRYCLEANERS:

EPA Id:	CAL000341658
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	03/26/2009
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	YONG S KIM
Owner Address:	2364 CANYON PARK DR
Owner Address 2:	Not reported
Owner Telephone:	9096309696
Contact Name:	YONG S KIM
Contact Address:	2602 W IMPERIAL HWY
Contact Address 2:	Not reported

HOLLY PARK CLEANERS (Continued) **S109611989**

Contact Telephone:	3237566788
Mailing Name:	Not reported
Mailing Address 1:	2602 W IMPERIAL HWY
Mailing Address 2:	Not reported
Mailing City:	HAWTHORNE
Mailing State:	CA
Mailing Zip:	902500000
Owner Fax:	0000000000
Region Code:	3

AY439 **ALLIANCE HEALTH SERVICES ACADEMY NEW HIGH SCHOOL & PARKING L** **CA ENVIROSTOR** **S118098151**
NNW **10410 AND 10600 SOUTH WESTERN AVENUE** **CA SCH** **N/A**
1/4-1/2 **LOS ANGELES, CA 90047**
0.321 mi.
1697 ft. **Site 2 of 2 in cluster AY**

Relative:
Higher

Actual:
232 ft.

ENVIROSTOR:

Facility ID:	60002179
Status:	Inactive - Action Required
Status Date:	10/20/2015
Site Code:	404911
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	1.21
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Xihong (Scarlett) Zhai
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	, 62
Senate:	, 30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.94070
Longitude:	-118.3087
APN:	6059-009-023, 6059-009-024, 6059-013-027
Past Use:	AGRICULTURAL - ROW CROPS, RESIDENTIAL AREA, RETAIL
Potential COC:	Lead Methane
Confirmed COC:	30013-NO 30015-NO
Potential Description:	SOIL, SV
Alias Name:	6059-009-023
Alias Type:	APN
Alias Name:	6059-009-024
Alias Type:	APN
Alias Name:	6059-013-027
Alias Type:	APN
Alias Name:	404911
Alias Type:	Project Code (Site Code)
Alias Name:	60002179
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement

ALLIANCE HEALTH SERVICES ACADEMY NEW HIGH SCHOOL & PARKING L (Continued) **S118098151**

Completed Date: 06/04/2015
Comments: Fully executed EOA sent (FedEx) to RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inactive Status Letter
Completed Date: 10/20/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/16/2015
Comments: Annual Cost Estimate FY 15/16 emailed and mailed to BP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement Application
Completed Date: 05/07/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/13/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/07/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/30/2015
Comments: DTSC concurred with the Adequacy of the Workplan for implementation provided DTSC comments are incorporated in future work/reports.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60002179
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.21

ALLIANCE HEALTH SERVICES ACADEMY NEW HIGH SCHOOL & PARKING L (Continued) **S118098151**

National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Xihong (Scarlett) Zhai
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	404911
Assembly:	, 62
Senate:	, 30
Special Program Status:	Not reported
Status:	Inactive - Action Required
Status Date:	10/20/2015
Restricted Use:	NO
Funding:	School District
Latitude:	33.94070
Longitude:	-118.3087
APN:	6059-009-023, 6059-009-024, 6059-013-027
Past Use:	AGRICULTURAL - ROW CROPS, RESIDENTIAL AREA, RETAIL
Potential COC:	Lead, Methane
Confirmed COC:	30013-NO, 30015-NO
Potential Description:	SOIL, SV
Alias Name:	6059-009-023
Alias Type:	APN
Alias Name:	6059-009-024
Alias Type:	APN
Alias Name:	6059-013-027
Alias Type:	APN
Alias Name:	404911
Alias Type:	Project Code (Site Code)
Alias Name:	60002179
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	06/04/2015
Comments:	Fully executed EOA sent (FedEx) to RP.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Inactive Status Letter
Completed Date:	10/20/2015
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	09/16/2015
Comments:	Annual Cost Estimate FY 15/16 emailed and mailed to BP.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement Application
Completed Date:	05/07/2015
Comments:	Not reported

ALLIANCE HEALTH SERVICES ACADEMY NEW HIGH SCHOOL & PARKING L (Continued) **S118098151**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	05/13/2015
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	05/07/2015
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	07/30/2015
Comments:	DTSC concurred with the Adequacy of the Workplan for implementation provided DTSC comments are incorporated in future work/reports.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AZ440 **TOYON LLC** **CA LUST** **S103992405**
West **3754 IMPERIAL HWY W** **N/A**
1/4-1/2 **HAWTHORNE, CA 90250**
0.345 mi.
1819 ft. **Site 2 of 2 in cluster AZ**

Relative:
Lower

Actual:
108 ft.

LUST:

Region:	STATE
Global Id:	T0603792980
Latitude:	33.931
Longitude:	-118.315013
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/14/1999
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-26557
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603792980
Contact Type:	Local Agency Caseworker

TOYON LLC (Continued) **S103992405**

Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603792980
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603792980
Status: Open - Case Begin Date
Status Date: 12/16/1998

Global Id: T0603792980
Status: Open - Site Assessment
Status Date: 12/16/1998

Global Id: T0603792980
Status: Completed - Case Closed
Status Date: 09/14/1999

Regulatory Activities:
Global Id: T0603792980
Action Type: Other
Date: 08/31/1999
Action: Leak Reported

Global Id: T0603792980
Action Type: ENFORCEMENT
Date: 09/14/1999
Action: Closure/No Further Action Letter

Global Id: T0603792980
Action Type: Other
Date: 12/16/1998
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-26557
Status: Leak being confirmed
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil

TOYON LLC (Continued) **S103992405**

Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603792980	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	DOTTY AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/16/1998	
Date Leak First Reported:		8/31/1999
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	12/16/1998	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		8/31/1999
Date the Case was Closed:		Not reported
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	JOHN CARROL	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		986.5696925593993602388843292
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	TOYON LLC	
RP Address:	3754 W. IMPERIAL HWY., HAWTHORNE, CA 90250	
Program:	LUST	
Lat/Long:	33.931 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

AW441 **RELIANCE CLEANERS** **RCRA-SQG** **1000686303**
East **657 W IMPERIAL** **FINDS** **CAD983635566**
1/4-1/2 **LOS ANGELES, CA 90044** **CA DRYCLEANERS**
0.352 mi. **CA EMI**
1857 ft. **Site 2 of 2 in cluster AW** **CA HAZNET**
ECHO

Relative:
Lower

Actual:
172 ft.

RCRA-SQG:

Date form received by agency:	04/07/1992
Facility name:	RELIANCE CLEANERS
Facility address:	657 W IMPERIAL LOS ANGELES, CA 90044
EPA ID:	CAD983635566
Contact:	INTAI LEE
Contact address:	657 W IMPERIAL LOS ANGELES, CA 90044
Contact country:	US
Contact telephone:	(213) 779-8566
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	LEE IN TAI
Owner/operator address:	657 W IMPERIAL LOS ANGELES, CA 90044
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 799-8566
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

RELIANCE CLEANERS (Continued) **1000686303**

Registry ID: 110002875817

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id:	CAL000036088
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	07/05/1990
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	DAVID IT, LEE
Owner Address:	657 W IMPERIAL HWY
Owner Address 2:	Not reported
Owner Telephone:	3237798566
Contact Name:	DAVID IT, LEE
Contact Address:	657 W IMPERIAL HWY
Contact Address 2:	Not reported
Contact Telephone:	3237798566
Mailing Name:	Not reported
Mailing Address 1:	657 W IMPERIAL HWY
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900440000
Owner Fax:	0000000000
Region Code:	3

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	35472
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

RELIANCE CLEANERS (Continued) **1000686303**

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	35472
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	35472
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAZNET:

envid:	1000686303
Year:	1996
GEPAID:	CAD983635566
Contact:	LEE IN TAI
Telephone:	3103292992
Mailing Name:	Not reported
Mailing Address:	657 W IMPERIAL
Mailing City,St,Zip:	LOS ANGELES, CA 900440000
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.5048
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000686303
Year:	1995
GEPAID:	CAD983635566

RELIANCE CLEANERS (Continued) **1000686303**

Contact:	LEE IN TAI
Telephone:	3103292992
Mailing Name:	Not reported
Mailing Address:	657 W IMPERIAL
Mailing City,St,Zip:	LOS ANGELES, CA 900440000
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	1.2972
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

ECHO:

Envid:	1000686303
Registry ID:	110002875817
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110002875817

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442 **J-1** **CA AST** **A100421068**
SE **812 W 125TH ST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90044**
0.370 mi.
1952 ft.

Relative:
Lower

Actual:
154 ft.

AST:

Certified Unified Program Agencies:	Not reported
Owner:	Garner Engineering, Inc
Total Gallons:	Not reported
CERSID:	10671799
Facility ID:	Not reported
Business Name:	J-1
Phone:	8669334497
Fax:	Not reported
Mailing Address:	11171 Cherry Hill Dr
Mailing Address City:	North Tustin
Mailing Address State:	CA
Mailing Address Zip Code:	92705
Operator Name:	Global Energy Consulting, Inc.
Operator Phone:	8669334497
Owner Phone:	8055701021
Owner Mail Address:	75 Olive Mill Rd
Owner State:	CA
Owner Zip Code:	93108
Owner Country:	United States
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	Not reported

BA443 SSE 1/4-1/2 0.376 mi. 1987 ft. | **HELLEN KELLER PARK 1045 W. 126TH ST. WESTMONT, CA** | **CA SWF/LF** | **S112135914 N/A**

Site 1 of 3 in cluster BA

Relative: Lower

Actual: 167 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-CR-0829
Lat/Long:	33.91667 / -118.28333
Owner Name:	County of Los Angeles
Owner Telephone:	Not reported
Owner Address:	Not reported
Owner Address2:	500 W. Temple St., Rm 754
Owner City,St,Zip:	Los Angeles, CA 90012
Operational Status:	Closed
Operator:	County of Los Angeles
Operator Phone:	Not reported
Operator Address:	Not reported
Operator Address2:	500 W. Temple St., Rm 754
Operator City,St,Zip:	Los Angeles, CA 90012
Permit Date:	Not reported
Permit Status:	Not reported
Permitted Acreage:	Not reported
Activity:	Solid Waste Disposal Site
Regulation Status:	Unpermitted
Landuse Name:	Not reported
GIS Source:	Map
Category:	Disposal
Unit Number:	01
Inspection Frequency:	Annual
Accepted Waste:	Asbestos,Ash,Construction/demolition,Other hazardous
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	Not reported
SWIS Num:	19-CR-0829
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	Not reported
Actual Throughput with Units:	Not reported
Permitted Capacity with Units:	Not reported
Remaining Capacity:	Not reported
Remaining Capacity with Units:	Not reported
Lat/Long:	33.91667 / -118.28333

BA444 SSE 1/4-1/2 0.378 mi. 1997 ft. | **HELEN KELLER PARK 1045 WEST 126TH STREET LOS ANGELES, CA 90044** | **CA ENVIROSTOR CA NPDES** | **1000206572 N/A**

Site 2 of 3 in cluster BA

Relative: Lower

Actual: 167 ft.

ENVIROSTOR:

Facility ID:	19790001
Status:	Refer: Other Agency
Status Date:	01/17/1984
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO

HELEN KELLER PARK (Continued) **1000206572**

Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: * RCRA 3012 - Past Haz Waste Disp Inven Site
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91715
Longitude: -118.2927
APN: 6089029901
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 6089029901
Alias Type: APN
Alias Name: CAD980636237
Alias Type: EPA Identification Number
Alias Name: 19790001
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 01/17/1984
Comments: SOURCE ACT UNKNOWN, PRESENTY A RECREATNL PARK(2+ ACRES). SITE HISTORY (CL II LDFL WAS SPARSE. NO GAS MIGRATION WASE EN- COUNTERED IN CO ENGR STUDY OF THE SITE SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/26/1983
Comments: FACILITY IDENTIFIED ID FROM ERRIS

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

NPDES:
Npdes Number: Not reported
Facility Status: Not reported
Agency Id: Not reported
Region: 4
Regulatory Measure Id: 452582
Order No: Not reported

HELEN KELLER PARK (Continued) **1000206572**

Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C372278
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	10/28/2015
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	2/4/2015
PROCESSED DATE:	2/27/2015
STATUS CODE NAME:	Terminated
STATUS DATE:	1/7/2016
PLACE SIZE:	6.96
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Jim Kearns
FACILITY CONTACT TITLE:	Approved Signatory
FACILITY CONTACT PHONE:	626-300-3200
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	jkearns@dpw.lacounty.gov
OPERATOR NAME:	County of Los Angeles Department of Public Works
OPERATOR ADDRESS:	900 South Fremont Avenue
OPERATOR CITY:	Alhambra
OPERATOR STATE:	California
OPERATOR ZIP:	91803
OPERATOR CONTACT NAME:	ryan kristan
OPERATOR CONTACT TITLE:	Project Manager
OPERATOR CONTACT PHONE:	714-427-2878
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	rkristan@dpw.lacounty.gov
OPERATOR TYPE:	County Agency
DEVELOPER NAME:	Environmental Construction Inc
DEVELOPER ADDRESS:	21550 Oxnard Street
DEVELOPER CITY:	Woodland Hills
DEVELOPER STATE:	California
DEVELOPER ZIP:	91367
DEVELOPER CONTACT NAME:	Rambod Mohseni
DEVELOPER CONTACT TITLE:	QSP
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N
CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	N
CONSTYPE ELECTRICAL LINE IND:	N
CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	N
CONSTYPE OTHER DESRIPTION:	Public park
CONSTYPE OTHER IND:	Y
CONSTYPE RECONS IND:	N
CONSTYPE RESIDENTIAL IND:	N

HELEN KELLER PARK (Continued) **1000206572**

CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Channel
CERTIFIER NAME:	Vince Yu
CERTIFIER TITLE:	Capital Projects Program Manager
CERTIFICATION DATE:	04-FEB-15
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	452582
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C372278
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	02/27/2015
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	10/28/2015
Discharge Name:	County of Los Angeles Department of Public Works
Discharge Address:	900 South Fremont Avenue
Discharge City:	Alhambra
Discharge State:	California
Discharge Zip:	91803
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported

HELEN KELLER PARK (Continued) **1000206572**

DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

BA445 **HELEN KELLER PARK** **SEMS-ARCHIVE** **1003878459**
SSE **1045 W 126TH ST** **CAD980636237**
1/4-1/2 **LOS ANGELES, CA 90044**
0.378 mi.
1997 ft. **Site 3 of 3 in cluster BA**

Relative:
Lower

Actual:
167 ft.

SEMS-ARCHIVE:

Site ID:	901792
EPA ID:	CAD980636237
Federal Facility:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

Following information was gathered from the prior CERCLIS update completed in 10/2013:

Site ID:	0901792
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13290550.00000
Person ID:	13003854.00000
Contact Sequence ID:	13296145.00000
Person ID:	13003858.00000

HELEN KELLER PARK (Continued) **1003878459**

Contact Sequence ID: 13302003.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 06/01/81
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 11/01/84
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 03/01/84
Date Completed: 11/01/84
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

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BB446 **LA COUNTY COMMUNITY DEVELOPMENT COMMISSION** **CA LUST** **S106116250**
North **10500 NORMANDIE AVE. S.** **N/A**
1/4-1/2 **LOS ANGELES, CA 90044**
0.381 mi.
2013 ft. **Site 1 of 4 in cluster BB**

Relative:
Lower

Actual:
208 ft.

LUST:
Region: STATE
Global Id: T0603777221
Latitude: 33.940903
Longitude: -118.299917
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 12/29/2003
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: AT
Local Agency: LOS ANGELES COUNTY
RB Case Number: R-38466
LOC Case Number: 027212-038466
File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603777221
Contact Type: Regional Board Caseworker
Contact Name: ARMAN TOUMARI
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: atoumari@waterboards.ca.gov
Phone Number: 2135766708

Global Id: T0603777221
Contact Type: Local Agency Caseworker
Contact Name: TIM SMITH

LA COUNTY COMMUNITY DEVELOPMENT COMMISSION (Continued) **S106116250**

Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: tsmith@dpw.lacounty.gov
Phone Number: Not reported

Status History:
Global Id: T0603777221
Status: Open - Case Begin Date
Status Date: 05/21/2002

Global Id: T0603777221
Status: Open - Site Assessment
Status Date: 05/06/2003

Global Id: T0603777221
Status: Open - Remediation
Status Date: 07/01/2003

Global Id: T0603777221
Status: Open - Site Assessment
Status Date: 07/01/2003

Global Id: T0603777221
Status: Completed - Case Closed
Status Date: 12/29/2003

Regulatory Activities:
Global Id: T0603777221
Action Type: Other
Date: 05/21/2002
Action: Leak Discovery

Global Id: T0603777221
Action Type: Other
Date: 05/06/2003
Action: Leak Reported

Global Id: T0603777221
Action Type: ENFORCEMENT
Date: 06/05/2003
Action: Staff Letter

Global Id: T0603777221
Action Type: ENFORCEMENT
Date: 07/30/2003
Action: Staff Letter

Global Id: T0603777221
Action Type: ENFORCEMENT
Date: 12/24/2003
Action: Site Visit / Inspection / Sampling

Global Id: T0603777221
Action Type: ENFORCEMENT
Date: 12/29/2003

LA COUNTY COMMUNITY DEVELOPMENT COMMISSION (Continued) **S106116250**

Action: Closure/No Further Action Letter

Global Id: T0603777221
Action Type: REMEDIATION
Date: 05/21/2002
Action: Excavation

Global Id: T0603777221
Action Type: RESPONSE
Date: 01/15/2004
Action: Unknown

Global Id: T0603777221
Action Type: ENFORCEMENT
Date: 06/18/2003
Action: * Verbal Communication

Global Id: T0603777221
Action Type: RESPONSE
Date: 07/15/2003
Action: Other Report / Document

Global Id: T0603777221
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603777221
Action Type: RESPONSE
Date: 10/15/2003
Action: Interim Remedial Action Report

Global Id: T0603777221
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603777221
Action Type: RESPONSE
Date: 10/15/2003
Action: Well Installation Report

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-38466
Status: Case Closed
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: 027212-038466
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603777221
W Global ID: Not reported
Staff: AT

LA COUNTY COMMUNITY DEVELOPMENT COMMISSION (Continued) **S106116250**

Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	CLOS	
Date Leak Discovered:	5/21/2002	
Date Leak First Reported:		5/6/2003
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	5/6/2003	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		12/29/2003
How Leak Discovered:	OM	
How Leak Stopped:	Close Tank	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		7/1/2003
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		7/1/2003
Remediation Plan Submitted:		7/1/2003
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	WALTER HAMANN	
RP Address:	790 E. SANTA CLARA ST.	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

BC447 **CA SLIC** **S108406494**
SW **12335 SOUTH VAN NESS** **CA CHMIRS** **N/A**
1/4-1/2 **HAWTHORNE, CA 90250**
0.382 mi.
2016 ft. **Site 1 of 3 in cluster BC**

Relative:
Lower

Actual:
72 ft.

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	09/01/1996
Global Id:	SL184511434
Lead Agency:	LOS ANGELES RWQCB (REGION 4)

(Continued) **S108406494**

Lead Agency Case Number:	Not reported
Latitude:	33.930975
Longitude:	-118.316809
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0585
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

CHMIRS:

OES Incident Number:	13-5312
OES notification:	08/26/2013
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Industrial Plant
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Lbs.
Other:	Not reported
Date/Time:	1520
Year:	2013
Agency:	Interplastic Corp.
Incident Date:	8/26/2013

(Continued) **S108406494**

Admin Agency:	Hawthorne Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Styrene
Quantity Released:	1,500
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Caller states: A tank was overfilled causing the release. The release was to secondary containment. Not reported
OES Incident Number:	13-5315
OES notification:	08/26/2013
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No

(Continued) **S108406494**

Waterway:	Not reported
Spill Site:	Merchant/Business
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Lbs.
Other:	Not reported
Date/Time:	1500
Year:	2013
Agency:	NRC
Incident Date:	8/26/2013
Admin Agency:	Hawthorne Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Styrene
Quantity Released:	1500
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Per the NRC report #1058296 "Caller is reporting a discharge of styrene from an underground storage tank due to overfill of the tank.." Clean up is underway
OES Incident Number:	1-2137
OES notification:	04/02/2011
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported

(Continued) **S108406494**

Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Storm Drain / Dominguez Channel
Spill Site:	Industrial Plant
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Qt.(s)
Other:	Not reported
Date/Time:	1100
Year:	2011
Agency:	Inter Plastic Corp
Incident Date:	4/2/2011
Admin Agency:	Hawthorne Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Storm Drain / Dominguez Channel
E Date:	Not reported
Substance:	Water Soluble Organic Acid
Quantity Released:	1
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	While transporting the product in a 350 gallon tote, an employee dropped the tote from a fork-lift causing the release. A containment wall contained the release.
OES Incident Number:	5-7137
OES notification:	12/11/2005
OES Date:	Not reported
OES Time:	Not reported

(Continued) **S108406494**

Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2005
Agency:	InterPlastic Corp
Incident Date:	12/10/200512:00:00 AM
Admin Agency:	Hawthorne Fire Deparpartment
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	pthalicanhydride (acid)
Gallons:	0.000000
Pounds:	5000
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported

(Continued) **S108406494**

#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Released due to employee error, valve left open. Released into a dike on the concrete.

BC448 **BP CHEMICAL SILMAR FACILITY (FORMER)** **CA LUST** **S104234397**
SW **12335 VAN NESS AVE S** **CA HIST CORTESE** **N/A**
1/4-1/2 **HAWTHORNE, CA 90250**
0.382 mi.
2016 ft. **Site 2 of 3 in cluster BC**

Relative:
Lower

Actual:
72 ft.

LUST:

Region:	STATE
Global Id:	T0603705370
Latitude:	33.920177
Longitude:	-118.319949
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/02/2005
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	AT
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-22690
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705370
Contact Type:	Regional Board Caseworker
Contact Name:	ARMAN TOUMARI
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	atoumari@waterboards.ca.gov
Phone Number:	2135766708

Global Id:	T0603705370
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603705370
Status:	Open - Case Begin Date
Status Date:	01/01/1991

BP CHEMICAL SILMAR FACILITY (FORMER) (Continued) **S104234397**

Global Id: T0603705370
Status: Open - Site Assessment
Status Date: 01/01/1991

Global Id: T0603705370
Status: Open - Site Assessment
Status Date: 01/01/1997

Global Id: T0603705370
Status: Open - Remediation
Status Date: 01/01/1998

Global Id: T0603705370
Status: Completed - Case Closed
Status Date: 06/02/2005

Regulatory Activities:
Global Id: T0603705370
Action Type: ENFORCEMENT
Date: 07/18/2002
Action: Staff Letter

Global Id: T0603705370
Action Type: Other
Date: 11/30/1999
Action: Leak Reported

Global Id: T0603705370
Action Type: ENFORCEMENT
Date: 05/25/2005
Action: Site Visit / Inspection / Sampling

Global Id: T0603705370
Action Type: ENFORCEMENT
Date: 06/02/2005
Action: Closure/No Further Action Letter

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-22690
Status: Leak being confirmed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603705370
W Global ID: Not reported
Staff: AT
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: DLLET
Date Leak Discovered: Not reported

BP CHEMICAL SILMAR FACILITY (FORMER) (Continued) **S104234397**

Date Leak First Reported:		11/30/1999
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	11/30/1999	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		11/30/1999
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1411.2593282216797058354068391
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		3/26/1998
Hist Max MTBE Conc in Groundwater:		3.4
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ROBERT HOFFMAN	
RP Address:	1225 WILLOW LAKE BLVD.	
Program:	LUST	
Lat/Long:	33.9203947 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	FORMER DIESEL UST REMOVED IN 1999. THE UST WAS EMPTY SINCE 1993. SLIC CLOSED THE SITE BUT DUE TO DIESEL UST REMOVAL, REFERRED THE CASE TO UST SECTION ON DEC. 8, 1999.	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-22690

BC449 **BP OIL COMPANY** **CA SLIC** **S104405008**
SW **12335 VAN NESS** **N/A**
1/4-1/2 **HAWTHORNE, CA 90250**
0.382 mi.
2016 ft. **Site 3 of 3 in cluster BC**

Relative:
Lower

Actual:
72 ft.

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0585
Substance:	VOCs
Staff:	David Hung

BB450 **LA CO FIRE STATION #14** **CA HIST CORTESE** **S105024730**
North **1401 105TH** **N/A**
1/4-1/2 **LOS ANGELES, CA 90047**
0.391 mi.
2065 ft. **Site 2 of 4 in cluster BB**

Relative:
Lower

Actual:
208 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-12754

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451 **NORTHROP CORP, ELECTRONICS SYS** **CA LUST** **S101617701**
WSW **2301 W 120TH ST** **CA SWEEPS UST** **N/A**
1/4-1/2 **HAWTHORNE, CA 90251** **CA FID UST**
0.401 mi. **CA EMI**
2119 ft. **CA HIST CORTESE**
CA LOS ANGELES CO. HMS

Relative:
Lower

Actual:
71 ft.

LUST:

Region:	STATE
Global Id:	T0603701294
Latitude:	33.924402
Longitude:	-118.320356
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	10/08/1996
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	902510016
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701294
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA

NORTHROP CORP, ELECTRONICS SYS (Continued) **S101617701**

Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603701294
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603701294
Status: Open - Case Begin Date
Status Date: 06/12/1995

Global Id: T0603701294
Status: Open - Site Assessment
Status Date: 06/12/1995

Global Id: T0603701294
Status: Open - Site Assessment
Status Date: 08/21/1995

Global Id: T0603701294
Status: Open - Site Assessment
Status Date: 09/18/1995

Global Id: T0603701294
Status: Completed - Case Closed
Status Date: 10/08/1996

Regulatory Activities:
Global Id: T0603701294
Action Type: Other
Date: 06/29/1995
Action: Leak Stopped

Global Id: T0603701294
Action Type: Other
Date: 06/28/1995
Action: Leak Reported

Global Id: T0603701294
Action Type: Other
Date: 06/28/1995
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 902510016
Status: Case Closed

NORTHROP CORP, ELECTRONICS SYS (Continued) **S101617701**

Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701294	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	VAN NESS	
Enforcement Type:	Not reported	
Date Leak Discovered:	6/28/1995	
Date Leak First Reported:		6/28/1995
Date Leak Record Entered:	8/14/1995	
Date Confirmation Began:	6/12/1995	
Date Leak Stopped:	6/29/1995	
Date Case Last Changed on Database:		11/19/1997
Date the Case was Closed:		10/8/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Piping	
Operator:	SANDRA COHEN SEE DPW I-9284	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2719.036012163161388799895036 7
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		8/21/1995
Preliminary Site Assessment Began:		9/18/1995
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	NORTHROP GRUMMAN CORP	
RP Address:	P.O. BOX 5032, HAWTHORNE CA 90251-5032	
Program:	LUST	
Lat/Long:	33.9238367 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	TPH @ 29000 PPM; BTEX @ 200/2100/500/4600 PPM DPW STATES LEAK AT DISPENSER 08/08/95 DPW'S URF REC'D BY CRWQCB 11/19/97 NEW LEAK RELEASE REPORT	

NORTHROP CORP, ELECTRONICS SYS (Continued) **S101617701**

SWEEPS UST:

Status:	Active
Comp Number:	9284
Number:	9
Board Of Equalization:	44-007728
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009284-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	4

Status:	Active
Comp Number:	9284
Number:	9
Board Of Equalization:	44-007728
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009284-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	9284
Number:	9
Board Of Equalization:	44-007728
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009284-000003
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	9284
Number:	9
Board Of Equalization:	44-007728
Referral Date:	06-30-89

NORTHROP CORP, ELECTRONICS SYS (Continued) **S101617701**

Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-009284-000004
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19029530
Regulated By:	UTNKA
Regulated ID:	00017534
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8180000000
Mail To:	Not reported
Mailing Address:	2301 W 120TH ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	HAWTHORNE
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	77
Air District Name:	SC
SIC Code:	3651
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	60
Reactive Organic Gases Tons/Yr:	12
Carbon Monoxide Emissions Tons/Yr:	95
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	77
Air District Name:	SC
SIC Code:	3651
Air District Name:	SOUTH COAST AQMD

NORTHROP CORP, ELECTRONICS SYS (Continued) **S101617701**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	32
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	76
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	77
Air District Name:	SC
SIC Code:	3651
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	77
Air District Name:	SC
SIC Code:	3651
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	77
Air District Name:	SC
SIC Code:	3651
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2

NORTHROP CORP, ELECTRONICS SYS (Continued) **S101617701**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	77
Air District Name:	SC
SIC Code:	3651
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	77
Air District Name:	SC
SIC Code:	3651
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	77
Air District Name:	SC
SIC Code:	3651
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19

NORTHROP CORP, ELECTRONICS SYS (Continued) **S101617701**

Air Basin:	SC
Facility ID:	77
Air District Name:	SC
SIC Code:	3651
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	902510016

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	009471-009284
Facility Type:	0
Facility Status:	Removed
Area:	2C
Permit Number:	00000324T
Permit Status:	Removed

Region:	LA
Permit Category:	Not reported
Facility Id:	009471-055293
Facility Type:	Not reported
Facility Status:	OPEN
Area:	2C
Permit Number:	Not reported
Permit Status:	Not reported

BD452 **ARCO #5016** **CA LUST** **S102424259**
SSW **12726 WESTERN AVE S** **N/A**
1/4-1/2 **ATHENS, CA 90047**
0.418 mi.
2209 ft. **Site 1 of 3 in cluster BD**

Relative:
Lower

Actual:
95 ft.

LUST:

Region:	STATE
Global Id:	T0603703023
Latitude:	33.9170669
Longitude:	-118.3088582
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	10/03/1996
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES COUNTY

ARCO #5016 (Continued) **S102424259**

RB Case Number: I-05053
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603703023
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703023
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603703023
Status: Open - Case Begin Date
Status Date: 03/30/1990

Global Id: T0603703023
Status: Open - Site Assessment
Status Date: 04/11/1990

Global Id: T0603703023
Status: Open - Site Assessment
Status Date: 03/04/1992

Global Id: T0603703023
Status: Open - Remediation
Status Date: 09/20/1995

Global Id: T0603703023
Status: Completed - Case Closed
Status Date: 10/03/1996

Regulatory Activities:
Global Id: T0603703023
Action Type: Other
Date: 03/30/1990
Action: Leak Reported

Global Id: T0603703023
Action Type: Other

ARCO #5016 (Continued) **S102424259**

Date:	03/30/1990
Action:	Leak Discovery

Region:	STATE
Global Id:	T0603726297
Latitude:	33.917084
Longitude:	-118.308866
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/01/2015
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MT
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-05053A
LOC Case Number:	4867-35976
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603726297
Contact Type:	Local Agency Caseworker
Contact Name:	KATTYA BATRES RINZE
Organization Name:	LOS ANGELES COUNTY
Address:	900 SOUTH FREMONT AVE
City:	ALHAMBRA
Email:	gbatres@dpw.lacounty.gov
Phone Number:	Not reported

Global Id:	T0603726297
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	mtaidy@waterboards.ca.gov
Phone Number:	2135766741

Status History:

Global Id:	T0603726297
Status:	Open - Case Begin Date
Status Date:	02/22/2002

Global Id:	T0603726297
Status:	Open - Site Assessment
Status Date:	05/31/2005

Global Id:	T0603726297
Status:	Open - Eligible for Closure
Status Date:	05/15/2014

Global Id:	T0603726297
Status:	Completed - Case Closed

ARCO #5016 (Continued) **S102424259**

Status Date: 07/01/2015

Regulatory Activities:

Global Id: T0603726297
Action Type: Other
Date: 02/22/2002
Action: Leak Discovery

Global Id: T0603726297
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: ENFORCEMENT
Date: 04/24/2009
Action: Staff Letter

Global Id: T0603726297
Action Type: RESPONSE
Date: 06/18/2012
Action: Soil and Water Investigation Workplan

Global Id: T0603726297
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: RESPONSE
Date: 09/17/2012
Action: Soil and Water Investigation Report

Global Id: T0603726297
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603726297
Action Type: ENFORCEMENT
Date: 06/24/2009
Action: Staff Letter

Global Id: T0603726297
Action Type: ENFORCEMENT
Date: 09/25/2014
Action: Notification - Preclosure

Global Id: T0603726297
Action Type: Other
Date: 03/25/2002
Action: Leak Reported

ARCO #5016 (Continued) **S102424259**

Global Id: T0603726297
Action Type: ENFORCEMENT
Date: 07/01/2015
Action: Closure/No Further Action Letter

Global Id: T0603726297
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603726297
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603726297
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603726297
Action Type: RESPONSE
Date: 04/14/2008
Action: Other Report / Document

Global Id: T0603726297
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603726297
Action Type: RESPONSE
Date: 01/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: RESPONSE
Date: 09/22/2009
Action: Soil and Water Investigation Report

Global Id: T0603726297
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603726297
Action Type: RESPONSE

ARCO #5016 (Continued) **S102424259**

Date: 05/22/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603726297
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603726297
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: RESPONSE
Date: 04/15/2015
Action: Well Destruction Report

Global Id: T0603726297
Action Type: ENFORCEMENT
Date: 03/12/2008
Action: 13267 Requirement

Global Id: T0603726297
Action Type: ENFORCEMENT
Date: 06/19/2012
Action: Staff Letter

Global Id: T0603726297
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603726297
Action Type: ENFORCEMENT
Date: 05/16/2012
Action: Staff Letter

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-05053
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported

ARCO #5016 (Continued) **S102424259**

Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703023	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	EL SEGUNDO	
Enforcement Type:	Not reported	
Date Leak Discovered:	3/30/1990	
Date Leak First Reported:		3/30/1990
Date Leak Record Entered:	4/8/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/4/1996
Date the Case was Closed:		10/3/1996
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	BOCTOR, RAMSIS	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2366.2316809832563667702023 49
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		4/11/1990
Preliminary Site Assessment Began:		3/4/1992
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		9/20/1995
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ARCO PRODUCTS CO.	
RP Address:	P.O. BOX 5077, BUENA PARK, CA 90622-5077	
Program:	LUST	
Lat/Long:	33.9170669 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	NEW GAS LEAK REPORTED 11/20/90 DISCOVERED 10/31/90.	

BD453 SSW 1/4-1/2 0.418 mi. 2209 ft. | **ARCO #5016**
12726 WESTERN
LOS ANGELES, CA 90047
Site 2 of 3 in cluster BD | **CA HIST CORTESE** | **S103627173**
N/A

Relative: Lower
Actual: 95 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-05053

BB454 North 1/4-1/2 0.423 mi. 2236 ft. | **LA CO DPW WW ATHENS YARD**
10426 NORMANDIE AVE S
GARDENA, CA 90044
Site 3 of 4 in cluster BB | **CA LUST** | **S102061796**
N/A

Relative: Lower
Actual: 205 ft.

LUST:

Region:	STATE
Global Id:	T0603704955
Latitude:	33.9415167
Longitude:	-118.3000923
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	10/28/2004
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JW
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-10699
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704955
Contact Type:	Regional Board Caseworker
Contact Name:	JIMMIE WOO
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jwoo@waterboards.ca.gov
Phone Number:	2135766600

Global Id:	T0603704955
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603704955
Status:	Open - Case Begin Date

LA CO DPW WW ATHENS YARD (Continued) **S102061796**

Status Date: 04/28/1988

Global Id: T0603704955
Status: Open - Site Assessment
Status Date: 11/29/2001

Global Id: T0603704955
Status: Open - Site Assessment
Status Date: 12/18/2001

Global Id: T0603704955
Status: Open - Remediation
Status Date: 02/28/2002

Global Id: T0603704955
Status: Open - Remediation
Status Date: 11/12/2003

Global Id: T0603704955
Status: Open - Remediation
Status Date: 03/03/2004

Global Id: T0603704955
Status: Open - Remediation
Status Date: 04/28/2004

Global Id: T0603704955
Status: Open - Remediation
Status Date: 08/18/2004

Global Id: T0603704955
Status: Completed - Case Closed
Status Date: 10/28/2004

Regulatory Activities:
Global Id: T0603704955
Action Type: Other
Date: 04/28/1988
Action: Leak Stopped

Global Id: T0603704955
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603704955
Action Type: RESPONSE
Date: 01/15/2004
Action: Remedial Progress Report

Global Id: T0603704955
Action Type: ENFORCEMENT
Date: 02/28/2002
Action: Staff Letter

Global Id: T0603704955
Action Type: Other

LA CO DPW WW ATHENS YARD (Continued) **S102061796**

Date: 06/09/1992
Action: Leak Reported

Global Id: T0603704955
Action Type: ENFORCEMENT
Date: 06/25/2002
Action: Staff Letter

Global Id: T0603704955
Action Type: REMEDIATION
Date: 10/16/2003
Action: Soil Vapor Extraction (SVE)

Global Id: T0603704955
Action Type: ENFORCEMENT
Date: 10/27/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603704955
Action Type: ENFORCEMENT
Date: 10/28/2004
Action: Closure/No Further Action Letter

Global Id: T0603704955
Action Type: Other
Date: 04/28/1988
Action: Leak Discovery

Global Id: T0603704955
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603704955
Action Type: RESPONSE
Date: 07/15/2004
Action: Remedial Progress Report

Global Id: T0603704955
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603704955
Action Type: RESPONSE
Date: 10/15/2003
Action: Remedial Progress Report

Global Id: T0603704955
Action Type: RESPONSE
Date: 04/15/2004
Action: Remedial Progress Report

Global Id: T0603704955
Action Type: RESPONSE
Date: 01/31/2005
Action: Unknown

LA CO DPW WW ATHENS YARD (Continued) **S102061796**

Global Id:	T0603704955
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Monitoring Report - Quarterly

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-10699
Status:	Remedial action (cleanup) Underway
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603704955
W Global ID:	Not reported
Staff:	JW
Local Agency:	19000
Cross Street:	104TH ST.
Enforcement Type:	LET
Date Leak Discovered:	4/28/1988
Date Leak First Reported:	6/9/1992
Date Leak Record Entered:	5/27/1992
Date Confirmation Began:	Not reported
Date Leak Stopped:	4/28/1988
Date Case Last Changed on Database:	2/28/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	Corrosion
Leak Source:	Tank
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	5832.196850637434189500490044 6
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	11/29/2001
Preliminary Site Assessment Began:	12/18/2001
Pollution Characterization Began:	12/18/2001
Remediation Plan Submitted:	2/28/2002
Remedial Action Underway:	7/27/2004
Post Remedial Action Monitoring Began:	6/9/1992
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	WALTER HAMANN
RP Address:	790 E. SANTA CLARA ST.
Program:	LUST

LA CO DPW WW ATHENS YARD (Continued) **S102061796**

Lat/Long:	33.9415167 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

BB455 **ATHENS MAINT. YARD/LA COUNTY** **CA LUST** **S104025622**
North **10426 NORMANDIE AVE** **CA HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90044**
0.423 mi.
2236 ft. **Site 4 of 4 in cluster BB**

Relative:
Lower

Actual:
205 ft.

LUST:

Region:	STATE
Global Id:	T0603705529
Latitude:	33.9415524
Longitude:	-118.300244
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/28/1998
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-25887
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705529
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705529
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603705529
Status:	Completed - Case Closed
Status Date:	07/28/1998

ATHENS MAINT. YARD/LA COUNTY (Continued) **S104025622**

Global Id: T0603705529
Status: Open - Case Begin Date
Status Date: 07/28/1998

Regulatory Activities:
Global Id: T0603705529
Action Type: Other
Date: 07/28/1998
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-25887
Status: Case Closed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603705529
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 7/28/1998
Date Leak Record Entered: 7/31/1998
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 6/1/1999
Date the Case was Closed: 7/28/1998
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5827.914822199531457861582034 5
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported

ATHENS MAINT. YARD/LA COUNTY (Continued) **S104025622**

Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	COUNTY OF LOS ANGELES
RP Address:	550 S. VERMONT AVE., 10TH FLOOR, LOS ANGELES CA 90002
Program:	LUST
Lat/Long:	33.9414937 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	CLOSURE APPLICATION #218926; 6/1/99 REQUEST FOR RENEWAL OF CASE ENGAGEMENT RPT ON VAPOR WELL INSTALLATION

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-25887

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-10699

BE456 **BENNET RESIDENCE** **CA ENVIROSTOR** **S100185538**
NW **2045 WEST 105TH STREET** **N/A**
1/4-1/2 **INGLEWOOD, CA 90301**
0.465 mi.
2454 ft. **Site 1 of 2 in cluster BE**

Relative:
Lower

Actual:
202 ft.

ENVIROSTOR:

Facility ID:	19650009
Status:	Refer: Other Agency
Status Date:	08/31/1995
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Mmonroy
Division Branch:	Cleanup Chatsworth
Assembly:	Not reported
Senate:	Not reported
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	0
Longitude:	0
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED

BENNET RESIDENCE (Continued) **S100185538**

Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD982500753
Alias Type: EPA Identification Number
Alias Name: 19650009
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 10/27/1994
Comments: DATABASE VERIFICATION PROJECT CONFIRMS NFA FOR DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 07/01/1991
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 08/27/1990
Comments: Facility identified via FIT PA Summary Report.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

BE457 **BENNETT RESIDENCE** **SEMS-ARCHIVE** **1003879457**
NW **2045 WEST 105TH STREET** **CAD982500753**
1/4-1/2 **LOS ANGELES, CA 90049**
0.473 mi.
2499 ft. **Site 2 of 2 in cluster BE**

Relative:
Lower

Actual:
205 ft.

SEMS-ARCHIVE:
Site ID: 903633
EPA ID: CAD982500753
Federal Facility: N
NPL: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

Following information was gathered from the prior CERCLIS update completed in 10/2013:
Site ID: 0903633
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13288630.00000

BENNETT RESIDENCE (Continued) **1003879457**

Person ID: 13003854.00000

Contact Sequence ID: 13294225.00000
Person ID: 13003858.00000

Contact Sequence ID: 13300083.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 09/05/90
Priority Level: Higher priority for further assessment

Action: DISCOVERY
Date Started: / /
Date Completed: 06/14/89
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 03/29/91
Priority Level: Not reported

Action: SITE INSPECTION
Date Started: / /
Date Completed: 03/29/91
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

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BF458 **CAR SMOG** **CA LUST** **S103065308**
South **1553 EL SEGUNDO** **CA HIST CORTESE** **N/A**
1/4-1/2 **GARDENA, CA 90247**
0.476 mi.
2515 ft. **Site 1 of 4 in cluster BF**

Relative:
Lower

Actual:
109 ft.

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-05553
Status: Leak being confirmed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: OT
Global ID: T0603704682
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: WESTERN AVE
Enforcement Type: Not reported
Date Leak Discovered: 4/2/1996
Date Leak First Reported: 4/2/1996
Date Leak Record Entered: 6/10/1996
Date Confirmation Began: 4/2/1996
Date Leak Stopped: 4/2/1996

CAR SMOG (Continued) **S103065308**

Date Case Last Changed on Database:	4/2/1996
Date the Case was Closed:	Not reported
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	GEORGE
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	1059.863284159602863140819530 7
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	RONALD B ANDERSON
RP Address:	17218 XTTRIUM ST, N.W. RAMSEY, MN 55303
Program:	LUST
Lat/Long:	33.916286 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-05553

BF459 **CAR SMOG** **CA LUST** **S118502914**
South **1553 WEST EL SEGUNDO BLVD** **N/A**
1/4-1/2 **GARDENA, CA 90249**
0.476 mi.
2515 ft. **Site 2 of 4 in cluster BF**

Relative:
Lower

Actual:
109 ft.

LUST:

Region:	STATE
Global Id:	T0603704682
Latitude:	33.916286
Longitude:	-118.303474
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed

CAR SMOG (Continued) **S118502914**

Status Date:	11/28/2016
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MT
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-05553
LOC Case Number:	005353-005553
File Location:	Regional Board
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704682
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603704682
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	mtaidy@waterboards.ca.gov
Phone Number:	2135766741

Status History:

Global Id:	T0603704682
Status:	Open - Case Begin Date
Status Date:	04/02/1996

Global Id:	T0603704682
Status:	Open - Site Assessment
Status Date:	04/02/1996

Global Id:	T0603704682
Status:	Open - Referred
Status Date:	05/05/2009

Global Id:	T0603704682
Status:	Open - Site Assessment
Status Date:	06/05/2009

Global Id:	T0603704682
Status:	Completed - Case Closed
Status Date:	11/28/2016

Regulatory Activities:

Global Id:	T0603704682
Action Type:	Other
Date:	04/02/1996

CAR SMOG (Continued) **S118502914**

Action: Leak Stopped

Global Id: T0603704682
Action Type: ENFORCEMENT
Date: 06/05/2009
Action: Staff Letter

Global Id: T0603704682
Action Type: Other
Date: 04/02/1996
Action: Leak Reported

Global Id: T0603704682
Action Type: RESPONSE
Date: 07/17/2015
Action: Preliminary Site Assessment Workplan - Regulator Responded

Global Id: T0603704682
Action Type: ENFORCEMENT
Date: 07/24/2015
Action: Staff Letter

Global Id: T0603704682
Action Type: ENFORCEMENT
Date: 05/18/2015
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603704682
Action Type: ENFORCEMENT
Date: 11/28/2016
Action: Closure/No Further Action Letter

Global Id: T0603704682
Action Type: ENFORCEMENT
Date: 09/28/2016
Action: Notification - Preclosure

Global Id: T0603704682
Action Type: RESPONSE
Date: 07/06/2009
Action: Other Report / Document

Global Id: T0603704682
Action Type: Other
Date: 04/02/1996
Action: Leak Discovery

Global Id: T0603704682
Action Type: RESPONSE
Date: 10/23/2015
Action: Soil and Water Investigation Report

BF460 SSW 1/4-1/2 0.478 mi. 2526 ft.

SUNNYSIDE NURSERY
1650 W EL SEGUNDO BLVD
GARDENA, CA 90249

CA LUST **U001563256**
CA HIST UST **N/A**
CA LOS ANGELES CO. HMS

Site 3 of 4 in cluster BF

Relative: Lower

Actual: 100 ft.

LUST:

Region:	STATE
Global Id:	T060378142
Latitude:	33.916263
Longitude:	-118.305658
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/10/2002
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	RVJ
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-11710
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T060378142
Contact Type:	Regional Board Caseworker
Contact Name:	RAGHA VENDER JOSHI
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T060378142
Status:	Open - Case Begin Date
Status Date:	01/30/2002
Global Id:	T060378142
Status:	Open - Site Assessment
Status Date:	01/30/2002
Global Id:	T060378142
Status:	Open - Verification Monitoring
Status Date:	01/30/2002
Global Id:	T060378142
Status:	Open - Site Assessment
Status Date:	03/18/2002
Global Id:	T060378142
Status:	Open - Remediation
Status Date:	06/15/2002
Global Id:	T060378142
Status:	Completed - Case Closed

SUNNYSIDE NURSERY (Continued) **U001563256**

Status Date: 12/10/2002

Regulatory Activities:

Global Id: T060378142
Action Type: Other
Date: 01/30/2002
Action: Leak Reported

Global Id: T060378142
Action Type: ENFORCEMENT
Date: 03/18/2002
Action: Staff Letter

Global Id: T060378142
Action Type: ENFORCEMENT
Date: 12/10/2002
Action: Closure/No Further Action Letter

Global Id: T060378142
Action Type: ENFORCEMENT
Date: 04/16/2003
Action: Technical Correspondence / Assistance / Other

Global Id: T060378142
Action Type: RESPONSE
Date: 06/15/2002
Action: CAP/RAP - Other Report

Global Id: T060378142
Action Type: REMEDIATION
Date: 03/12/2003
Action: Not reported

Global Id: T060378142
Action Type: RESPONSE
Date: 06/26/2002
Action: Soil and Water Investigation Report

HIST UST:

File Number: 00027991
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027991.pdf
Region: STATE
Facility ID: 00000034072
Facility Type: Other
Other Type: NURSERY
Contact Name: SHIGEO MINABE
Telephone: 2133212186
Owner Name: M & S HOLDINGS INC
Owner Address: 1650 W. EL SEGUNDO BLVD
Owner City,St,Zip: GARDENA, CA 90249
Total Tanks: 0004

Tank Num: 001
Container Num: 1
Year Installed: Not reported

SUNNYSIDE NURSERY (Continued) **U001563256**

Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	001
Container Num:	1
Year Installed:	1950
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	001
Container Num:	1
Year Installed:	1950
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	002
Container Num:	2
Year Installed:	1960
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	2
Year Installed:	1960
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR

SUNNYSIDE NURSERY (Continued) **U001563256**

Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 003
Container Num: 3
Year Installed: 1974
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 003
Container Num: 3
Year Installed: 1974
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Visual

SUNNYSIDE NURSERY (Continued) **U001563256**

Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	004
Container Num:	4
Year Installed:	1974
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	004
Container Num:	4
Year Installed:	1974
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	011656-011710
Facility Type:	0
Facility Status:	Removed
Area:	2B
Permit Number:	00003280T
Permit Status:	Removed

BF461 **SUNNYSIDE NURSERY** **CA LUST** **S106116186**
SSW **1650 EL SEGUNDO BLVD** **N/A**
1/4-1/2 **GARDENA, CA 90249**
0.478 mi.
2526 ft. **Site 4 of 4 in cluster BF**

Relative:
Lower

Actual:
100 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-11710	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T060378142	

SUNNYSIDE NURSERY (Continued) **S106116186**

W Global ID:	Not reported	
Staff:	RVJ	
Local Agency:	Not reported	
Cross Street:	WESTERN AVE.	
Enforcement Type:	TA-GEN	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		1/30/2002
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		6/21/2002
Date the Case was Closed:		12/10/2002
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1717.6264708871423237259322485
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		1/30/2002
Preliminary Site Assessment Began:		3/18/2002
Pollution Characterization Began:		3/18/2002
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		1/30/2002
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		0
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	ND	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	KEVIN MINABE	
RP Address:	P.O. BOX 3785	
Program:	LUST	
Lat/Long:	33.916263 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Haz Mat incident report filed	

BG462 SW 1/4-1/2 0.481 mi. 2538 ft. | **TELEDYNE RELAYS**
1635 E. 126TH STREET
HAWTHORNE, CA 90250 | **CA SLIC** | **S112142827**
N/A

Site 1 of 7 in cluster BG

Relative: Lower

Actual: 67 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	07/27/2012
Global Id:	T10000004192
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.9187286049919
Longitude:	-118.31921339035
Case Type:	Cleanup Program Site
Case Worker:	AS
Local Agency:	Not reported
RB Case Number:	1280
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply, Soil, Soil Vapor
Potential Contaminants of Concern:	Trichloroethylene (TCE)
Site History:	Teledyne Relays operations include manufacturing of electro-mechanical relays and coaxial switching devices, operated from 1978 to present. Teledyne Solid State (co-located with Relays) operations include manufacturing solid state relays and operated from 1978 to 1993. Teledyne Lighting and Display Products manufactured LED-based illumination products and operated from 1997 to 2001. There are plating tanks for plating of gold, palladium/nickel, electroless nickel, some copper. No anodizing tanks. There was a clarifier that began operation in 1978 and was replaced in 1990 with double-contained in-ground sumps for waste water treatment and above-ground treatment tanks. Chlorinated solvents were used and stored at the site. Chemicals stored at the site include plating chemicals, halogenated solvents. Solvent cleaning solution was used at an approximate rate of 83 pounds per month.

Click here to access the California GeoTracker records for this facility:

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463 SSE 1/4-1/2 0.486 mi. 2567 ft. | **R&K PROCESSING**
1109 W EL SEGUNDO BLVD
GARDENA, CA 90247 | **SEMS-ARCHIVE** | **1003878979**
CAD981576382

Relative: Lower

Actual: 136 ft.

SEMS-ARCHIVE:

Site ID:	902455
EPA ID:	CAD981576382
Federal Facility:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

Following information was gathered from the prior CERCLIS update completed in 10/2013:

Site ID:	0902455
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

R&K PROCESSING (Continued) **1003878979**

Contact Sequence ID: 13285846.00000
Person ID: 13003854.00000

Contact Sequence ID: 13291441.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297299.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: 11/01/86
Date Completed: 05/01/87
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 05/01/87
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 11/01/86
Priority Level: Not reported

BD464 **FORMER GAS STATION** **US BROWNFIELDS** **1014948874**
SSW **12801 SOUTH WESTERN AVENUE** **N/A**
1/4-1/2 **GARDENA, CA 90249**
0.487 mi.
2571 ft. **Site 3 of 3 in cluster BD**

Relative:
Lower

Actual:
85 ft.

US BROWNFIELDS:
Recipient name: Gardena, City of
Grant type: Assessment
Property name: FORMER GAS STATION
Property #: 4061-013-007
Parcel size: .42
Property Description: Currently vacant buildings for a vehicle fueling and service station remain at the property.
Latitude: 33.916117
Longitude: -118.309482
HCM label: Interpolation-Satellite
Map scale: Not reported
Point of reference: Center of a Facility or Station
Datum: World Geodetic System of 1984
ACRES property ID: 142721
Start date: Not reported
Completed date: Not reported
Acres cleaned up: Not reported
Cleanup funding: Not reported
Cleanup funding source: Not reported
Assessment funding: 4500
Assessment funding source: US EPA - Brownfields Assessment Cooperative Agreement
Redevelopment funding: Not reported
Redev. funding source: Not reported
Redev. funding entity name: Not reported
Redevelopment start date: Not reported

FORMER GAS STATION (Continued) **1014948874**

Assessment funding entity:	EPA
Cleanup funding entity:	Not reported
Grant type:	Petroleum
Accomplishment type:	Phase I Environmental Assessment
Accomplishment count:	1
Cooperative agreement #:	00T30001
Ownership entity:	Private
Current owner:	Visionquest Ventures II LLC
Did owner change:	N
Cleanup required:	Unknown
Video available:	No
Photo available:	Yes
Institutional controls required:	N
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Not reported
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported

FORMER GAS STATION (Continued) **1014948874**

Past use residential acreage:	Not reported
Past use commercial acreage:	.42
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	.42
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Highlights:	Not reported
IC Data Address:	Not reported
Redev Completition Date:	Not reported
# Below Poverty:	583
% Below Poverty:	7.6%
# Low Income:	1422
% Low Income:	3.1%
Meidan Income:	3923
# Unemployed:	390
% Unemployed:	11.3%
# Vacant Housing:	70
% Vacant Housing:	63.0%

BH465 **DYCER AIRPORT** **CA ENVIROSTOR** **S107736241**
SW **N/A**
1/4-1/2 **LOS ANGELES, CA**
0.494 mi.
2609 ft. **Site 1 of 2 in cluster BH**

Relative:
Lower

Actual:
77 ft.

ENVIROSTOR:

Facility ID:	80000845
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	33.91666
Longitude:	-118.3125
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CA99799F996600
Alias Type:	Federal Facility ID
Alias Name:	J09CA7143
Alias Type:	INPR
Alias Name:	80000845
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Inventory Project Report (INPR)
Completed Date:	09/21/1999
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

BG466 SW 1/2-1 0.505 mi. 2668 ft. | **BELL IND. PRECISION COMPONENTS**
12605 S VAN NESS AVENUE
HAWTHORNE, CA 90250

CA SLIC **S106826828**
CA EMI **N/A**

Site 2 of 7 in cluster BG

Relative: Lower

Actual: 66 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	07/27/2012
Global Id:	T10000004194
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.9180599
Longitude:	-118.318354
Case Type:	Cleanup Program Site
Case Worker:	AS
Local Agency:	Not reported
RB Case Number:	1282
File Location:	Regional Board
Potential Media Affected:	Soil, Soil Vapor
Potential Contaminants of Concern:	Dichloroethene (DCE), Trichloroethylene (TCE)
Site History:	The site was issued a CWC section 13267 Order dated August 23, 2012 requiring the completion of a chemical use questionnaire (CUQ). A CUQ response was submitted to the Regional Board on September 26, 2012.

Click here to access the California GeoTracker records for this facility:

EMI:

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	67435
Air District Name:	SC
SIC Code:	3599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	67435
Air District Name:	SC
SIC Code:	3599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

BELL IND. PRECISION COMPONENTS (Continued) **S106826828**

SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr:0

BI467 **SHELL STATION #135324** **CA LUST** **S111760474**
SSE **854 W. EL SEGUNDO BOULEVARD** **N/A**
1/2-1 **LOS ANGELES, CA 90247**
0.512 mi.
2706 ft. **Site 1 of 4 in cluster BI**

Relative:
Lower

Actual:
161 ft.

LUST:

Region:	STATE
Global Id:	T10000003209
Latitude:	33.9163927
Longitude:	-118.2910107
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/12/2013
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	26661
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000003209
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T10000003209
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Status History:

Global Id:	T10000003209
Status:	Open - Case Begin Date
Status Date:	08/11/2011

Global Id:	T10000003209
Status:	Open - Site Assessment
Status Date:	08/11/2011

SHELL STATION #135324 (Continued) **S111760474**

Global Id: T10000003209
Status: Completed - Case Closed
Status Date: 04/12/2013

Regulatory Activities:
Global Id: T10000003209
Action Type: ENFORCEMENT
Date: 04/12/2013
Action: Closure/No Further Action Letter

BI468 **SHULTZ, E.S.** **CA WMUDS/SWAT** **S103441342**
SSE **13833 VERMONT AVENUE** **N/A**
1/2-1 **LOS ANGELES, CA**
0.519 mi.
2739 ft. **Site 2 of 4 in cluster BI**

Relative:
Lower

Actual:
158 ft.

WMUDS/SWAT:
Edit Date: Not reported
Complexity: Not reported
Primary Waste: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Base Meridian: Not reported
NPID: Not reported
Tonnage: 0
Regional Board ID: Not reported
Municipal Solid Waste: False
Superorder: False
Open To Public: False
Waste List: False
Agency Type: Not reported
Agency Name: E.S. SCHULTZ
Agency Department: Not reported
Agency Address: Not reported
Agency City,St,Zip: Not reported
Agency Contact: Not reported
Agency Telephone: Not reported
Land Owner Name: Not reported
Land Owner Address: Not reported
Land Owner City,St,Zip: CA
Land Owner Contact: Not reported
Land Owner Phone: Not reported
Region: 4
Facility Type: Not reported
Facility Description: Not reported
Facility Telephone: Not reported
SWAT Facility Name: Not reported
Primary SIC: Not reported
Secondary SIC: Not reported
Comments: Not reported
Last Facility Editors: Not reported
Waste Discharge System: False
Solid Waste Assessment Test Program: True
Toxic Pits Cleanup Act Program: False
Resource Conservation Recovery Act: False

SHULTZ, E.S. (Continued) **S103441342**

Department of Defence:	False
Solid Waste Assessment Test Program:	E.S. SCHULTZ
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190070NUR
Solid Waste Information ID:	Not reported

469
East
1/2-1
0.525 mi.
2773 ft.

ULTIMATE RECYCLING
11201 S FIGUEROA AVE
LOS ANGELES, CA 90061

CA SWRCY **S109851002**
N/A

Relative:
Lower

Actual:
154 ft.

SWRCY:

Reg Id:	42119
Cert Id:	RC14523
Mailing Address:	820 W 73th St
Mailing City:	Los Angeles
Mailing State:	CA
Mailing Zip Code:	90044
Website:	Not reported
Email:	jmontiel112@gmail.com
Phone Number:	(323) 455-7993
Grand Father:	N
Rural:	N
Operation Begin Date:	09/10/2009
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	7:00 am - 6:00 pm
Tuesday Hours Of Operation:	7:00 am - 6:00 pm
Wednesday Hours Of Operation:	7:00 am - 6:00 pm
Thursday Hours Of Operation:	7:00 am - 6:00 pm
Friday Hours Of Operation:	7:00 am - 6:00 pm
Saturday Hours Of Operation:	7:00 am - 6:00 pm
Sunday Hours Of Operation:	8:00 am - 4:00 pm
Organization ID:	42116
Organization Name:	Ultimate Recycling

BI470 **ARCO #1091** **CA LUST** **S102424161**
SSE **1004 EL SEGUNDO BLVD W** **CA HIST CORTESE** **N/A**
1/2-1 **GARDENA, CA 90247**
0.529 mi.
2793 ft. **Site 3 of 4 in cluster BI**

Relative:
Lower

Actual:
153 ft.

LUST:

Region:	STATE
Global Id:	T0603705092
Latitude:	33.9161
Longitude:	-118.292218
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/22/1998
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	Not reported
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-12050
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705092
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603705092
Status:	Open - Case Begin Date
Status Date:	04/05/1995
Global Id:	T0603705092
Status:	Open - Site Assessment
Status Date:	04/27/1995
Global Id:	T0603705092
Status:	Open - Site Assessment
Status Date:	09/05/1995
Global Id:	T0603705092
Status:	Open - Site Assessment
Status Date:	10/05/1995
Global Id:	T0603705092
Status:	Open - Site Assessment
Status Date:	03/03/1997
Global Id:	T0603705092
Status:	Completed - Case Closed

ARCO #1091 (Continued) **S102424161**

Status Date: 09/22/1998

Regulatory Activities:

Global Id: T0603705092
Action Type: Other
Date: 04/05/1995
Action: Leak Reported

Global Id: T0603705092
Action Type: Other
Date: 04/27/1995
Action: Leak Discovery

Region: STATE
Global Id: T0603740027
Latitude: 33.91611
Longitude: -118.292197
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/17/2015
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: CET
Local Agency: LOS ANGELES COUNTY
RB Case Number: R-12050A
LOC Case Number: 11972-12050
File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T0603740027
Contact Type: Regional Board Caseworker
Contact Name: CHANDRA TYLER
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: cetyler@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603740027
Contact Type: Local Agency Caseworker
Contact Name: TIM SMITH
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: tsmith@dpw.lacounty.gov
Phone Number: Not reported

Status History:

Global Id: T0603740027
Status: Open - Case Begin Date
Status Date: 03/01/2002

ARCO #1091 (Continued) **S102424161**

Global Id: T0603740027
Status: Open - Site Assessment
Status Date: 03/01/2002

Global Id: T0603740027
Status: Open - Site Assessment
Status Date: 06/03/2003

Global Id: T0603740027
Status: Open - Site Assessment
Status Date: 10/31/2003

Global Id: T0603740027
Status: Open - Site Assessment
Status Date: 04/19/2004

Global Id: T0603740027
Status: Open - Remediation
Status Date: 04/17/2005

Global Id: T0603740027
Status: Open - Remediation
Status Date: 04/20/2005

Global Id: T0603740027
Status: Open - Remediation
Status Date: 08/23/2005

Global Id: T0603740027
Status: Open - Remediation
Status Date: 04/16/2008

Global Id: T0603740027
Status: Open - Remediation
Status Date: 08/28/2008

Global Id: T0603740027
Status: Open - Eligible for Closure
Status Date: 03/04/2013

Global Id: T0603740027
Status: Open - Remediation
Status Date: 04/23/2014

Global Id: T0603740027
Status: Open - Eligible for Closure
Status Date: 07/06/2015

Global Id: T0603740027
Status: Completed - Case Closed
Status Date: 11/17/2015

Regulatory Activities:
Global Id: T0603740027
Action Type: REMEDIATION
Date: 05/05/2004
Action: Pump & Treat (P&T) Groundwater

ARCO #1091 (Continued) **S102424161**

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 08/28/2008
Action: Staff Letter

Global Id: T0603740027
Action Type: Other
Date: 03/01/2002
Action: Leak Discovery

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2011
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2012
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2013
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: REMEDIATION
Date: 12/12/2012
Action: Soil Vapor Extraction (SVE)

Global Id: T0603740027
Action Type: REMEDIATION
Date: 03/03/2002
Action: Excavation

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE

ARCO #1091 (Continued) **S102424161**

Date: 07/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2007
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2008
Action: Well Installation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2012
Action: Remedial Progress Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2012
Action: Other Report / Document

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 05/15/2015
Action: Notification - Preclosure

ARCO #1091 (Continued) **S102424161**

Global Id: T0603740027
Action Type: Other
Date: 03/01/2002
Action: Leak Reported

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 08/05/2005
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 08/05/2005
Action: Remedial Progress Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 08/05/2005
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 08/05/2005
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 08/26/2015
Action: Staff Letter

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE

ARCO #1091 (Continued) **S102424161**

Date: 04/15/2007
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2007
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2008
Action: Remedial Progress Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 02/18/2008
Action: Other Report / Document

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2013
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 11/20/2014
Action: Soil and Water Investigation Workplan - Regulator Responded

Global Id: T0603740027
Action Type: RESPONSE
Date: 03/19/2015
Action: Request for Closure - Regulator Responded

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 09/15/2003
Action: Staff Letter

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 04/22/2004
Action: 13267 Requirement

ARCO #1091 (Continued) **S102424161**

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 12/17/2014
Action: Staff Letter

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2009
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2008
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2008
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2008
Action: Other Report / Document

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2007
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: REMEDIATION
Date: 03/04/2002
Action: Pump & Treat (P&T) Groundwater

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2008
Action: Interim Remedial Action Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2008
Action: Remedial Progress Report

Global Id: T0603740027
Action Type: RESPONSE

ARCO #1091 (Continued) **S102424161**

Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2014
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 07/31/2006
Action: Staff Letter

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2009
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2009
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2009
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2010
Action: Conceptual Site Model

ARCO #1091 (Continued) **S102424161**

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2010
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2010
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2014
Action: Conceptual Site Model

Global Id: T0603740027
Action Type: RESPONSE
Date: 03/16/2015
Action: Soil Vapor Intrusion Investigation Report

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 02/06/2008
Action: Staff Letter

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 02/01/2012
Action: Staff Letter

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 11/17/2015
Action: Closure/No Further Action Letter

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 09/07/2010
Action: Interim Remedial Action Plan

Global Id: T0603740027
Action Type: ENFORCEMENT
Date: 04/20/2005
Action: Staff Letter

Global Id: T0603740027
Action Type: RESPONSE

ARCO #1091 (Continued) **S102424161**

Date: 10/15/2003
Action: Other Report / Document

Global Id: T0603740027
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 08/05/2005
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2003
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2004
Action: Interim Remedial Action Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603740027
Action Type: RESPONSE
Date: 10/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603740027
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

ARCO #1091 (Continued) **S102424161**

Global Id:	T0603740027
Action Type:	RESPONSE
Date:	01/15/2011
Action:	Monitoring Report - Quarterly

Global Id:	T0603740027
Action Type:	RESPONSE
Date:	01/15/2011
Action:	Conceptual Site Model

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-12050
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	VE
Global ID:	T0603705092
W Global ID:	Not reported
Staff:	EHI
Local Agency:	19000
Cross Street:	VERMONT AVENUE
Enforcement Type:	Not reported
Date Leak Discovered:	4/27/1995
Date Leak First Reported:	4/5/1995
Date Leak Record Entered:	1/11/1996
Date Confirmation Began:	4/27/1995
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	10/19/2000
Date the Case was Closed:	9/22/1998
How Leak Discovered:	Subsurface Monitoring
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	SINGH, HARBINDER
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	1226.384957810770272052313790 9
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	9/5/1995
Preliminary Site Assessment Began:	10/5/1995
Pollution Characterization Began:	3/3/1997
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	7/10/2003
Hist Max MTBE Conc in Groundwater:	360
Hist Max MTBE Conc in Soil:	96
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	=
Soil Qualifier:	Not reported

ARCO #1091 (Continued) **S102424161**

Organization: Not reported
Owner Contact: Not reported
Responsible Party: ARCO PRODUCTS COMPANY
RP Address: 4 CENTERPOINTE DR., LA PALMA, CA 90623
Program: LUST
Lat/Long: 33.9162752 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: LOP/LOW - MINOR OR NO POTENTIAL WATER RESOURCE IMPACT
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: ADDITIONAL INFO NEEDED BEFORE FINAL DECISION CAN BE MADE; 09/15/98 - FINAL SITE ASSESSMENT & REQUEST FOR CASE CLOSUR; 5/17/99 WELL ABANDONMENT RPT; 10/19/00 DISPENSER AND PRODUCT LINE SAMPLING RPT

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-12050

BI471 **ARCO #01091** **CA LUST** **S106116187**
SSE **1004 EL SEGUNDO BLVD. W.** **N/A**
1/2-1 **GARDENA, CA 90247**
0.529 mi.
2793 ft. **Site 4 of 4 in cluster BI**

Relative:
Lower

Actual:
153 ft.

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-12050A
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 11972-12050
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603740027
W Global ID: Not reported
Staff: CEC
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: DLLET
Date Leak Discovered: 3/1/2002
Date Leak First Reported: 3/1/2002
Date Leak Record Entered: Not reported
Date Confirmation Began: 3/1/2002
Date Leak Stopped: Not reported
Date Case Last Changed on Database: Not reported
Date the Case was Closed: Not reported
How Leak Discovered: OM
How Leak Stopped: Close Tank
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported

ARCO #01091 (Continued) **S106116187**

Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	Not reported
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	6/3/2003
Preliminary Site Assessment Began:	4/19/2004
Pollution Characterization Began:	10/31/2003
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	4/22/2004
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	7/10/2003
Hist Max MTBE Conc in Groundwater:	360
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	RAYMOND VOSE
RP Address:	4 CENTERPOINTE DR., LPR4-462
Program:	LUST
Lat/Long:	0 / 0
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	LA COUNTY DEPT. OF PUBLIC WORKS REFERRED CASE TO LARWQCB.

BJ472 **PAMELA F/JACK M OWOUR** **CA LUST** **U003781659**
ESE **12003 S FIGUEROA ST** **CA UST** **N/A**
1/2-1 **LOS ANGELES, CA 90061** **CA SWRCY**
0.538 mi. **CA SWEEPS UST**
2839 ft. **Site 1 of 3 in cluster BJ**

Relative:
Lower

Actual:
198 ft.

LUST:

Region:	STATE
Global Id:	T0603761821
Latitude:	33.923532326085
Longitude:	-118.282898019049
Case Type:	LUST Cleanup Site
Status:	Open - Eligible for Closure
Status Date:	07/29/2014
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	TTXS0001816
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel, Gasoline
Site History:	There is a State Water Board closure Order for this case issued 7/23/2014. The State Water Board needs confirmation that the corrective action wells and wastes have been removed from the site in order to close the case. Once confirmation has been received State Water Board can issue a Uniform Closure Letter and close the case.

PAMELA F/JACK M OWOUR (Continued) **U003781659**

Attempts to reach the RP have failed. gwl 4/14/2016.

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603761821
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603761821
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

Global Id:	T0603761821
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603761821
Status:	Open - Case Begin Date
Status Date:	04/11/2000

Global Id:	T0603761821
Status:	Open - Site Assessment
Status Date:	07/12/2000

Global Id:	T0603761821
Status:	Open - Eligible for Closure
Status Date:	07/16/2013

Global Id:	T0603761821
Status:	Open - Eligible for Closure
Status Date:	07/29/2014

Regulatory Activities:

Global Id:	T0603761821
Action Type:	ENFORCEMENT
Date:	01/16/2001
Action:	Notice of Violation - #16330

Global Id:	T0603761821
Action Type:	ENFORCEMENT

PAMELA F/JACK M OWOUR (Continued) **U003781659**

Date: 01/25/2005
Action: Staff Letter

Global Id: T0603761821
Action Type: ENFORCEMENT
Date: 07/28/2014
Action: State Water Board Closure Order

Global Id: T0603761821
Action Type: Other
Date: 05/08/2000
Action: Leak Reported

Global Id: T0603761821
Action Type: ENFORCEMENT
Date: 04/09/2014
Action: Notification - Public Notice of Case Closure

Global Id: T0603761821
Action Type: RESPONSE
Date: 03/11/2002
Action: Soil and Water Investigation Workplan

Global Id: T0603761821
Action Type: RESPONSE
Date: 05/08/2000
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603761821
Action Type: RESPONSE
Date: 06/10/2004
Action: Preliminary Site Assessment Report

Global Id: T0603761821
Action Type: RESPONSE
Date: 07/29/1969
Action: Other Report / Document

Global Id: T0603761821
Action Type: ENFORCEMENT
Date: 03/14/2002
Action: Technical Correspondence / Assistance / Other

Global Id: T0603761821
Action Type: Other
Date: 04/11/2000
Action: Leak Discovery

UST:
Facility ID: 25424
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 33.9248315
Longitude: -118.2814696

SWRCY:

PAMELA F/JACK M OWOUR (Continued) **U003781659**

Reg Id:	131699
Cert Id:	RC131699.001
Mailing Address:	203 E 119th St
Mailing City:	Los Angeles
Mailing State:	CA
Mailing Zip Code:	90061
Website:	Not reported
Email:	Not reported
Phone Number:	Not reported
Grand Father:	N
Rural:	N
Operation Begin Date:	10/18/2010
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	7:00 am - 7:00 pm
Tuesday Hours Of Operation:	7:00 am - 7:00 pm
Wednesday Hours Of Operation:	7:00 am - 7:00 pm
Thursday Hours Of Operation:	7:00 am - 7:00 pm
Friday Hours Of Operation:	7:00 am - 7:00 pm
Saturday Hours Of Operation:	7:00 am - 7:00 pm
Sunday Hours Of Operation:	7:00 am - 7:00 pm
Organization ID:	18729
Organization Name:	Century Recycling

SWEEPS UST:

Status:	Active
Comp Number:	4484
Number:	9
Board Of Equalization:	Not reported
Referral Date:	01-07-93
Action Date:	05-03-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

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473 South 1/2-1 0.540 mi. 2850 ft. **WINALL OIL CO #5** **CA LUST** **S105033054**
1342 EL SEGUNDO BLVD W **N/A**
GARDENA, CA 90247

Relative: Lower

Actual: 124 ft.

LUST:

Region:	STATE
Global Id:	T0603704080
Latitude:	33.91612
Longitude:	-118.3001
Case Type:	LUST Cleanup Site

WINALL OIL CO #5 (Continued) **S105033054**

Status:	Completed - Case Closed
Status Date:	12/11/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	CET
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-13611
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704080
Contact Type:	Regional Board Caseworker
Contact Name:	CHANDRA TYLER
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	cetyler@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603704080
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603704080
Status:	Open - Case Begin Date
Status Date:	04/19/1994

Global Id:	T0603704080
Status:	Open - Site Assessment
Status Date:	04/19/1994

Global Id:	T0603704080
Status:	Open - Site Assessment
Status Date:	05/04/1994

Global Id:	T0603704080
Status:	Open - Site Assessment
Status Date:	06/27/1994

Global Id:	T0603704080
Status:	Open - Remediation
Status Date:	09/09/1994

Global Id:	T0603704080
Status:	Completed - Case Closed
Status Date:	12/11/1997

WINALL OIL CO #5 (Continued) **S105033054**

Regulatory Activities:

Global Id:	T0603704080
Action Type:	Other
Date:	04/19/1994
Action:	Leak Stopped
Global Id:	T0603704080
Action Type:	Other
Date:	04/19/1994
Action:	Leak Reported
Global Id:	T0603704080
Action Type:	Other
Date:	04/19/1994
Action:	Leak Discovery

Region:	STATE
Global Id:	T10000000164
Latitude:	33.916188
Longitude:	-118.300103
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/15/2013
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MB
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-13611A
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000000164
Contact Type:	Local Agency Caseworker
Contact Name:	KATTYA BATRES RINZE
Organization Name:	LOS ANGELES COUNTY
Address:	900 SOUTH FREMONT AVE
City:	ALHAMBRA
Email:	gbatres@dpw.lacounty.gov
Phone Number:	Not reported
Global Id:	T10000000164
Contact Type:	Regional Board Caseworker
Contact Name:	MAGDY BAIADY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	mbaiady@waterboards.ca.gov
Phone Number:	2135766699

Status History:

Global Id:	T10000000164

WINALL OIL CO #5 (Continued) **S105033054**

Status: Open - Case Begin Date
Status Date: 06/03/2005

Global Id: T10000000164
Status: Open - Site Assessment
Status Date: 08/05/2008

Global Id: T10000000164
Status: Open - Eligible for Closure
Status Date: 12/20/2012

Global Id: T10000000164
Status: Completed - Case Closed
Status Date: 01/15/2013

Regulatory Activities:
Global Id: T10000000164
Action Type: ENFORCEMENT
Date: 01/15/2013
Action: Closure/No Further Action Letter

Global Id: T10000000164
Action Type: Other
Date: 06/03/2005
Action: Leak Discovery

Global Id: T10000000164
Action Type: RESPONSE
Date: 02/06/2012
Action: Other Report / Document

Global Id: T10000000164
Action Type: Other
Date: 06/03/2005
Action: Leak Stopped

Global Id: T10000000164
Action Type: RESPONSE
Date: 09/07/2012
Action: Soil and Water Investigation Workplan

Global Id: T10000000164
Action Type: RESPONSE
Date: 03/15/2013
Action: Well Destruction Report

Global Id: T10000000164
Action Type: Other
Date: 06/03/2005
Action: Leak Reported

Global Id: T10000000164
Action Type: ENFORCEMENT
Date: 09/20/2011
Action: Referral to Regional Board

Global Id: T10000000164

WINALL OIL CO #5 (Continued) **S105033054**

Action Type:	ENFORCEMENT
Date:	01/09/2012
Action:	Staff Letter
Global Id:	T10000000164
Action Type:	ENFORCEMENT
Date:	11/15/2012
Action:	Notification - Preclosure

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	I-13611
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603704080
W Global ID:	Not reported
Staff:	CEC
Local Agency:	19000
Cross Street:	NORMANDIE AVE
Enforcement Type:	Not reported
Date Leak Discovered:	4/19/1994
Date Leak First Reported:	4/19/1994
Date Leak Record Entered:	6/8/1995
Date Confirmation Began:	5/4/1994
Date Leak Stopped:	4/19/1994
Date Case Last Changed on Database:	12/31/1998
Date the Case was Closed:	12/11/1997
How Leak Discovered:	OM
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	WINALL OIL CO
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	265.1772009382512316053898287 4
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	4/19/1994
Preliminary Site Assessment Began:	6/27/1994
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	9/9/1994
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported

WINALL OIL CO #5 (Continued) **S105033054**

Owner Contact:	Not reported
Responsible Party:	WINALL OIL CO
RP Address:	1338 E 29TH ST SIGNAL HILL CA 90806
Program:	LUST
Lat/Long:	33.9162651 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	ACTIVE GASOLINE STATION. 06/30/98 - LTR TO COMPLY WITH ABANDONING THE SITE WELLS 12/31/98 - WELL DESTRUCTION RPT

474
SW
1/2-1
0.540 mi.
2851 ft.

GREEN
2105 EL SEGUNDO BLVD W
HAWTHORNE, CA 90250

CA LUST **S109417689**
CA WMUDS/SWAT **N/A**

Relative:
Lower

Actual:
73 ft.

LUST:

Region:	STATE
Global Id:	T0603705361
Latitude:	33.9165205
Longitude:	-118.3151186
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/20/1995
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-22391
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705361
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705361
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov

GREEN (Continued) **S109417689**

Phone Number: Not reported

Status History:

Global Id: T0603705361
Status: Open - Case Begin Date
Status Date: 03/02/1995

Global Id: T0603705361
Status: Open - Remediation
Status Date: 04/05/1995

Global Id: T0603705361
Status: Completed - Case Closed
Status Date: 07/20/1995

Regulatory Activities:

Global Id: T0603705361
Action Type: Other
Date: 03/02/1995
Action: Leak Stopped

Global Id: T0603705361
Action Type: Other
Date: 03/02/1995
Action: Leak Reported

Global Id: T0603705361
Action Type: Other
Date: 03/02/1995
Action: Leak Discovery

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-22391
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Excavate and Dispose
Global ID: T0603705361
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: VAN NESS AVE
Enforcement Type: Not reported
Date Leak Discovered: 3/2/1995
Date Leak First Reported: 3/2/1995
Date Leak Record Entered: 4/5/1995
Date Confirmation Began: Not reported
Date Leak Stopped: 3/2/1995
Date Case Last Changed on Database: 7/20/1995
Date the Case was Closed: 7/20/1995

GREEN (Continued) **S109417689**

How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	PETER BOHLINGER
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	416.15236468527932684094699 89
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	4/5/1995
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	COMSTOCK CROSSER & ASSOCIATES
RP Address:	321 12TH ST, MANHATTAN BEACH, CA 90266
Program:	LUST
Lat/Long:	33.9166128 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	OLD CASE #125461

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	Not reported
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported

GREEN (Continued) **S109417689**

Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	2
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	UN1
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	2 410005NUR
Solid Waste Information ID:	Not reported

BJ475 **GOLDEN EAGLE REFINERY** **CA HIST Cal-Sites** **S101480694**
ESE **12000 SOUTH FIGUEROA STREET** **N/A**
1/2-1 **CARSON, CA 90745**
0.552 mi.
2914 ft. **Site 2 of 3 in cluster BJ**

Relative:
Lower

Actual:
196 ft.

Calsite:

Region:	CYPRESS
Facility ID:	19290167
Facility Type:	RP
Type:	RESPONSIBLE PARTY
Branch:	SB
Branch Name:	SO CAL - CYPRESS
File Name:	Not reported
State Senate District:	08251995
Status:	CERTIFIED OPERATION AND MAINTENANCE, ALL PLANNED ACTIVITIES IMPLEMENTED, REMEDIATION CONTINUES
Status Name:	CERTIFIED / OPERATION & MAINTENANCE
Lead Agency:	DEPT OF TOXIC SUBSTANCES CONTROL
NPL:	Not Listed
SIC Code:	29
SIC Name:	MANU - PETROLEUM & COAL PRODUCTS
Access:	Controlled
Cortese:	Not reported
Hazardous Ranking Score:	Not reported
Date Site Hazard Ranked:	Not reported

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Groundwater Contamination:	Confirmed
Staff Member Responsible for Site:	DZOGAIB
Supervisor Responsible for Site:	Not reported
Region Water Control Board:	LA
Region Water Control Board Name:	LOS ANGELES
Lat/Long Direction:	Not reported
Lat/Long (dms):	0 0 0 / 0 0 0
Lat/long Method:	Not reported
Lat/Long Description:	Not reported
State Assembly District Code:	55
State Senate District Code:	28
Facility ID:	19290167
Activity:	DISC
Activity Name:	DISCOVERY
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	03251980
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	SOIL
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	12311985
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0

GOLDEN EAGLE REFINERY (Continued) **S101480694**

For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	ISE
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	03301990
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	PPP
Activity Name:	PUBLIC PARTICIPATION PLAN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04301990
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	RIFS
Activity Name:	REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Comments Date:	06291994
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	NEGDC
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08311994
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08311994
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	DES
Activity Name:	DESIGN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	03131995
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	FRA
Activity Name:	FINAL REMEDIAL ACTION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301995
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Activity:	DEED
Activity Name:	DEED RESTRICTIONS
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07181995
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	PPA
Activity Name:	PROSPECTIVE PURCHASER AGREEMENT
AWP Code:	PP
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07061995
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	O&M
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07061995
Est Person-Yrs to complete:	0
Estimated Size:	Not reported

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08251995
Est Person-Yrs to complete:	0
Estimated Size:	M
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	821
Liquids Treated (Gals):	1300000
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	N
Activity Comments:	CERTIFIED; OPERATION AND MAINTENANCE (O&M) - DTSC HAS DETERMINED THATALL APPROPRIATE REMOVAL / REMEDIAL ACTION HAVE BEEN COMPLETED. HOW-EVER, THE SITE REQUIRES ONGOING O&M MONITORING EFFORTS.
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	06302030
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	M
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	AMEND
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	12082000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	DES
Activity Name:	DESIGN
AWP Code:	AMEND
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	12082000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290167
Activity:	CEQA

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	ND
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	12082000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	21000 SOUTH FIGUEROA STREET
Alternate City,St,Zip:	CARSON, CA 90745
Alternate Address:	NORTH END OF TORRANCE BLVD
Alternate City,St,Zip:	CARSON, CA
Alternate Address:	21000 SOUTH FIGUEROA STREET
Alternate City,St,Zip:	CARSON, CA 90745
Alternate Address:	12000 SOUTH FIGUEROA STREET
Alternate City,St,Zip:	CARSON, CA 90745
Alternate Address:	100 W. TORRANCE BLVD. (N.EAST END)
Alternate City,St,Zip:	CARSON, CA 90745
Background Info:	by thermal oxidation. Clean, treated air is released into the ambient atmosphere. During the past five years of operation, the AS/VE system has reduced contaminant concentrations by over 90 percent to acheive groundwater cleanup standards in a majority of wells across the site. Currently, benzene is the only contaminant detected in groundwater above the cleanup standard. Not reported Due to the low concentrations of the remaining contaminants in groundwater, the current groundwater remediation system is no longer necessary, and further significant reductions in benzene levels in these wells using the AS/VE system are unlikely. Alternate technologies for completing the remediation have been evaluated in the revised RAP. Not reported The Air Sparging/Vapor Extraction groundwater treatment system required on going operation and maintenance. The RPs conducted groundwater monitoring as required in the original RAP and operation and maintenance agreement until January 2001. Not reported The Golden Eagle Refinery Site contains the 10 acre Gardena Valley Dump #5. From January 1962 through September 1963 approximately 10 acres near the northeastern quadrant was used as a landfill for household refuse, construction debris, and less than one percent of semiliquid wastes. The

GOLDEN EAGLE REFINERY (Continued) **S101480694**

landfill gas collection system continues to operate in compliance with South Coast Air Quality Management District permits.
Not reported
LASMO submitted a new draft RAP for monitored natural attenuation in August 2000. AS/VE equipment will remain at the site, to be used as a contingency remedy if natural attenuation is not demonstrated. The public notice announced the public comment period for the draft revised RAP and proposed Negative Declaration and was published in "The Daily Breeze" on August 30, 2000. Fact sheets were mailed to 6,000 local residents and businesses. An open house and public meeting were held on September 14, 2000 at the City of Carson Community Center to discuss the plan for cleaning up residual groundwater contamination. After the 30-day public comment period, a Responsiveness Summary was prepared to address all questions and comments issued to DTSC, and was delivered to all interested parties. After the review and approval of the project-specific Health and Safety Plan and Quality Assurance Project Plan for the MoNA Program, the Final RAP was approved by DTSC on December 8, 2000. A public notice for the Final RAP approval was published in "The Daily Breeze" on December 12, 2000.
This site is a former oil refinery that operated from 1922 to 1984. Oil waste land farming was practiced on approximately 20 acres of the site. On a 10 acre portion of the site, a separate company operated a Class III landfill for two years (1962 and 1963). The refinery was closed and demolished in 1985. The site is fenced and vacant, but contamination from refinery operations remains in subsurface soils.
A large portion of the surface and subsurface soils of the site are contaminated with high levels of petroleum hydrocarbons, and lead. Petroleum hydrocarbons have also been found in perched groundwater beneath the site. Some hazardous industrial wastes of unknown chemical composition may have been disposed of in the landfill portion of the site.
Workers and nearby residents may become exposed to contaminants released into the atmosphere during soil disturbance or excavation. Although petroleum hydrocarbons have been found in the unused perched aquifer, it is uncertain as to whether these substances may migrate to deeper aquifers used as domestic and drinking water sources.
Golden Eagle Refining Company initiated remedial actions that included soil excavation and redisposal, onsite biodegradation of hydrocarbon contaminated soil, and ground-water investigations of the perched and shallow confined aquifer.
LASMO Oil and Gas, Inc. (LASMO) purchased the site from Golden Eagle Refining Company in 1991, and assumed responsibility for site remediation. LASMO submitted a Remedial Investigation/Feasibility Study along with a Post - Removal Baseline Risk Assessment. DTSC reviewed and approved these documents in June of 1994. LASMO subsequently submitted a Remedial Action Plan (RAP) which was public noticed and approved by DTSC in July of 1994. The RAP

GOLDEN EAGLE REFINERY (Continued) **S101480694**

addresses 5 acres of concern: 1) lead-contaminated soil; 2) hydrocarbon-contaminated soil 40 feet below ground surface; 3) closure of an on-site landfill; 4) recovery of free product; and 5) groundwater contaminated with hydrocarbons. The lead contaminated soil was treated by solidification and transported to an off-site disposal facility in September 1994. Free product is being recovered through extraction wells. The landfill will be closed under the direction of the RWQCB requirements. The groundwater and hydrocarbon-contaminated soil remedial system, air sparting/vapor extraction, was constructed, tested and is currently operating at the site. On May 18, 1995, DTSC issued a No Further Action letter for the top 40 feet of soil, indicating successful completion of the soil cleanup program. The certification of completion of final remedial action was signed in August of 1995; however, the site requires ongoing operation and maintenance and monitoring efforts.
The former Golden Eagle Refinery site has been developed pursuant to the Golden Eagle Center Specific Plan (Specific Plan) for retail/office space, research and development (R&D), and light industrial purposes. The Specific Plan includes a 500,000 Sq. Ft. open air shopping center, built on 40 acres of land. An additional 35 acres of land will be available for high tech R&D and industrial uses along Main Street. The redevelopment of the former Golden Eagle Refinery site should provide a substantial economic benefit to the City of Carson and surrounding communities. The Carson Town Center redevelopment project generates approximately 2,000 new jobs in a community which has double digit unemployment. The center generates millions of dollars in tax revenues.
The remediation and redevelopment of the former Golden Eagle Refinery site will be the first oil refinery site in the State to be cleaned up and recycled for alternative use.
In July 95, DTSC completed its first Prospective Purchaser Agreement in the form of a Buyer/Seller Agreement. Under this 3 party agreement between the buyer, seller and DTSC, the seller (Responsible Party-LASMO Oil & Gas, Inc) agreed to conduct all remaining remedial actions required. The buyers (who are not Responsible Parties) receive a covenant not to sue, agree to provide access and not contribute to, or exacerbate, contamination. The agreement, which runs with the land, extends the covenant not to sue to future owners and occupants of the site, as long as they abide by the agreement provisions.
A remedial action plan for addressing groundwater contamination at the site was approved in 1994 and implemented in 1995. Groundwater monitoring data gathered since 1991, when site-wide groundwater investigations began, indicated that no off-site migration of contaminants in groundwater had occurred, and that contamination is limited to the upper Bellflower water-bearing zone. The Bellflower zone is not used for municipal or industrial water supply due to its low yield and poor water quality.
Not reported
The groundwater remediation system installed at the site in 1995, which still exists, is a combination air sparging and

GOLDEN EAGLE REFINERY (Continued) **S101480694**

vapor extraction (AS/VE) system. Air sparging is a process of injecting air into groundwater, which increases volatization and biological decay of organic compounds. Vapor extraction removes the contaminant vapors from the subsurface soil and groundwater to the extraction system where they are destroyed

Comments Date: 10141999
Comments: ments for demonstration of MoNA. The need for deep groundwater
Comments Date: 10141999
Comments: evaluation on western and southern site boundaries is reiterated.
Comments Date: 10151998
Comments: LASMO submitted a feasibility report for monitored natural
Comments Date: 10151998
Comments: attenuation (MoNA).
Comments Date: 11031998
Comments: DTSC met with Kmart and LASMO. Kmart voiced concerns regarding
Comments Date: 11031998
Comments: MoNA and shutdown of AS/VE system.
Comments Date: 11031999
Comments: DTSC provides specific recommendations on additional subsurface
Comments Date: 11031999
Comments: sampling to be conducted before MoNA proposal and revised Reme-
Comments Date: 11031999
Comments: dial Action Plan can be approved.
Comments Date: 11081999
Comments: DTSC provides a draft CEQA Initial Study for LASMO's review.
Comments Date: 11081999
Comments: DTSC provides comments on draft Remedial Action Plan dated
Comments Date: 11081999
Comments: November 23, 1998.
Comments Date: 11201998
Comments: Groundwater remedial action feasibility report received.
Comments Date: 11231998
Comments: Draft revised Remedial Action Report (RAP) received.
Comments Date: 11251980
Comments: Phone follow-up.
Comments Date: 11251987
Comments: Hazard Ranking completed. Score 23.95 sent to EPA. HQ
Comments Date: 11251987
Comments: received 10/30/87. Direct Contact Score 41.67; groundwater
Comments Date: 11251987
Comments: at 8 ppb in well #8.
Comments Date: 12081999
Comments: DTSC receives a workplan for depth-discrete groundwater sampling
Comments Date: 12081999
Comments: along southern and western site boundaries.
Comments Date: 12082000
Comments: DTSC approves final revised RAP for MNA.
Comments Date: 12101980
Comments: Abandoned Site Program (ASP) Visit: Survey clarification.
Comments Date: 12141998
Comments: DTSC issues comments on the MoNA feasibility report. Says
Comments Date: 12141998
Comments: "asymptotic" conditions need to be defined, technical infea-
Comments Date: 12141998
Comments: sibility has not been shown, need to list criteria to indicate
Comments Date: 12141998
Comments: if MoNA is not occurring.

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Comments Date: 12171980
Comments: ASP Inspection (Douglas).
Comments Date: 12191996
Comments: LASMO applies for no further action (NFA) determination.
Comments Date: 12191997
Comments: LASMO submits a draft application for NFA, including a health
Comments Date: 12191997
Comments: risk assessment (HRA).
Comments Date: 12231999
Comments: DTSC conditionally approves groundwater sampling workplan.
Comments Date: 12311985
Comments: Removal Action: Soil excavation and biodegradation.
Comments Date: 01071999
Comments: DTSC meets with LASMO, they state that not enough monitoring
Comments Date: 01071999
Comments: wells in southwest part of site. Revised MoNA report will be
Comments Date: 01071999
Comments: submitted by LASMO.
Comments Date: 01131983
Comments: Facility Drive-By: Adjacent to residences on the south.
Comments Date: 01131983
Comments: Open ground is mostly unpaved. Fenced. Berms around tanks.
Comments Date: 01131983
Comments: Small refinery and tank farm.
Comments Date: 02021998
Comments: RWQCB sends memo to DTSC in response to DTSC's 12/23/98 memo.
Comments Date: 02021998
Comments: Reaffirms that water bodies designated as "MUN" in Basin Plan
Comments Date: 02021998
Comments: are defined as "suitable or potential as a source of drinking
Comments Date: 02021998
Comments: water" (DW). Then explains that groundwater in the Bellflower
Comments Date: 02021998
Comments: "aquiclude" is not used as a source of DW, and DTSC should
Comments Date: 02021998
Comments: consider this in the risk assessment.
Comments Date: 02101981
Comments: Facility Drive-By: Golden Eagle on site.
Comments Date: 02101998
Comments: DTSC letter to LASMO. Health Risk Assessment assumes groundwater
Comments Date: 02101998
Comments: has no beneficial uses, so DTSC cannot approve the No Further
Comments Date: 02101998
Comments: Action plan.
Comments Date: 02161999
Comments: Revised MoNA feasiblity report received from LASMO.
Comments Date: 02181999
Comments: LASMO submits incident report regarding the November 18, 1998
Comments Date: 02181999
Comments: construction incident.
Comments Date: 03131995
Comments: DTSC approved the design for an Air Sparging/Vapor
Comments Date: 03131995
Comments: Extraction System for the Former Golden Eagle Refinery Site.
Comments Date: 03131995
Comments: The System covers approximately 80% of the 76 acre site.
Comments Date: 03251980

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Comments: Facility identified. Questionnaire received from Golden.
Comments Date: 03251980
Comments: Records Search: 03/04/47 County Engr field inspection found
Comments Date: 03251980
Comments: no problems. 01/01/49 County Engr bi-annual inspections
Comments Date: 03251980
Comments: (to 1967). 09/30/49 County Engr inspection found brine ponds
Comments Date: 03251980
Comments: overflowing.
Comments Date: 04041985
Comments: Abandoned Site Assessment Program Facility Drive-By: Unpaved
Comments Date: 04041985
Comments: and deserted. Ponding of water. Disturbed dirt.
Comments Date: 04071999
Comments: Regional Water Quality Control Board sent a letter to LASMO re-
Comments Date: 04071999
Comments: garding incident report dated February 18, 1999 for incident on
Comments Date: 04071999
Comments: November 18, 1998 in which a construction worker encountered
Comments Date: 04071999
Comments: vapors in a trench at GER.
Comments Date: 04141997
Comments: LASMO submits pilot project shutdown procedures for air sparging
Comments Date: 04141997
Comments: /vapor extraction (AS/VE) remediation system.
Comments Date: 04161982
Comments: Record Search: County Engr - Index 70, Permit 1458J Curr.
Comments Date: 04191997
Comments: DTSC agrees to review status of remediation and proposed pilot
Comments Date: 04191997
Comments: study rebound test.
Comments Date: 04201998
Comments: DTSC's letter to the Regional Water Quality Control Board - risk
Comments Date: 04201998
Comments: evaluation assuming non-beneficial use is not supported. Also, no
Comments Date: 04201998
Comments: data to support technical infeasibility or economic infeasibility
Comments Date: 04201999
Comments: DTSC comments on LASMO's workplan to investigate contaminated
Comments Date: 04201999
Comments: soil near well #DAV96.
Comments Date: 04221997
Comments: DTSC provides comments on shutdown procedures, gives conditional
Comments Date: 04221997
Comments: approval.
Comments Date: 04271999
Comments: DTSC receives final investigation workplan for contaminated soil
Comments Date: 04271999
Comments: investigation.
Comments Date: 04291999
Comments: Soil investigatin workplan is approved by DTSC.
Comments Date: 05071999
Comments: DTSC meets with LASMO to discuss plans to move treatment system
Comments Date: 05071999
Comments: due to the building construction plans.
Comments Date: 05111994
Comments: Comments on Feasibility Study and revised RAP were

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Comments Date: 05111994
Comments: completed.
Comments Date: 05122003
Comments: DTSC reviews MNA two-year summary.
Comments Date: 05191997
Comments: LASMO conducts pilot rebound test.
Comments Date: 06301995
Comments: In March of 1995, DTSC approved the start-up of the
Comments Date: 06301995
Comments: remediation system. The remediation system has been opera-
Comments Date: 06301995
Comments: ting as designed with treatment and containment of the
Comments Date: 06301995
Comments: hydrocarbon plume. The total hydrocarbon plume, including
Comments Date: 06301995
Comments: free product is estimated at 1,637,550 pounds or 250,000
Comments Date: 06301995
Comments: gallons. Testing conducted on May 31, 1995 indicated that
Comments Date: 06301995
Comments: 663 pounds of hydrocarbon per day is being extracted and
Comments Date: 06301995
Comments: treated. With respect to the lead contaminated soil, 700
Comments Date: 06301995
Comments: tons of lead-contaminated soil, exceeding 258 mg/kg of lead,
Comments Date: 06301995
Comments: was chemically fixed using a proprietary technology-MSU
Comments Date: 06301995
Comments: process. Approximately 300 gallons of free product has been
Comments Date: 06301995
Comments: removed from the northwestern free product area.
Comments Date: 06301997
Comments: DTSC letter to Kmart - NFA request is incomplete because it
Comments Date: 06301997
Comments: doesn't address groundwater monitoring after treatment system
Comments Date: 06301997
Comments: is turned off. Technical impracticability (TI) is not proven.
Comments Date: 06301997
Comments: No decision has been made by DTSC to abandon free product re-
Comments Date: 06301997
Comments: covery system.
Comments Date: 07011985
Comments: Preliminary Assessment Done: Between 1970 and 1975 site was
Comments Date: 07011985
Comments: called Carson Oil Co. In 1961, leased the northeast corner
Comments Date: 07011985
Comments: to Berada Corp to operate a Class II dump. Pre-1970 spread
Comments Date: 07011985
Comments: tank bottom slurry over the land. Now dispose of at BKK,
Comments Date: 07011985
Comments: petroleum waste in Buttonwillow, CA.
Comments Date: 07011985
Comments: 03/03/54 Fire caused by ruptured heater burning oil. No
Comments Date: 07011985
Comments: spillage on ground.
Comments Date: 07011985
Comments: 06/15/60 LACE high sufide count due to equipment malfunc-
Comments Date: 07011985

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Comments: tion. Violation corrected by 06/16/60.
Comments Date: 07011985
Comments: 06/30/63 Overflow of wastewater into ditch and street.
Comments Date: 07011985
Comments: 12/03/63 Same overflow. Oily water spill.
Comments Date: 07011985
Comments: 04/12/65 Oil in drainage system. Notice, Board of Super-
Comments Date: 07011985
Comments: visors, clean-up oil.
Comments Date: 07011985
Comments: 03/06/67 High sulfides in waste.
Comments Date: 07011985
Comments: 03/22/67 Truck dumping onto field. Stopped and corrected.
Comments Date: 07011985
Comments: 03/05/71 LACE Notice of Violation for high sulfides.
Comments Date: 07011985
Comments: 09/23/76 LACE Correction Notification for defective
Comments Date: 07011985
Comments: equipment and wastewater due to cleanup of equipment.
Comments Date: 07011985
Comments: 03/85 Environmental assessment.
Comments Date: 07011985
Comments: Preliminary Assessment submitted to EPA.
Comments Date: 07251991
Comments: Former oil refinery. Contaminants include petroleum hydro-
Comments Date: 07251991
Comments: carbons and Pb.
Comments Date: 08012000
Comments: RP submits draft revised RAP for MNA.
Comments Date: 08051982
Comments: Facility identified in Pacific Telephone Business Directory
Comments Date: 08051982
Comments: 1971. No current telephone listing.
Comments Date: 08072003
Comments: DTSC comments on MNA two-year summary and decides MNA not
Comments Date: 08072003
Comments: effective.
Comments Date: 08221997
Comments: DTSC letter to LASMO - since 90-day rebound study was completed,
Comments Date: 08221997
Comments: air sparging/vapor extraction (AS/VE) system must be turned back
Comments Date: 08221997
Comments: on.
Comments Date: 08231996
Comments: LASMO applies for approval of a revised groundwater monitoring
Comments Date: 08231996
Comments: schedule.
Comments Date: 08251995
Comments: Certified; Operation and Maintenance (O&M) - DTSC has
Comments Date: 08251995
Comments: determined that all appropriate removal/remedial action have
Comments Date: 08251995
Comments: been completed. However, the site requires ongoing O&M and
Comments Date: 08251995
Comments: monitoring efforts. The site will be deleted from the
Comments Date: 08251995
Comments: active site list, and be placed on DTSC's CalSites list of

GOLDEN EAGLE REFINERY (Continued) **S101480694**

Comments Date:	08251995
Comments:	sites undergoing O&M to ensure proper monitoring of long-
Comments Date:	08251995
Comments:	term cleanup efforts.
Comments Date:	09142000
Comments:	Public meeting for Public Comments.
Comments Date:	09171998
Comments:	DTSC meets with LASMO, explains that a draft revised Remedial
Comments Date:	09171998
Comments:	Action Plan (RAP) is needed.
Comments Date:	09201989
Comments:	EPA completed SSI and recommends Listing Site Inspection.
Comments Date:	09251998
Comments:	DTSC's sends a memo to the Regional Water Quality Control Board
Comments Date:	09251998
Comments:	to discuss September 17, 1998 meeting. LASMO will submit a
Comments Date:	09251998
Comments:	natural attenuation report, a feasiblity study, and a draft RAP
Comments Date:	09251998
Comments:	modification. Public notice proposed for November 1998.
Comments Date:	09281999
Comments:	DTSC provides comments on MoNA Feasibility Report dated 2/16/99.
Comments Date:	10081982
Comments:	DHS Permit Exemption Inspection: OK.
Comments Date:	10141999
Comments:	DTSC meets with LASMO consultants IES and CET regarding require-
ID Name:	CALSTARS CODE
ID Value:	400072
ID Name:	BEP DATABASE PCODE
ID Value:	P43013
ID Name:	CALSITES ID NUMBER
ID Value:	19490106
ID Name:	EPA IDENTIFICATION NUMBER
ID Value:	CAD062080064
Alternate Name:	GOLDEN EAGLE REFINERY
Alternate Name:	EAGLE REFINING COMPANY
Alternate Name:	SUNSET OIL COMPANY
Alternate Name:	DOUGLAS OIL REFINERY
Alternate Name:	CARSON OIL COMPANY
Alternate Name:	BERADA CORPORATION
Alternate Name:	GARDENA VALLEY DUMP #5
Alternate Name:	Not reported
Special Programs Code:	C104
Special Programs Name:	CERCLA 104

BJ476 **GOLDEN EAGLE REFINERY (FORMER)** **CA RESPONSE** **S105023093**
ESE **12000 SOUTH FIGUEROA STREET** **CA ENVIROSTOR** **N/A**
1/2-1 **CARSON, CA 90745** **CA DEED**
0.552 mi. **CA Cortese**
2914 ft. **Site 3 of 3 in cluster BJ** **CA HIST CORTESE**

Relative:
Lower

Actual:
196 ft.

RESPONSE:

Facility ID:	19290167
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	56
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Daniel Zogaib
Supervisor:	Emad Yemut
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	400072
Site Mgmt. Req.:	REM, ASP, FOUN, DAY, ELD, HOS, LUC, MON, OIL, NOWN, NDAM, NUSE, NDEV, NSUB, EXT, HS, FOOD, RES
Assembly:	64
Senate:	35
Special Program Status:	Not reported
Status:	Active
Status Date:	10/13/2014
Restricted Use:	YES
Funding:	Responsible Party
Latitude:	33.83800
Longitude:	-118.2848
APN:	7336-002-026, 7336-002-027, 7336-002-029, 7336-002-030, 7336-002-031, 7336-002-032, 7336-002-033, 7336-002-034, 7336-002-037, 7336-002-042, 7336-002-045, 7336-002-060, 7336-002-061, 7336-002-062, 7336-002-063, 7336-002-064, 7336-002-065, 7336-002-067, 7336-002-068, 7336-007-006, 7336-007-007, 7336-007-008, 7336-007-010, 7336-007-011, 7336-007-012, 7336-007-013, 7336-007-015, 7336-007-017, 7336-007-018, 7336-007-019, 7336-007-020, 7336-007-025, 7336002026, 7336002027, 7336002029, 7336002030, 7336002031, 7336002032, 7336002033, 7336002034, 7336002037, 7336002042, 7336002045, 7336002060, 7336002061, 7336002062, 7336002063, 7336002064, 7336002065, 7336002067, 7336002068, 7336007006, 7336007007, 7336007008, 7336007010, 7336007011, 7336007012, 7336007013, 7336007015, 7336007017, 7336007018, 7336007019, 7336007020, 7336007025
Past Use:	LANDFILL - DOMESTIC, MANUFACTURING - PETROLEUM
Potential COC :	Tetrachloroethylene (PCE TPH-gas Trichloroethylene (TCE Vinyl chloride
Confirmed COC:	Tetrachloroethylene (PCE TPH-gas Trichloroethylene (TCE Vinyl chloride
Potential Description:	OTH
Alias Name:	BERADA CORPORATION
Alias Type:	Alternate Name
Alias Name:	CARSON OIL COMPANY
Alias Type:	Alternate Name
Alias Name:	CARSON TOWN CENTER
Alias Type:	Alternate Name
Alias Name:	Carson Town Center
Alias Type:	Alternate Name
Alias Name:	DOUGLAS OIL REFINERY
Alias Type:	Alternate Name
Alias Name:	EAGLE REFINING COMPANY
Alias Type:	Alternate Name
Alias Name:	GARDENA VALLEY DUMP #5
Alias Type:	Alternate Name
Alias Name:	SUNSET OIL COMPANY
Alias Type:	Alternate Name
Alias Name:	7336-002-026
Alias Type:	APN
Alias Name:	7336-002-027
Alias Type:	APN
Alias Name:	7336-002-029
Alias Type:	APN

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Alias Name:	7336-002-030
Alias Type:	APN
Alias Name:	7336-002-031
Alias Type:	APN
Alias Name:	7336-002-032
Alias Type:	APN
Alias Name:	7336-002-033
Alias Type:	APN
Alias Name:	7336-002-034
Alias Type:	APN
Alias Name:	7336-002-037
Alias Type:	APN
Alias Name:	7336-002-042
Alias Type:	APN
Alias Name:	7336-002-045
Alias Type:	APN
Alias Name:	7336-002-060
Alias Type:	APN
Alias Name:	7336-002-061
Alias Type:	APN
Alias Name:	7336-002-062
Alias Type:	APN
Alias Name:	7336-002-063
Alias Type:	APN
Alias Name:	7336-002-064
Alias Type:	APN
Alias Name:	7336-002-065
Alias Type:	APN
Alias Name:	7336-002-067
Alias Type:	APN
Alias Name:	7336-002-068
Alias Type:	APN
Alias Name:	7336-007-006
Alias Type:	APN
Alias Name:	7336-007-007
Alias Type:	APN
Alias Name:	7336-007-008
Alias Type:	APN
Alias Name:	7336-007-010
Alias Type:	APN
Alias Name:	7336-007-011
Alias Type:	APN
Alias Name:	7336-007-012
Alias Type:	APN
Alias Name:	7336-007-013
Alias Type:	APN
Alias Name:	7336-007-015
Alias Type:	APN
Alias Name:	7336-007-017
Alias Type:	APN
Alias Name:	7336-007-018
Alias Type:	APN
Alias Name:	7336-007-019
Alias Type:	APN
Alias Name:	7336-007-020
Alias Type:	APN
Alias Name:	7336-007-025

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Alias Type:	APN
Alias Name:	7336002026
Alias Type:	APN
Alias Name:	7336002027
Alias Type:	APN
Alias Name:	7336002029
Alias Type:	APN
Alias Name:	7336002030
Alias Type:	APN
Alias Name:	7336002031
Alias Type:	APN
Alias Name:	7336002032
Alias Type:	APN
Alias Name:	7336002033
Alias Type:	APN
Alias Name:	7336002034
Alias Type:	APN
Alias Name:	7336002037
Alias Type:	APN
Alias Name:	7336002042
Alias Type:	APN
Alias Name:	7336002045
Alias Type:	APN
Alias Name:	7336002060
Alias Type:	APN
Alias Name:	7336002061
Alias Type:	APN
Alias Name:	7336002062
Alias Type:	APN
Alias Name:	7336002063
Alias Type:	APN
Alias Name:	7336002064
Alias Type:	APN
Alias Name:	7336002065
Alias Type:	APN
Alias Name:	7336002067
Alias Type:	APN
Alias Name:	7336002068
Alias Type:	APN
Alias Name:	7336007006
Alias Type:	APN
Alias Name:	7336007007
Alias Type:	APN
Alias Name:	7336007008
Alias Type:	APN
Alias Name:	7336007010
Alias Type:	APN
Alias Name:	7336007011
Alias Type:	APN
Alias Name:	7336007012
Alias Type:	APN
Alias Name:	7336007013
Alias Type:	APN
Alias Name:	7336007015
Alias Type:	APN
Alias Name:	7336007017
Alias Type:	APN

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Alias Name: 7336007018
Alias Type: APN
Alias Name: 7336007019
Alias Type: APN
Alias Name: 7336007020
Alias Type: APN
Alias Name: 7336007025
Alias Type: APN
Alias Name: CAD062080064
Alias Type: EPA Identification Number
Alias Name: 110033619895
Alias Type: EPA (FRS #)
Alias Name: SL184031386
Alias Type: GeoTracker Global ID
Alias Name: P43013
Alias Type: PCode
Alias Name: 400072
Alias Type: Project Code (Site Code)
Alias Name: 19290167
Alias Type: Envirostor ID Number
Alias Name: 19490106
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 12/08/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 12/08/2000
Comments: DTSC approves final revised RAP for MNA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Constructed: Operating Properly & Successfully
Completed Date: 06/30/1995
Comments: In March of 1995, DTSC approved the start-up of the remediation system. The remediation system has been operating as designed with treatment and containment of the hydrocarbon plume. The total hydrocarbon plume, including free product is estimated at 1,637,550 pounds or 250,000 gallons. Testing conducted on May 31, 1995 indicated that 663 pounds of hydrocarbon per day is being extracted and treated. With respect to the lead contaminated soil, 700 tons of lead-contaminated soil, exceeding 258 mg/kg of lead, was chemically fixed using a proprietary technology-MSU process. Approximately 300 gallons of free product has been removed from the northwestern free product area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 03/13/1995
Comments: DTSC approved the design for an Air Sparging/Vapor Extraction System for the Former Golden Eagle Refinery Site. The System covers

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

approximately 80% of the 76 acre site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 08/31/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 11/17/2015
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Cost estimate letter sent to RP via regular mail on 09/08/2014.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 12/08/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 08/25/1995
Comments: Former oil refinery. Contaminants include petroleum hydro- carbons and Pb.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 07/06/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 07/18/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 08/31/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 03/30/1990
Comments: Not reported

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 03/25/1980
Comments: Facility identified. Questionnaire received from Golden. Records Search: 03/04/47 County Engr field inspection found no problems. 01/01/49 County Engr bi-annual inspections (to 1967). 09/30/49 County Engr inspection found brine ponds overflowing.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 06/29/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 04/30/1990
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 12/31/1985
Comments: Removal Action: Soil excavation and biodegradation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 10/01/1986
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 02/22/2008
Comments: The monitoring report was approved as the outstanding issues do not require any revisions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 02/20/2008
Comments: Work Plan was approved with some minor comments. Consultant instructed to send revised copy for our records.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/26/2008
Comments: The comments still pending do not require revision of this document. Therefore, it has been approved and accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Date: 06/13/2006
Comments: Site screening approved by EPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/23/2008
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/23/2009
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/18/2009
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/27/2009
Comments: Accepted based on the submittal of a work plan for additional work.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 02/17/2010
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/29/2010
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 02/14/2011
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/11/2011
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Installation Workplan
Completed Date: 02/14/2011
Comments: Approved

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/14/2011
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 10/02/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/26/2011
Comments: Approved

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 12/12/2011
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 08/31/1994
Comments: Not reported

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 11/08/2011
Comments: Completed.

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/08/2011
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/09/2012
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/08/2011
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Date: 04/17/2012
Comments: Approved

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 01/09/2012
Comments: Conditionally approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/22/2012
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 10/04/2012
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan
Completed Date: 01/07/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/28/2013
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/25/2012
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 01/03/2013
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 01/07/2013
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 01/07/2013
Comments: Completed.

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/13/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 01/23/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 05/10/2013
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 03/29/2013
Comments: Conditionally approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/16/2013
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 11/05/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/27/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 10/16/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/16/2013
Comments: Conditional Approval

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Date: 12/18/2013
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 01/17/2014
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 01/23/2014
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/25/2014
Comments: Conditionally approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/24/2014
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 09/22/2014
Comments: Completed. RP to draft a focused FS to determine a new active remedy.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/10/2014
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/03/2015
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/14/2015
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/17/2015
Comments: Approved

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/09/2014
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/22/2014
Comments: Completed review. No letter is required as this is an AQMD required report.

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/24/2015
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/14/2015
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/10/2016
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/22/2016
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/13/2016
Comments: Completed.

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/24/2016
Comments: Completed

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 02/09/2015
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Document Type: Monitoring Report
Completed Date: 03/23/2015
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/10/2015
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/22/2016
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/22/2016
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/03/2016
Comments: Conditionally approved.

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 09/19/2016
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Prospective Purchaser Agreement
Completed Date: 07/06/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/19/2013
Comments: Completed.

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: De-Certification
Completed Date: 10/14/2014
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: AB 2061 - Designation
Completed Date: 07/18/2011
Comments: Completed

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/03/2014
Comments: Sent

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 12/01/2015
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2018
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Plan
Future Due Date: 2017
Future Area Name: Operable Unit 2 (OU2)
Future Sub Area Name: Not reported
Future Document Type: Remedy Constructed: Operating Properly & Successfully
Future Due Date: 2017
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2019
Future Area Name: Operable Unit 1 (OU1)
Future Sub Area Name: Not reported
Future Document Type: Remedy Constructed: Operating Properly & Successfully
Future Due Date: 2017
Schedule Area Name: Operable Unit 1 (OU1)
Schedule Sub Area Name: Not reported
Schedule Document Type: Removal Action Completion Report
Schedule Due Date: 03/08/2017
Schedule Revised Date: 06/04/2018
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Public Notice
Schedule Due Date: 10/29/2016
Schedule Revised Date: Not reported
Schedule Area Name: Operable Unit 2 (OU2)
Schedule Sub Area Name: Not reported
Schedule Document Type: Remedial Action Plan
Schedule Due Date: 09/30/2016
Schedule Revised Date: Not reported
Schedule Area Name: Operable Unit 1 (OU1)
Schedule Sub Area Name: Not reported
Schedule Document Type: Design/Implementation Workplan
Schedule Due Date: 08/05/2016
Schedule Revised Date: 09/30/2017
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: CEQA - Initial Study/ Neg. Declaration
Schedule Due Date: 02/23/2016
Schedule Revised Date: 12/22/2016

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Fact Sheets
Schedule Due Date:	11/13/2016
Schedule Revised Date:	Not reported
Schedule Area Name:	Operable Unit 2 (OU2)
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Design/Implementation Workplan
Schedule Due Date:	08/05/2016
Schedule Revised Date:	10/14/2017
Schedule Area Name:	Operable Unit 2 (OU2)
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Remedial Action Completion Report
Schedule Due Date:	03/08/2017
Schedule Revised Date:	05/17/2018
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Public Participation Plan / Community Relations Plan
Schedule Due Date:	10/29/2016
Schedule Revised Date:	Not reported
Schedule Area Name:	Operable Unit 1 (OU1)
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Remedial Action Plan
Schedule Due Date:	02/22/2016
Schedule Revised Date:	12/16/2016

ENVIROSTOR:

Facility ID:	19290167
Status:	Active
Status Date:	10/13/2014
Site Code:	400072
Site Type:	State Response
Site Type Detailed:	State Response or NPL
Acres:	56
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Daniel Zogaib
Supervisor:	Emad Yemut
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	64
Senate:	35
Special Program:	Not reported
Restricted Use:	YES
Site Mgmt Req:	REM, ASP, FOUN, DAY, ELD, HOS, LUC, MON, OIL, NOWN, NDAM, NUSE, NDEV, NSUB, EXT, HS, FOOD, RES
Funding:	Responsible Party
Latitude:	33.83800
Longitude:	-118.2848
APN:	7336-002-026, 7336-002-027, 7336-002-029, 7336-002-030, 7336-002-031, 7336-002-032, 7336-002-033, 7336-002-034, 7336-002-037, 7336-002-042, 7336-002-045, 7336-002-060, 7336-002-061, 7336-002-062, 7336-002-063, 7336-002-064, 7336-002-065, 7336-002-067, 7336-002-068, 7336-007-006, 7336-007-007, 7336-007-008, 7336-007-010, 7336-007-011, 7336-007-012, 7336-007-013, 7336-007-015, 7336-007-017, 7336-007-018, 7336-007-019, 7336-007-020, 7336-007-025, 7336002026, 7336002027, 7336002029, 7336002030, 7336002031, 7336002032, 7336002033, 7336002034,

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

7336002037, 7336002042, 7336002045, 7336002060, 7336002061, 7336002062, 7336002063, 7336002064, 7336002065, 7336002067, 7336002068, 7336007006, 7336007007, 7336007008, 7336007010, 7336007011, 7336007012, 7336007013, 7336007015, 7336007017, 7336007018, 7336007019, 7336007020, 7336007025

Past Use: LANDFILL - DOMESTIC, MANUFACTURING - PETROLEUM
Potential COC: Tetrachloroethylene (PCE TPH-gas Trichloroethylene (TCE Vinyl chloride
Confirmed COC: Tetrachloroethylene (PCE TPH-gas Trichloroethylene (TCE Vinyl chloride
Potential Description: OTH
Alias Name: BERADA CORPORATION
Alias Type: Alternate Name
Alias Name: CARSON OIL COMPANY
Alias Type: Alternate Name
Alias Name: CARSON TOWN CENTER
Alias Type: Alternate Name
Alias Name: Carson Town Center
Alias Type: Alternate Name
Alias Name: DOUGLAS OIL REFINERY
Alias Type: Alternate Name
Alias Name: EAGLE REFINING COMPANY
Alias Type: Alternate Name
Alias Name: GARDENA VALLEY DUMP #5
Alias Type: Alternate Name
Alias Name: SUNSET OIL COMPANY
Alias Type: Alternate Name
Alias Name: 7336-002-026
Alias Type: APN
Alias Name: 7336-002-027
Alias Type: APN
Alias Name: 7336-002-029
Alias Type: APN
Alias Name: 7336-002-030
Alias Type: APN
Alias Name: 7336-002-031
Alias Type: APN
Alias Name: 7336-002-032
Alias Type: APN
Alias Name: 7336-002-033
Alias Type: APN
Alias Name: 7336-002-034
Alias Type: APN
Alias Name: 7336-002-037
Alias Type: APN
Alias Name: 7336-002-042
Alias Type: APN
Alias Name: 7336-002-045
Alias Type: APN
Alias Name: 7336-002-060
Alias Type: APN
Alias Name: 7336-002-061
Alias Type: APN
Alias Name: 7336-002-062
Alias Type: APN
Alias Name: 7336-002-063
Alias Type: APN

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Alias Name:	7336-002-064
Alias Type:	APN
Alias Name:	7336-002-065
Alias Type:	APN
Alias Name:	7336-002-067
Alias Type:	APN
Alias Name:	7336-002-068
Alias Type:	APN
Alias Name:	7336-007-006
Alias Type:	APN
Alias Name:	7336-007-007
Alias Type:	APN
Alias Name:	7336-007-008
Alias Type:	APN
Alias Name:	7336-007-010
Alias Type:	APN
Alias Name:	7336-007-011
Alias Type:	APN
Alias Name:	7336-007-012
Alias Type:	APN
Alias Name:	7336-007-013
Alias Type:	APN
Alias Name:	7336-007-015
Alias Type:	APN
Alias Name:	7336-007-017
Alias Type:	APN
Alias Name:	7336-007-018
Alias Type:	APN
Alias Name:	7336-007-019
Alias Type:	APN
Alias Name:	7336-007-020
Alias Type:	APN
Alias Name:	7336-007-025
Alias Type:	APN
Alias Name:	7336002026
Alias Type:	APN
Alias Name:	7336002027
Alias Type:	APN
Alias Name:	7336002029
Alias Type:	APN
Alias Name:	7336002030
Alias Type:	APN
Alias Name:	7336002031
Alias Type:	APN
Alias Name:	7336002032
Alias Type:	APN
Alias Name:	7336002033
Alias Type:	APN
Alias Name:	7336002034
Alias Type:	APN
Alias Name:	7336002037
Alias Type:	APN
Alias Name:	7336002042
Alias Type:	APN
Alias Name:	7336002045
Alias Type:	APN
Alias Name:	7336002060

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Alias Type: APN
Alias Name: 7336002061
Alias Type: APN
Alias Name: 7336002062
Alias Type: APN
Alias Name: 7336002063
Alias Type: APN
Alias Name: 7336002064
Alias Type: APN
Alias Name: 7336002065
Alias Type: APN
Alias Name: 7336002067
Alias Type: APN
Alias Name: 7336002068
Alias Type: APN
Alias Name: 7336007006
Alias Type: APN
Alias Name: 7336007007
Alias Type: APN
Alias Name: 7336007008
Alias Type: APN
Alias Name: 7336007010
Alias Type: APN
Alias Name: 7336007011
Alias Type: APN
Alias Name: 7336007012
Alias Type: APN
Alias Name: 7336007013
Alias Type: APN
Alias Name: 7336007015
Alias Type: APN
Alias Name: 7336007017
Alias Type: APN
Alias Name: 7336007018
Alias Type: APN
Alias Name: 7336007019
Alias Type: APN
Alias Name: 7336007020
Alias Type: APN
Alias Name: 7336007025
Alias Type: APN
Alias Name: CAD062080064
Alias Type: EPA Identification Number
Alias Name: 110033619895
Alias Type: EPA (FRS #)
Alias Name: SL184031386
Alias Type: GeoTracker Global ID
Alias Name: P43013
Alias Type: PCode
Alias Name: 400072
Alias Type: Project Code (Site Code)
Alias Name: 19290167
Alias Type: Envirostor ID Number
Alias Name: 19490106
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 12/08/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 12/08/2000
Comments: DTSC approves final revised RAP for MNA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Constructed: Operating Properly & Successfully
Completed Date: 06/30/1995
Comments: In March of 1995, DTSC approved the start-up of the remediation system. The remediation system has been operating as designed with treatment and containment of the hydrocarbon plume. The total hydrocarbon plume, including free product is estimated at 1,637,550 pounds or 250,000 gallons. Testing conducted on May 31, 1995 indicated that 663 pounds of hydrocarbon per day is being extracted and treated. With respect to the lead contaminated soil, 700 tons of lead-contaminated soil, exceeding 258 mg/kg of lead, was chemically fixed using a proprietary technology-MSU process. Approximately 300 gallons of free product has been removed from the northwestern free product area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 03/13/1995
Comments: DTSC approved the design for an Air Sparging/Vapor Extraction System for the Former Golden Eagle Refinery Site. The System covers approximately 80% of the 76 acre site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 08/31/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 11/17/2015
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Cost estimate letter sent to RP via regular mail on 09/08/2014.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 12/08/2000

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 08/25/1995
Comments: Former oil refinery. Contaminants include petroleum hydro- carbons and Pb.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 07/06/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 07/18/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 08/31/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 03/30/1990
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 03/25/1980
Comments: Facility identified. Questionnaire received from Golden. Records Search: 03/04/47 County Engr field inspection found no problems. 01/01/49 County Engr bi-annual inspections (to 1967). 09/30/49 County Engr inspection found brine ponds overflowing.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 06/29/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 04/30/1990
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Date: 12/31/1985
Comments: Removal Action: Soil excavation and biodegradation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 10/01/1986
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 02/22/2008
Comments: The monitoring report was approved as the outstanding issues do not require any revisions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 02/20/2008
Comments: Work Plan was approved with some minor comments. Consultant instructed to send revised copy for our records.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/26/2008
Comments: The comments still pending do not require revision of this document. Therefore, it has been approved and accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/13/2006
Comments: Site screening approved by EPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/23/2008
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/23/2009
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/18/2009
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Date: 06/27/2009
Comments: Accepted based on the submittal of a work plan for additional work.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 02/17/2010
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/29/2010
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 02/14/2011
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/11/2011
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Installation Workplan
Completed Date: 02/14/2011
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/14/2011
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 10/02/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/26/2011
Comments: Approved

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 12/12/2011
Comments: Completed

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 08/31/1994
Comments: Not reported

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 11/08/2011
Comments: Completed.

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/08/2011
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/09/2012
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/08/2011
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 04/17/2012
Comments: Approved

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 01/09/2012
Comments: Conditionally approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/22/2012
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 10/04/2012
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Date: 01/07/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/28/2013
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/25/2012
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 01/03/2013
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 01/07/2013
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 01/07/2013
Comments: Completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/13/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 01/23/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 05/10/2013
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 03/29/2013
Comments: Conditionally approved

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/16/2013
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 11/05/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/27/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 10/16/2013
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/16/2013
Comments: Conditional Approval

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/18/2013
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 01/17/2014
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 01/23/2014
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/25/2014
Comments: Conditionally approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Date: 07/24/2014
Comments: Approved

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 09/22/2014
Comments: Completed. RP to draft a focused FS to determine a new active remedy.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/10/2014
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/03/2015
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/14/2015
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/17/2015
Comments: Approved

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/09/2014
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/22/2014
Comments: Completed review. No letter is required as this is an AQMD required report.

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/24/2015
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/14/2015
Comments: Completed

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/10/2016
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/22/2016
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/13/2016
Comments: Completed.

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/24/2016
Comments: Completed

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 02/09/2015
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/23/2015
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/10/2015
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/22/2016
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/22/2016
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Completed Date: 08/03/2016
Comments: Conditionally approved.

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 09/19/2016
Comments: Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Prospective Purchaser Agreement
Completed Date: 07/06/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/19/2013
Comments: Completed.

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: De-Certification
Completed Date: 10/14/2014
Comments: Completed

Completed Area Name: Operable Unit 2 (OU2)
Completed Sub Area Name: Not reported
Completed Document Type: AB 2061 - Designation
Completed Date: 07/18/2011
Comments: Completed

Completed Area Name: Operable Unit 1 (OU1)
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/03/2014
Comments: Sent

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 12/01/2015
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2018
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Plan
Future Due Date: 2017
Future Area Name: Operable Unit 2 (OU2)
Future Sub Area Name: Not reported
Future Document Type: Remedy Constructed: Operating Properly & Successfully
Future Due Date: 2017

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2019
Future Area Name:	Operable Unit 1 (OU1)
Future Sub Area Name:	Not reported
Future Document Type:	Remedy Constructed: Operating Properly & Successfully
Future Due Date:	2017
Schedule Area Name:	Operable Unit 1 (OU1)
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Removal Action Completion Report
Schedule Due Date:	03/08/2017
Schedule Revised Date:	06/04/2018
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Public Notice
Schedule Due Date:	10/29/2016
Schedule Revised Date:	Not reported
Schedule Area Name:	Operable Unit 2 (OU2)
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Remedial Action Plan
Schedule Due Date:	09/30/2016
Schedule Revised Date:	Not reported
Schedule Area Name:	Operable Unit 1 (OU1)
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Design/Implementation Workplan
Schedule Due Date:	08/05/2016
Schedule Revised Date:	09/30/2017
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	CEQA - Initial Study/ Neg. Declaration
Schedule Due Date:	02/23/2016
Schedule Revised Date:	12/22/2016
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Fact Sheets
Schedule Due Date:	11/13/2016
Schedule Revised Date:	Not reported
Schedule Area Name:	Operable Unit 2 (OU2)
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Design/Implementation Workplan
Schedule Due Date:	08/05/2016
Schedule Revised Date:	10/14/2017
Schedule Area Name:	Operable Unit 2 (OU2)
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Remedial Action Completion Report
Schedule Due Date:	03/08/2017
Schedule Revised Date:	05/17/2018
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Public Participation Plan / Community Relations Plan
Schedule Due Date:	10/29/2016
Schedule Revised Date:	Not reported
Schedule Area Name:	Operable Unit 1 (OU1)
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Remedial Action Plan
Schedule Due Date:	02/22/2016

GOLDEN EAGLE REFINERY (FORMER) (Continued) **S105023093**

Schedule Revised Date: 12/16/2016

DEED:
Envirostor ID: 19290167
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: STATE RESPONSE
Status: ACTIVE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 07/18/1995

CORTESE:

Region:	CORTESE
Envirostor Id:	19290167
Site/Facility Type:	STATE RESPONSE
Cleanup Status:	ACTIVE - LAND USE RESTRICTIONS
Status Date:	10/13/2014
Site Code:	400072
Latitude:	33.838001
Longitude:	-118.28481
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	envirostor
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	CALSI
Reg Id:	19290167

477
East
1/2-1
0.553 mi.
2921 ft.

KUK YONS KIM
449 IMPERIAL HWY W
LOS ANGELES, CA 90061

CA LUST **S101297052**
CA HIST CORTESE **N/A**

Relative:
Lower

Actual:
160 ft.

LUST:

Region:	STATE
Global Id:	T0603701153
Latitude:	33.9312621670604
Longitude:	-118.282398652219
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	05/24/2012
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MB
Local Agency:	LOS ANGELES, CITY OF

KUK YONS KIM (Continued) **S101297052**

RB Case Number: 900610025
LOC Case Number: 30436
File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603701153
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603701153
Contact Type: Regional Board Caseworker
Contact Name: MAGDY BAIADY
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mbaiady@waterboards.ca.gov
Phone Number: 2135766699

Status History:
Global Id: T0603701153
Status: Open - Case Begin Date
Status Date: 09/19/1988

Global Id: T0603701153
Status: Open - Site Assessment
Status Date: 06/19/1989

Global Id: T0603701153
Status: Open - Site Assessment
Status Date: 01/09/2007

Global Id: T0603701153
Status: Open - Remediation
Status Date: 05/24/2012

Regulatory Activities:
Global Id: T0603701153
Action Type: ENFORCEMENT
Date: 05/24/2012
Action: Staff Letter

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153

KUK YONS KIM (Continued) **S101297052**

Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: REMEDIATION
Date: 01/13/2007
Action: Free Product Removal

Global Id: T0603701153
Action Type: REMEDIATION
Date: 07/24/2014
Action: Soil Vapor Extraction (SVE)

Global Id: T0603701153
Action Type: REMEDIATION
Date: 07/24/2014
Action: Dual Phase Extraction

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 04/18/2012
Action: Site Assessment Report

Global Id: T0603701153
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603701153
Action Type: Other
Date: 06/19/1989
Action: Leak Reported

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 10/15/2012
Action: CAP/RAP - Final Remediation / Design Plan - Regulator Responded

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/31/2006
Action: Other Report / Document

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2007

KUK YONS KIM (Continued) **S101297052**

Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 01/14/2013
Action: Site Assessment Report

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 02/26/2015
Action: Corrective Action Plan / Remedial Action Plan - Regulator Responded

Global Id: T0603701153
Action Type: ENFORCEMENT
Date: 05/18/2010
Action: Staff Letter

Global Id: T0603701153
Action Type: ENFORCEMENT
Date: 04/06/2015
Action: Staff Letter

Global Id: T0603701153
Action Type: RESPONSE
Date: 09/13/2007
Action: Soil and Water Investigation Report

Global Id: T0603701153
Action Type: RESPONSE
Date: 08/27/2013
Action: Soil and Water Investigation Workplan

Global Id: T0603701153
Action Type: RESPONSE
Date: 11/14/2013
Action: Site Assessment Report

KUK YONS KIM (Continued) **S101297052**

Global Id: T0603701153
Action Type: ENFORCEMENT
Date: 06/29/2006
Action: Staff Letter

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 10/17/2008
Action: Other Report / Document

Global Id: T0603701153
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 01/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE

KUK YONS KIM (Continued) **S101297052**

Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2010
Action: Soil and Water Investigation Workplan

Global Id: T0603701153
Action Type: RESPONSE
Date: 06/09/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2010
Action: Interim Remedial Action Plan

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603701153
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603701153
Action Type: RESPONSE
Date: 09/19/2014
Action: Pilot Study/ Treatability Report

Global Id: T0603701153
Action Type: RESPONSE
Date: 07/15/2015
Action: Remedial Progress Report

Global Id: T0603701153
Action Type: Other
Date: 09/19/1988
Action: Leak Discovery

KUK YONS KIM (Continued) **S101297052**

Global Id:	T0603701153
Action Type:	RESPONSE
Date:	01/15/2016
Action:	Monitoring Report - Semi-Annually

Global Id:	T0603701153
Action Type:	RESPONSE
Date:	11/10/2015
Action:	Well Installation Report

Global Id:	T0603701153
Action Type:	RESPONSE
Date:	01/15/2011
Action:	Monitoring Report - Semi-Annually

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900610025
Status:	Leak being confirmed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603701153
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19050
Cross Street:	FIGUEROA ST
Enforcement Type:	Not reported
Date Leak Discovered:	9/19/1988
Date Leak First Reported:	6/19/1989
Date Leak Record Entered:	12/10/1991
Date Confirmation Began:	6/19/1989
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	12/12/1991
Date the Case was Closed:	Not reported
How Leak Discovered:	OM
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	KIM, YONS KUK
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	4692.1899987894550640346404122
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported

KUK YONS KIM (Continued) **S101297052**

Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: BLANK RP
RP Address: Not reported
Program: LUST
Lat/Long: 33.9310951 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: LEAK DETECTOR INVESTIGATION REVEALED CONTAMINATION

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900610025

478
SSE
1/2-1
0.553 mi.
2922 ft.

SOUTHERN CA WATER COMPANY
1218 EL SEGUNDO BLVD W
GARDENA, CA 90249

CA LUST **S102437806**
CA HIST CORTESE **N/A**

Relative:
Lower

Actual:
132 ft.

LUST:
Region: STATE
Global Id: T0603704000
Latitude: 33.915877
Longitude: -118.297295
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/03/1994
Lead Agency: LOS ANGELES COUNTY
Case Worker: JOA
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-12807
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Kerosene
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603704000
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA

SOUTHERN CA WATER COMPANY (Continued) **S102437806**

Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603704000
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603704000
Status: Open - Case Begin Date
Status Date: 12/27/1990

Global Id: T0603704000
Status: Completed - Case Closed
Status Date: 11/03/1994

Regulatory Activities:
Global Id: T0603704000
Action Type: Other
Date: 12/27/1990
Action: Leak Stopped

Global Id: T0603704000
Action Type: Other
Date: 01/23/1991
Action: Leak Reported

Global Id: T0603704000
Action Type: Other
Date: 12/27/1990
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-12807
Status: Case Closed
Substance: Kerosene
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704000
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: BUDLONG AVE.
Enforcement Type: Not reported
Date Leak Discovered: 12/27/1990

SOUTHERN CA WATER COMPANY (Continued) **S102437806**

Date Leak First Reported:		1/23/1991
Date Leak Record Entered:	2/8/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	12/27/1990	
Date Case Last Changed on Database:		2/8/1991
Date the Case was Closed:		11/3/1994
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	HODGES, G.R.	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		260.2075576867479423053592681 5
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	BLANK RP	
RP Address:	Not reported	
Program:	LUST	
Lat/Long:	33.9162671 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-12807

BH479 **2010 EL SEGUNDO BOULEVARD** **US BROWNFIELDS** **1016351457**
SW **2010 EL SEGUNDO BOULEVARD** **FINDS** **N/A**
1/2-1 **GARDENA, CA**
0.555 mi.
2929 ft. **Site 2 of 2 in cluster BH**

Relative:
Lower

Actual:
72 ft.

US BROWNFIELDS:

Recipient name:	Gardena, City of
Grant type:	Assessment
Property name:	2010 EL SEGUNDO BOULEVARD
Property #:	Not reported
Parcel size:	Not reported
Property Description:	Not reported
Latitude:	33.916322
Longitude:	-118.313462
HCM label:	Address Matching-House Number
Map scale:	100000
Point of reference:	Entrance Point of a Facility or Station
Datum:	North American Datum of 1983
ACRES property ID:	14374
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	Not reported
Assessment funding source:	Not reported
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase I Environmental Assessment
Accomplishment count:	0
Cooperative agreement #:	98976301
Ownership entity:	Not reported
Current owner:	Not reported
Did owner change:	Not reported
Cleanup required:	No
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported

2010 EL SEGUNDO BOULEVARD (Continued) **1016351457**

Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported

2010 EL SEGUNDO BOULEVARD (Continued) **1016351457**

No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Highlights:	Not reported
IC Data Address:	Not reported
Redev Completition Date:	Not reported
# Below Poverty:	574
% Below Poverty:	8.2%
# Low Income:	1248
% Low Income:	3.8%
Meidan Income:	6474
# Unemployed:	356
% Unemployed:	13.2%
# Vacant Housing:	52
% Vacant Housing:	90.1%

FINDS:

Registry ID: 110039536561

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

BG480 **CHEMRITE CORP** **CA SLIC** **S105937083**
SW **12600 DAPHNE AVE.** **CA EMI** **N/A**
1/2-1 **HAWTHORNE, CA 90250**
0.556 mi.
2937 ft. **Site 3 of 7 in cluster BG**

Relative:
Lower

Actual:
61 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	07/27/2012
Global Id:	T10000004193
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.9180608691819
Longitude:	-118.319277763367
Case Type:	Cleanup Program Site
Case Worker:	AS
Local Agency:	Not reported
RB Case Number:	1281
File Location:	Regional Board
Potential Media Affected:	Soil, Soil Vapor
Potential Contaminants of Concern:	Tetrachloroethylene (PCE), Trichloroethylene (TCE)

CHEMRITE CORP (Continued) **S105937083**

Site History: A CWC section 13267 Order requiring completion of a chemical use questionnaire (CUQ) was issued to the site on August 23, 2012. A CUQ response was submitted to the Regional Board on September 26, 2012. Several businesses have operated at the site, including Cherokee Chemical (? - 1999), US Art (1999 - 2010), and currently Techflex. The current owner is not aware of the types of operations that were conducted by the tenants.

Click here to access the California GeoTracker records for this facility:

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	22780
Air District Name:	SC
SIC Code:	2841
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

BK481 **GARDENA PLATING COMPANY, INC.** **RCRA-LQG** **1000187114**
SSW **12901 S. WESTERN AVE.** **CA ENVIROSTOR** **CAD046442612**
1/2-1 **GARDENA, CA 90249** **CA HIST UST**
0.557 mi. **CA EMI**
2940 ft. **Site 1 of 4 in cluster BK** **CA LOS ANGELES CO. HMS**
CA NPDES
Relative: **LA Co. Site Mitigation**
Lower **CA WDS**

Actual:
74 ft.

RCRA-LQG:

Date form received by agency:	03/09/2012
Facility name:	GARDENA PLATING COMPANY, INC.
Facility address:	12901 S. WESTERN AVE. GARDENA, CA 90249
EPA ID:	CAD046442612
Mailing address:	S. WESTERN AVE. GARDENA, CA 90249
Contact:	GARY DEKERMENJIAN
Contact address:	S. WESTERN AVE. GARDENA, CA 90249
Contact country:	US
Contact telephone:	(310) 327-2634
Contact email:	N/A
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	GARDENA PLATING COMPANY, INC.
Owner/operator address:	S. WESTERN AVE. GARDENA, CA 90249
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 327-2634
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/10/1962
Owner/Op end date:	Not reported

Owner/operator name:	GARDENA PLATING COMPANY, INC.
Owner/operator address:	S. WESTERN AVE. GARDENA, CA 90249
Owner/operator country:	US
Owner/operator telephone:	(310) 327-2634
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	01/10/1962
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code: 134
. Waste name: 134

. Waste code: 171
. Waste name: 171

. Waste code: 331
. Waste name: 331

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Historical Generators:
Date form received by agency: 06/01/2010
Site name: GARDENA PLATING COMPANY, INC.
Classification: Large Quantity Generator

. Waste code: 171
. Waste name: 171

. Waste code: 331
. Waste name: 331

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

ALUMINUM.

Date form received by agency: 02/26/2008
Site name: GARDENA PLATING COMPANY, INC.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D010
. Waste name: SELENIUM

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Date form received by agency: 02/22/2006
Site name: GARDENA PLATING COMPANY, INC
Classification: Large Quantity Generator

. Waste code: D010
. Waste name: SELENIUM

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Date form received by agency: 02/23/2004
Site name: GARDENA PLATING COMPANY, INC.
Classification: Large Quantity Generator

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D010
. Waste name: SELENIUM

. Waste code: F006

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Date form received by agency: 02/15/2002
Site name: GARDENA PLATING
Classification: Large Quantity Generator

. Waste code: 171
. Waste name: 171

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

Date form received by agency: 10/12/2000
Site name: GARDENA PLATING
Classification: Large Quantity Generator

Date form received by agency: 03/16/1999
Site name: GARDENA PLATING COMPANY
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: GARDENA PLATING CO INC
Classification: Large Quantity Generator

Date form received by agency: 03/29/1996
Site name: GARDENA PLATING COMPANY
Classification: Large Quantity Generator

Date form received by agency: 04/26/1994
Site name: GARDENA PLATING CO INC
Classification: Large Quantity Generator

Date form received by agency: 02/28/1992
Site name: GARDENA PLATING COMPANY INC.
Classification: Large Quantity Generator

Date form received by agency: 04/16/1990
Site name: GARDENA PLATING COMPANY INC.
Classification: Large Quantity Generator

Date form received by agency: 10/22/1980
Site name: GARDENA PLATING CO INC

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

Classification: Large Quantity Generator

Biennial Reports:

Last Biennial Reporting Year: 2013

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 880

Waste code: D035
Waste name: METHYL ETHYL KETONE
Amount (Lbs): 880

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 880

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.
Amount (Lbs): 109080

Facility Has Received Notices of Violations:

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 10/06/2015
Date achieved compliance: Not reported
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 10/06/2015
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 11/18/2010
Date achieved compliance: Not reported
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 04/02/2008
Date achieved compliance: 07/23/2009
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/23/2009
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 06/23/2009
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 11/16/1991
Date achieved compliance: 11/16/1996
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 10/06/2015
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/01/2011
Evaluation: NOT A SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 11/18/2010
Evaluation: SIGNIFICANT NON-COMPLIER

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

Area of violation: Generators - General
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/02/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 07/23/2009
Evaluation lead agency: EPA

Evaluation date: 11/16/1991
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 11/16/1996
Evaluation lead agency: State Contractor/Grantee

ENVIROSTOR:
Facility ID: 71002408
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91501
Longitude: -118.3096
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD046442612
Alias Type: EPA Identification Number
Alias Name: 110000474656
Alias Type: EPA (FRS #)
Alias Name: 71002408
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/06/4016
Comments: Not reported

Completed Area Name: PROJECT WIDE

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	06/19/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

HIST UST:

File Number:	0002857E
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002857E.pdf
Region:	STATE
Facility ID:	00000055911
Facility Type:	Other
Other Type:	ELECTRO PLATING
Contact Name:	JOHN KOSTURA
Telephone:	2133272634
Owner Name:	VICTOR O. ANDERSON
Owner Address:	12901 SOUTH WESTERN AVE.
Owner City,St,Zip:	GARDENA, CA 90249
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	1979
Tank Capacity:	00005800
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	8
Leak Detection:	Visual

Click here for Geo Tracker PDF:

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	35007
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	15
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

Part. Matter 10 Micrometers and Smllr Tons/Yr:0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	35007
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	35007
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	35007
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	35007

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	3
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	S
Facility Id:	025227-047712
Facility Type:	S6
Facility Status:	Closed
Area:	2B
Permit Number:	CGI000087
Permit Status:	Closed

Region:	LA
Permit Category:	I
Facility Id:	005231-I05430
Facility Type:	01
Facility Status:	Closed
Area:	2B
Permit Number:	000008702
Permit Status:	Closed

Region:	LA
Permit Category:	I
Facility Id:	005231-I05430
Facility Type:	01
Facility Status:	Closed
Area:	2B
Permit Number:	0000J8702
Permit Status:	Closed

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	188545
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I000087
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	2/1/2013

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	2/18/1992
STATUS CODE NAME:	Terminated
STATUS DATE:	2/5/2013
PLACE SIZE:	100000
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	Carl Davis
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	3103278999
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Del Mar Die Casting
OPERATOR ADDRESS:	12901 S Western Ave
OPERATOR CITY:	Gardena
OPERATOR STATE:	California
OPERATOR ZIP:	90249
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	310-327-8999
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Los Angeles River
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

CERTIFICATION DATE:	Not reported
PRIMARY SIC:	3364-Nonferrous Die-Castings, Except Aluminum
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000001
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	189304
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I004142
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/06/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	12/29/2015
Discharge Name:	Gardena Plating Co
Discharge Address:	12901 S Western Ave
Discharge City:	Gardena
Discharge State:	California
Discharge Zip:	90249
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	189304
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I004142
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	12/29/2015
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	4/6/1992
STATUS CODE NAME:	Terminated
STATUS DATE:	12/30/2015
PLACE SIZE:	37700
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	Gary Dekermenjian
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	3103272634
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Gardena Plating Co
OPERATOR ADDRESS:	12901 S Western Ave
OPERATOR CITY:	Gardena

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

OPERATOR STATE:	California
OPERATOR ZIP:	90249
OPERATOR CONTACT NAME:	Gary Dekermenjian
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	310-327-2634
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	310-327-2634
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Pacific Ocean
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	3471-Electroplating, Plating, Polishing, Anodizing, and Coloring
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000642
Jurisdiction:	Not reported
Case ID:	RO0001640
Abated:	No
Assigned To:	Richard Clark
Entered Date:	Not reported
Abated Date:	Not reported

WDS:

Facility ID:	4 19I000087
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

	semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3103278999
Facility Contact:	DAVIS CARL
Agency Name:	DEL MAR DIE CASTING
Agency Address:	12901 S Western Ave
Agency City,St,Zip:	Gardena 902491917
Agency Contact:	Not reported
Agency Telephone:	3103278999
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.
Facility ID:	4 19I004142
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3103272634

GARDENA PLATING COMPANY, INC. (Continued) **1000187114**

Facility Contact:	DEKERMENJIAN GARY
Agency Name:	GARDENA PLATING CO
Agency Address:	12901 S Western Ave
Agency City,St,Zip:	Gardena 902491917
Agency Contact:	DEKERMENJIAN GARY
Agency Telephone:	3103272634
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

BG482 **BOWERS PRINTING INKS** **SEMS-ARCHIVE** **1015732851**
SW **12727 S VAN NESS AVE** **RCRA-SQG** **CAD981396484**
1/2-1 **HAWTHORNE, CA 90250** **CA HAZNET**
0.560 mi.
2958 ft. **Site 4 of 7 in cluster BG**

Relative:
Lower

Actual:
65 ft.

SEMS-ARCHIVE:

Site ID:	903500
EPA ID:	CAD981396484
Federal Facility:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

Following information was gathered from the prior CERCLIS update completed in 10/2013:

Site ID:	0903500
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13286600.00000
Person ID:	13003854.00000
Contact Sequence ID:	13292195.00000

BOWERS PRINTING INKS (Continued) **1015732851**

Person ID: 13003858.00000

Contact Sequence ID: 13298053.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Site Alias Name(s):
Alias Name: BOWERS PRINTING INKS
Alias Address: Not reported
CA

Alias Name: PPG INK PRODUCTS
Alias Address: Not reported
CA

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 01/01/88
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 12/21/88
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 12/21/88
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: BOWERS PRINTING INKS
Facility address: 12727 S VAN NESS AVE
HAWTHORNE, CA 90250
EPA ID: CAD981396484
Mailing address: S VAN NESS AVE
HAWTHORNE, CA 90250
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: PPG INDUSTRIES INC
Owner/operator address: NOT REQUIRED

BOWERS PRINTING INKS (Continued) **1015732851**

NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

HAZNET:
envid: 1015732851
Year: 1997
GEPAID: CAD981396484
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 12727 S VAN NESS AVE
Mailing City,St,Zip: HAWTHORNE, CA 902500000
Gen County: Not reported
TSD EPA ID: CAD981696420
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Transfer Station
Tons: 3.7530
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1015732851

BOWERS PRINTING INKS (Continued) **1015732851**

Year:	1997
GEPAID:	CAD981396484
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	12727 S VAN NESS AVE
Mailing City,St,Zip:	HAWTHORNE, CA 902500000
Gen County:	Not reported
TSD EPA ID:	CAD008488025
TSD County:	Not reported
Waste Category:	Alkaline solution without metals pH >= 12.5
Disposal Method:	Treatment, Tank
Tons:	7.2975
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

BG483 **PPG INK PRODUCTS HAWTHORNE** **CA SLIC** **1000285277**
SW **12727 S VAN NESS AVE** **CA SWEEPS UST** **N/A**
1/2-1 **HAWTHORNE, CA 90250** **CA HIST UST**
0.560 mi. **CA FID UST**
2958 ft. **Site 5 of 7 in cluster BG** **FINDS**
CA LOS ANGELES CO. HMS
Relative: **ECHO**
Lower

Actual:
65 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	07/31/2012
Global Id:	T10000004205
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.9171260302567
Longitude:	-118.318086862564
Case Type:	Cleanup Program Site
Case Worker:	AS
Local Agency:	Not reported
RB Case Number:	1284A
File Location:	Regional Board
Potential Media Affected:	Soil, Soil Vapor
Potential Contaminants of Concern:	Dichloroethene (DCE), Trichloroethylene (TCE)
Site History:	The site was issued a CWC section 13267 Order requiring the completion of a chemical use questionnaire (CUQ). This site is in the vicinity of the Quality Hardware site where a VOC investigation was conducted.

Click here to access the California GeoTracker records for this facility:

SWEEPS UST:

Status:	Active
Comp Number:	12026
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported

PPG INK PRODUCTS HAWTHORNE (Continued) **1000285277**

SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

HIST UST:

File Number:	00027DC0
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027DC0.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID:	19020434
Regulated By:	UTNKA
Regulated ID:	00006392
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8180000000
Mail To:	Not reported
Mailing Address:	12727 S VAN NESS AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	HAWTHORNE
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

FINDS:

Registry ID: 110009541932

PPG INK PRODUCTS HAWTHORNE (Continued) **1000285277**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 011950-012026
Facility Type: 0
Facility Status: Removed
Area: 2C
Permit Number: 00003621T
Permit Status: Removed

ECHO:
Envid: 1000285277
Registry ID: 110009541932
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110009541932

BL484 **TELEDYNE RELAYS** **SEMS** **1000201830**
SW **12525 DAPHNE AVENUE** **CORRACTS** **CAD990833006**
1/2-1 **HAWTHORNE, CA 90250** **RCRA-TSDF**
0.563 mi. **RCRA-LQG**
2972 ft. **Site 1 of 4 in cluster BL** **CA ENVIROSTOR**
CA HIST UST
Relative: **US FIN ASSUR**
Lower **ICIS**
FINDS
Actual: **CA EMI**
60 ft. **CA HWP**
CA NPDES
ECHO

SEMS:
Site ID: 900243
EPA ID: CAD990833006
Federal Facility: N
NPL: Not on the NPL
Non NPL Status: Deferred to RCRA

Following information was gathered from the prior CERCLIS update completed in 10/2013:
Site ID: 0900243
EPA ID: CAD990833006
Facility County: LOS ANGELES
Short Name: TELEDYNE RELAYS
Congressional District: 27
IFMS ID: Not reported
SMSA Number: 4480
USGC Hydro Unit: 18070104
Federal Facility: Not a Federal Facility
DMNSN Number: 0.00000
Site Orphan Flag: N

TELEDYNE RELAYS (Continued) **1000201830**

RCRA ID: E
USGS Quadrangle: Not reported
Site Init By Prog: Not reported
NFRAP Flag: Not reported
Parent ID: Not reported
RST Code: Not reported
EPA Region: 09
Classification: Not reported
Site Settings Code: Not reported
NPL Status: Not on the NPL
DMNSN Unit Code: Not reported
RBRAC Code: Not reported
RResp Fed Agency Code: Not reported
Non NPL Status: Deferred to RCRA
Non NPL Status Date: 09/19/00
Site Fips Code: 06037
CC Concurrence Date: / /
CC Concurrence FY: Not reported
Alias EPA ID: Not reported
Site FUDS Flag: Not reported

CERCLIS Site Contact Name(s):
Contact ID: 13003854.00000
Contact Name: Leslie Ramirez
Contact Tel: (415) 972-3978
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Sharon Murray
Contact Tel: (415) 972-4250
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Carl Brickner
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Alias Comments: Not reported
Site Description: Not reported

CERCLIS Assessment History:

Action Code: 001
Action: DISCOVERY
Date Started: / /
Date Completed: 05/21/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

TELEDYNE RELAYS (Continued) **1000201830**

Action Code:	001
Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /
Date Completed:	09/18/91
Priority Level:	Deferred to RCRA (Subtitle C)
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

CORRACTS:

EPA ID:	CAD990833006
EPA Region:	9
Area Name:	ENTIRE FACILITY
Actual Date:	19920106
Action:	CA075LO - CA Prioritization, Facility or area was assigned a low corrective action priority
NAICS Code(s):	335314 Relay and Industrial Control Manufacturing
Original schedule date:	Not reported
Schedule end date:	Not reported

EPA ID:	CAD990833006
EPA Region:	9
Area Name:	ENTIRE FACILITY
Actual Date:	19910915
Action:	CA075LO - CA Prioritization, Facility or area was assigned a low corrective action priority
NAICS Code(s):	335314 Relay and Industrial Control Manufacturing
Original schedule date:	Not reported
Schedule end date:	Not reported

RCRA-TSDF:

Date form received by agency:	02/24/2016
Facility name:	TELEDYNE RELAYS
Facility address:	12525 DAPHNE AVENUE HAWTHORNE, CA 90250
EPA ID:	CAD990833006
Mailing address:	DAPHNE AVENUE HAWTHORNE, CA 90250
Contact:	JEFF W HOGUE
Contact address:	DAPHNE AVENUE HAWTHORNE, CA 90250
Contact country:	US
Contact telephone:	(323) 241-1226
Contact email:	JEFFREY.HOGUE@TELEDYNE.COM
EPA Region:	09
Land type:	Private
Classification:	TSDF
Description:	Handler is engaged in the treatment, storage or disposal of hazardous waste
Classification:	Large Quantity Generator

TELEDYNE RELAYS (Continued) **1000201830**

Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	TELEDYNE REYNOLDS, INCORPORATED
Owner/operator address:	MC CONNELL AVENUE LOS ANGELES, CA 90066
Owner/operator country:	US
Owner/operator telephone:	(310) 823-5491
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	12/31/2012
Owner/Op end date:	Not reported

Owner/operator name:	TELEDYNE RELAYS
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	06/30/1987
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code: 122
. Waste name: 122

. Waste code: 132
. Waste name: 132

TELEDYNE RELAYS (Continued) **1000201830**

. Waste code: 133
. Waste name: 133

. Waste code: 134
. Waste name: 134

. Waste code: 135
. Waste name: 135

. Waste code: 171
. Waste name: 171

. Waste code: 181
. Waste name: 181

. Waste code: 214
. Waste name: 214

. Waste code: 221
. Waste name: 221

. Waste code: 331
. Waste name: 331

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: 711
. Waste name: 711

. Waste code: 726
. Waste name: 726

. Waste code: 751
. Waste name: 751

. Waste code: 791
. Waste name: 791

. Waste code: 792
. Waste name: 792

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

TELEDYNE RELAYS (Continued) **1000201830**

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Historical Generators:
Date form received by agency: 03/01/2014
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

. Waste code: 122
. Waste name: 122

. Waste code: 132
. Waste name: 132

. Waste code: 133
. Waste name: 133

TELEDYNE RELAYS (Continued) **1000201830**

. Waste code: 171
. Waste name: 171

. Waste code: 181
. Waste name: 181

. Waste code: 214
. Waste name: 214

. Waste code: 221
. Waste name: 221

. Waste code: 331
. Waste name: 331

. Waste code: 343
. Waste name: 343

. Waste code: 351
. Waste name: 351

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: 711
. Waste name: 711

. Waste code: 726
. Waste name: 726

. Waste code: 741
. Waste name: 741

. Waste code: 751
. Waste name: 751

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

TELEDYNE RELAYS (Continued) **1000201830**

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Date form received by agency: 03/19/2013
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

. Waste code: 122
. Waste name: 122

. Waste code: 133
. Waste name: 133

. Waste code: 151
. Waste name: 151

. Waste code: 171
. Waste name: 171

. Waste code: 181
. Waste name: 181

TELEDYNE RELAYS (Continued) **1000201830**

. Waste code: 214
. Waste name: 214

. Waste code: 221
. Waste name: 221

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: 711
. Waste name: 711

. Waste code: 726
. Waste name: 726

. Waste code: 741
. Waste name: 741

. Waste code: 751
. Waste name: 751

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

. Waste code: D011
. Waste name: SILVER

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL

TELEDYNE RELAYS (Continued) **1000201830**

ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Date form received by agency: 03/23/2012
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

. Waste code: 122
. Waste name: 122

. Waste code: 171
. Waste name: 171

. Waste code: 181
. Waste name: 181

. Waste code: 214
. Waste name: 214

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: 711
. Waste name: 711

. Waste code: 741
. Waste name: 741

. Waste code: 751
. Waste name: 751

TELEDYNE RELAYS (Continued) **1000201830**

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

. Waste code: D011
. Waste name: SILVER

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING

TELEDYNE RELAYS (Continued) **1000201830**

OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Date form received by agency: 02/24/2010
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Date form received by agency: 01/21/2008
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004

TELEDYNE RELAYS (Continued) **1000201830**

. Waste name: ARSENIC

. Waste code: D008
. Waste name: LEAD

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Date form received by agency: 02/09/2006
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

. Waste code: 122
. Waste name: 122

. Waste code: 131
. Waste name: 131

. Waste code: 171
. Waste name: 171

. Waste code: 181

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. Waste name: 181

. Waste code: 214
. Waste name: 214

. Waste code: 331
. Waste name: 331

. Waste code: 352
. Waste name: 352

. Waste code: 711
. Waste name: 711

. Waste code: 741
. Waste name: 741

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF

TELEDYNE RELAYS (Continued) **1000201830**

ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F008
. Waste name: PLATING BATH RESIDUES FROM THE BOTTOM OF PLATING BATHS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Date form received by agency: 03/08/2004
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007

TELEDYNE RELAYS (Continued) **1000201830**

. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F008
. Waste name: PLATING BATH RESIDUES FROM THE BOTTOM OF PLATING BATHS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Date form received by agency: 10/15/2003
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F008
. Waste name: PLATING BATH RESIDUES FROM THE BOTTOM OF PLATING BATHS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

TELEDYNE RELAYS (Continued) **1000201830**

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Date form received by agency: 02/21/2002
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

Date form received by agency: 08/14/2000
Site name: TELEDYNE ELECTRONIC TECHNOLOGIES RELAYS
Classification: Large Quantity Generator

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

Date form received by agency: 04/21/1999
Site name: TELEDYNE RELAYS TELEDYNE ELECTRONIC TECH
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: TELEDYNE ELECTRONIC TECHNOLOGIES RELAYS
Classification: Large Quantity Generator

TELEDYNE RELAYS (Continued) **1000201830**

Date form received by agency: 02/27/1996
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

Date form received by agency: 04/15/1994
Site name: TELEDYNE ELECTRONIC TECH RELAYS FACILITY
Classification: Large Quantity Generator

Date form received by agency: 04/23/1992
Site name: TELEDYNE RELAYS DIVISION OF TELEDYNE IND
Classification: Large Quantity Generator

Date form received by agency: 04/13/1990
Site name: TELEDYNE RELAYS
Classification: Large Quantity Generator

Biennial Reports:

Last Biennial Reporting Year: 2013

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 2721

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 20674

Waste code: D003
Waste name: A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.
Amount (Lbs): 6097

Waste code: D004
Waste name: ARSENIC
Amount (Lbs): 5042

Waste code: D008
Waste name: LEAD
Amount (Lbs): 1600

Waste code: D011

TELEDYNE RELAYS (Continued) **1000201830**

Waste name: SILVER
Amount (Lbs): 40

Waste code: F001
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 910

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 2205

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.
Amount (Lbs): 21980

Waste code: F007
Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS
Amount (Lbs): 6097

Waste code: F009
Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS WHERE CYANIDES ARE USED IN THE PROCESS.
Amount (Lbs): 1215

Corrective Action Summary:
Event date: 09/15/1991
Event: CA029ST

Event date: 09/15/1991
Event: CA049PA

Event date: 09/15/1991
Event: CA Prioritization, Facility or area was assigned a low corrective action priority.

TELEDYNE RELAYS (Continued) **1000201830**

Event date: 01/06/1992
Event: CA Prioritization, Facility or area was assigned a low corrective action priority.

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 11/08/2010
Date achieved compliance: 11/08/2010
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/08/2010
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 05/01/2009
Date achieved compliance: 06/08/2009
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 06/10/2009
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 05/01/2009
Date achieved compliance: 06/08/2009
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/08/2009
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Container Use and Management
Date violation determined: 05/01/2009
Date achieved compliance: 06/08/2009
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 06/10/2009
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA

TELEDYNE RELAYS (Continued) **1000201830**

Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 10/27/1995
Date achieved compliance: 10/27/1995
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 270
Area of violation: TSD - General
Date violation determined: 06/16/1994
Date achieved compliance: 07/25/1994
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/07/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 264.170-177.I
Area of violation: TSD - General
Date violation determined: 06/16/1994
Date achieved compliance: 07/25/1994
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/07/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 06/16/1994
Date achieved compliance: 07/25/1994
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/07/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported

TELEDYNE RELAYS (Continued) **1000201830**

Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.40-43.D
Area of violation: Generators - General
Date violation determined: 06/16/1994
Date achieved compliance: 07/25/1994
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/07/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 02/09/1994
Date achieved compliance: 06/07/1994
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 05/14/1992
Date achieved compliance: 01/01/1993
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 04/09/1992
Date achieved compliance: 05/19/1992
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported

TELEDYNE RELAYS (Continued) **1000201830**

Paid penalty amount: Not reported

Regulation violated: FR - 270
Area of violation: TSD - General
Date violation determined: 11/06/1989
Date achieved compliance: 08/01/1990
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 12/06/1989
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 270
Area of violation: TSD - General
Date violation determined: 11/06/1989
Date achieved compliance: 08/01/1990
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 08/01/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 41500
Paid penalty amount: Not reported

Regulation violated: FR - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 05/23/1988
Date achieved compliance: 12/01/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 07/20/1988
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 05/23/1988
Date achieved compliance: 12/01/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/23/1988
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

TELEDYNE RELAYS (Continued) **1000201830**

Regulation violated: FR - 268 ALL
Area of violation: LDR - General
Date violation determined: 11/12/1987
Date achieved compliance: 03/07/1988
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 268.7
Area of violation: LDR - General
Date violation determined: 11/12/1987
Date achieved compliance: 03/07/1988
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 270
Area of violation: TSD - General
Date violation determined: 11/12/1987
Date achieved compliance: 03/15/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 12/08/1987
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 11/08/2010
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 11/08/2010
Evaluation lead agency: State

Evaluation date: 05/01/2009
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 06/08/2009
Evaluation lead agency: EPA

Evaluation date: 05/01/2009
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE

TELEDYNE RELAYS (Continued) **1000201830**

Area of violation: TSD IS-Container Use and Management
Date achieved compliance: 06/08/2009
Evaluation lead agency: EPA

Evaluation date: 10/27/1995
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 10/27/1995
Evaluation lead agency: State

Evaluation date: 06/07/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 07/25/1994
Evaluation lead agency: State

Evaluation date: 06/07/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 07/25/1994
Evaluation lead agency: State

Evaluation date: 02/09/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 06/07/1994
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 07/21/1992
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 05/14/1992
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 01/01/1993
Evaluation lead agency: EPA Contractor/Grantee

Evaluation date: 02/24/1992
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 05/19/1992
Evaluation lead agency: State

Evaluation date: 11/28/1989
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 11/06/1989
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 08/01/1990
Evaluation lead agency: State

TELEDYNE RELAYS (Continued) **1000201830**

Evaluation date: 05/23/1988
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 12/01/1988
Evaluation lead agency: State

Evaluation date: 11/12/1987
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 03/15/1988
Evaluation lead agency: State

Evaluation date: 11/12/1987
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: LDR - General
Date achieved compliance: 03/07/1988
Evaluation lead agency: State

ENVIROSTOR:
Facility ID: 80001515
Status: Inactive - Needs Evaluation
Status Date: 11/10/2010
Site Code: Not reported
Site Type: Corrective Action
Site Type Detailed: Corrective Action
Acres: 0
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: WM
Program Manager: Christine Brown
Supervisor: * Unknown
Division Branch: Cleanup Cypress
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91810
Longitude: -118.3196
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD990833006
Alias Type: EPA Identification Number
Alias Name: 110000610125
Alias Type: EPA (FRS #)
Alias Name: 80001515
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 09/15/1991
Comments: Not reported

TELEDYNE RELAYS (Continued) **1000201830**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/04/2010
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 71003196
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91827
Longitude: -118.3197
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD990833006
Alias Type: EPA Identification Number
Alias Name: 110000610125
Alias Type: EPA (FRS #)
Alias Name: 71003196
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported

TELEDYNE RELAYS (Continued) **1000201830**

Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST UST:
File Number: 000289C6
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000289C6.pdf
Region: STATE
Facility ID: 00000055808
Facility Type: Other
Other Type: CONSUMER ELECTRONICS
Contact Name: Not reported
Telephone: 2137770077
Owner Name: TELEDYNE RELAYS
Owner Address: 12525 DAPHNE AVE.
Owner City,St,Zip: HAWTHORNE, CA 90250
Total Tanks: 0001

Tank Num: 001
Container Num: CL-1
Year Installed: 1978
Tank Capacity: 00001500
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 3
Leak Detection: None

Click here for Geo Tracker PDF:

US FIN ASSUR:
EPA ID: CAD990833006
Provider: TELEDYNE TECHOLOGIES INC.
EPA region: 9
County: Not reported
Mechanism type: FINANCIAL TEST
Mechanism ID: FT001
Cost estimate: 114369
Face value: 114369
Effective date: 2011-03-26 00:00:00

ICIS:
Enforcement Action ID: 09-2002-0112
FRS ID: 110000610125
Action Name: Teledyne Technologies
Facility Name: TELEDYNE RELAYS
Facility Address: 12525 DAPHNE AVE
HAWTHORNE, CA 90250
Enforcement Action Type: CAA 120 AO For Noncompliance Penalty
Facility County: LOS ANGELES
Program System Acronym: ICIS
Enforcement Action Forum Desc: Administrative - Formal
EA Type Code: 120

TELEDYNE RELAYS (Continued) **1000201830**

Facility SIC Code:	Not reported
Federal Facility ID:	Not reported
Latitude in Decimal Degrees:	33.919203
Longitude in Decimal Degrees:	-118.321204
Permit Type Desc:	Not reported
Program System Acronym:	1595106
Facility NAICS Code:	Not reported
Tribal Land Code:	Not reported

Facility Name:	TELEDYNE RELAYS
Address:	12525 DAPHNE AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	Not reported

Facility Name:	TELEDYNE RELAYS
Address:	12525 DAPHNE AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	Not reported

Facility Name:	TELEDYNE RELAYS
Address:	12525 DAPHNE AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	Not reported

Facility Name:	TELEDYNE RELAYS
Address:	12525 DAPHNE AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	Not reported

Facility Name:	TELEDYNE RELAYS
Address:	12525 DAPHNE AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	Not reported

Facility Name:	TELEDYNE RELAYS
Address:	12525 DAPHNE AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	Not reported

Facility Name:	TELEDYNE RELAYS
Address:	12525 DAPHNE AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported

TELEDYNE RELAYS (Continued) **1000201830**

SIC Code: Not reported

Facility Name: TELEDYNE RELAYS
Address: 12525 DAPHNE AVE
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Facility Name: TELEDYNE RELAYS
Address: 12525 DAPHNE AVE
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Facility Name: TELEDYNE RELAYS
Address: 12525 DAPHNE AVE
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Facility Name: TELEDYNE RELAYS
Address: 12525 DAPHNE AVE
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

FINDS:

Registry ID: 110000610125

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS AIR POLLUTANT MAJOR

HAZARDOUS WASTE BIENNIAL REPORTER

SUPERFUND (NON-NPL)

TELEDYNE RELAYS (Continued) **1000201830**

STATE MASTER

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3674
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	75
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3674
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	19
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	22853

TELEDYNE RELAYS (Continued) **1000201830**

Air District Name:	SC
SIC Code:	3674
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3674
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2

TELEDYNE RELAYS (Continued) **1000201830**

Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

TELEDYNE RELAYS (Continued) **1000201830**

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.39419
Reactive Organic Gases Tons/Yr:	1.36
Carbon Monoxide Emissions Tons/Yr:	0.00368
NOX - Oxides of Nitrogen Tons/Yr:	0.0136
SOX - Oxides of Sulphur Tons/Yr:	0.0000872
Particulate Matter Tons/Yr:	0.002878
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625

TELEDYNE RELAYS (Continued) **1000201830**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.209495
Reactive Organic Gases Tons/Yr:	.085894331
Carbon Monoxide Emissions Tons/Yr:	.000525
NOX - Oxides of Nitrogen Tons/Yr:	.00195
SOX - Oxides of Sulphur Tons/Yr:	.000005
Particulate Matter Tons/Yr:	.000337263
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.00032452997

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.38
Reactive Organic Gases Tons/Yr:	.152
Carbon Monoxide Emissions Tons/Yr:	.002
NOX - Oxides of Nitrogen Tons/Yr:	.006
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.38
Reactive Organic Gases Tons/Yr:	.152
Carbon Monoxide Emissions Tons/Yr:	.002
NOX - Oxides of Nitrogen Tons/Yr:	.006
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.3468920312710417790
Reactive Organic Gases Tons/Yr:	.239055
Carbon Monoxide Emissions Tons/Yr:	.002275

TELEDYNE RELAYS (Continued) **1000201830**

NOX - Oxides of Nitrogen Tons/Yr:	.00845
SOX - Oxides of Sulphur Tons/Yr:	.000039
Particulate Matter Tons/Yr:	.000825848
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.000755769197

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.53256650405771899
Reactive Organic Gases Tons/Yr:	0.33041999999999999
Carbon Monoxide Emissions Tons/Yr:	2.0999999999999999E-3
NOX - Oxides of Nitrogen Tons/Yr:	7.7999999999999996E-3
SOX - Oxides of Sulphur Tons/Yr:	3.6000000000000001E-5
Particulate Matter Tons/Yr:	7.0677900000000004E-4
Part. Matter 10 Micrometers and Smllr Tons/Yr:	6.5864001000000001E-4

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.585614789199431
Reactive Organic Gases Tons/Yr:	0.35388999999999998
Carbon Monoxide Emissions Tons/Yr:	2.0999999999999999E-3
NOX - Oxides of Nitrogen Tons/Yr:	7.7999999999999996E-3
SOX - Oxides of Sulphur Tons/Yr:	3.0000000000000001E-5
Particulate Matter Tons/Yr:	0.0008417435
Part. Matter 10 Micrometers and Smllr Tons/Yr:	5.0193126499999997E-4

Year:	2011
County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.51661084557
Reactive Organic Gases Tons/Yr:	0.35005
Carbon Monoxide Emissions Tons/Yr:	0.00227
NOX - Oxides of Nitrogen Tons/Yr:	0.00845
SOX - Oxides of Sulphur Tons/Yr:	3e-005
Particulate Matter Tons/Yr:	0.0009010125
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.000535992375

Year:	2012

TELEDYNE RELAYS (Continued) **1000201830**

County Code:	19
Air Basin:	SC
Facility ID:	22853
Air District Name:	SC
SIC Code:	3625
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.3224447892
Reactive Organic Gases Tons/Yr:	0.19482
Carbon Monoxide Emissions Tons/Yr:	0.0021
NOX - Oxides of Nitrogen Tons/Yr:	0.0078
SOX - Oxides of Sulphur Tons/Yr:	3e-005
Particulate Matter Tons/Yr:	0.0008391498
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.000523938462

Year:	2013
County Code:	19
Air Basin:	SC
Facility ID:	173517
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.18482504737
Reactive Organic Gases Tons/Yr:	0.1449
Carbon Monoxide Emissions Tons/Yr:	0.00192
NOX - Oxides of Nitrogen Tons/Yr:	0.00715
SOX - Oxides of Sulphur Tons/Yr:	3e-005
Particulate Matter Tons/Yr:	0.000721967
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.00046927373

HWP:

EPA Id:	CAD990833006
Cleanup Status:	PROTECTIVE FILER
Latitude:	33.91810
Longitude:	-118.3196
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	N/A
Assembly District:	62
Senate District:	35
Public Information Officer:	Not reported
Public Information Officer:	Not reported

Activities:

EPA Id:	CAD990833006
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, OTHRTREAT
Event Description:	Protective Filer Status - PROTECTIVE FILER (APPROVED)
Actual Date:	08/27/1984

EPA Id:	CAD990833006
Facility Type:	Historical - Non-Operating

TELEDYNE RELAYS (Continued) **1000201830**

Unit Names:	CONTAIN1, OTHRTREAT
Event Description:	Protective Filer Status - PROTECTIVE FILER (RECEIVED)
Actual Date:	08/27/1984

Alias:

EPA Id:	CAD990833006
Facility Type:	Historical - Non-Operating
Alias Type:	FRS
Alias:	110000610125
EPA Id:	CAD990833006
Facility Type:	Historical - Non-Operating
Alias Type:	Project Code (Site Code)
Alias:	N/A

NPDES:

Npdes Number:	Not reported
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	458940
Order No:	Not reported
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19NEC000501
Program Type:	No Exposure Certification
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	08/31/2015
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Teledyne Reynolds Inc dba Teledyne Relays
Discharge Address:	12525 Daphne Avenue
Discharge City:	Hawthorne
Discharge State:	California
Discharge Zip:	90250
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported

TELEDYNE RELAYS (Continued) **1000201830**

OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	458940
Order No:	Not reported
Regulatory Measure Type:	No Exposure Certification
Place Id:	Not reported
WDID:	4 19NEC000501
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	7/21/2015

TELEDYNE RELAYS (Continued) **1000201830**

PROCESSED DATE:	8/31/2015
STATUS CODE NAME:	Active
STATUS DATE:	8/31/2015
PLACE SIZE:	6.78
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Jeffrey Hogue
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	323-241-1226
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	jeffrey.hogue@teledyne.com
OPERATOR NAME:	Teledyne Reynolds Inc dba Teledyne Relays
OPERATOR ADDRESS:	12525 Daphne Avenue
OPERATOR CITY:	Hawthorne
OPERATOR STATE:	California
OPERATOR ZIP:	90250
OPERATOR CONTACT NAME:	Jeffrey Hogue
OPERATOR CONTACT TITLE:	Manager Facilities & EHS
OPERATOR CONTACT PHONE:	323-241-1226
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	jeffrey.hogue@teledyne.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Jeff Hogue
CERTIFIER TITLE:	Manager Facilities and EHS
CERTIFICATION DATE:	23-AUG-16
PRIMARY SIC:	3625-Relays and Industrial Controls
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

TELEDYNE RELAYS (Continued) **1000201830**

ECHO:
Envid: 1000201830
Registry ID: 110000610125
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110000610125

BG485 **MALLINCKRODT CORPORATION (1)** **CA ENVIROSTOR** **S102860857**
SW **12729 SOUTH VAN NESS** **N/A**
1/2-1 **HAWTHORNE, CA 90250**
0.567 mi.
2995 ft. **Site 6 of 7 in cluster BG**

Relative:
Lower

Actual:
64 ft.

ENVIROSTOR:
Facility ID: 19280158
Status: No Further Action
Status Date: 02/02/1995
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Mmonroy
Division Branch: Cleanup Cypress
Assembly: 62
Senate: 35
Special Program: * CERC2
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91694
Longitude: -118.3172
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * UNSPECIFIED SLUDGE WASTE * UNSPECIFIED SOLVENT MIXTURES * WASTE OIL & MIXED OIL
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: BOWERS PRINTING INK CO
Alias Type: Alternate Name
Alias Name: CAD982359986
Alias Type: EPA Identification Number
Alias Name: 19280158
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 02/02/1995
Comments: DATABASE VALIDATION PROGRAM CONFIRMS NFA FOR DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 06/29/1988
Comments: PRELIM ASSESS DONE SITE DISPOSAL OR RELEASE OF WASTE NO FURTHER

MALLINCKRODT CORPORATION (1) (Continued) **S102860857**

ACTION, NO EVIDENCE OF WASTE ON SITE

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 10/30/1986
Comments: SITE SCREENING DONE PA RATIONALE: REQ INFO ON PAST ACTIVITY

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 03/20/1980
Comments: FACILITY IDENTIFIED IW SURVEY QUESTIONNAIRE 12580 QUESTIONNAIRE RECEIVED WASTE: INK SLUDGE, THINNER DISPOSAL FACILITY: ASHBURY OIL COMPANY

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

BG486 **NISSENSON REALTY INVESTMENT** **CA SLIC** **S106088240**
SW **12624 DAPHNE AVENUE** **N/A**
1/2-1 **HAWTHORNE, CA 90250**
0.571 mi.
3017 ft. **Site 7 of 7 in cluster BG**

Relative:
Lower

Actual:
61 ft.

SLIC:
Region: STATE
Facility Status: **Open - Assessment & Interim Remedial Action**
Status Date: 07/31/2012
Global Id: T10000004204
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 33.9175177735309
Longitude: -118.319342136383
Case Type: Cleanup Program Site
Case Worker: AS
Local Agency: Not reported
RB Case Number: 1283
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply, Other Groundwater (uses other than drinking water), Soil, Soil Vapor
Potential Contaminants of Concern: Trichloroethylene (TCE)
Site History: Groundwater in the area near the site was determined to be impacted by chlorinated solvents. Regional board was investigating potential sources of the contamination at the Quality Hardware site. A 13267 Order No. R4-2012-0125 for a CUQ was issued to this property on August 23, 2012. A Regional Board staff member conducted a site visit on September 22, 2015. The property is currently occupied by Warmelin Precision Products.

NISSENSON REALTY INVESTMENT (Continued) **S106088240**

Click here to access the California GeoTracker records for this facility:

487
NNE
1/2-1
0.581 mi.
3069 ft.

CENTRAL MAINTENANCE YARD
1274 002ND ST W
LOS ANGELES, CA 90732

CA LUST **S101297400**
CA HIST CORTESE **N/A**

Relative:
Lower

Actual:
178 ft.

LUST:

Region:	STATE
Global Id:	T0603700693
Latitude:	34.060141
Longitude:	-118.258229
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/19/1996
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250089
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700693
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700693
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603700693
Status:	Open - Case Begin Date
Status Date:	03/30/1992

Global Id:	T0603700693
Status:	Open - Site Assessment
Status Date:	03/31/1992

Global Id:	T0603700693

CENTRAL MAINTENANCE YARD (Continued) **S101297400**

Status:	Open - Remediation
Status Date:	12/27/1995
Global Id:	T0603700693
Status:	Completed - Case Closed
Status Date:	07/19/1996

Regulatory Activities:

Global Id:	T0603700693
Action Type:	Other
Date:	03/30/1992
Action:	Leak Reported

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900250089
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603700693
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19050
Cross Street:	PATTON
Enforcement Type:	Not reported
Date Leak Discovered:	Not reported
Date Leak First Reported:	3/30/1992
Date Leak Record Entered:	4/6/1992
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	4/3/1996
Date the Case was Closed:	7/19/1996
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	Tank
Operator:	OLD#040692-06
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	3204.2848458482573179506047483
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	3/31/1992
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	12/27/1995
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported

CENTRAL MAINTENANCE YARD (Continued) **S101297400**

Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: CITY OF LA, BUREAU OF ENGINEER
RP Address: 215 W 6TH ST, SUITE 101, LOS ANGELES CA 90014-1830
Program: LUST
Lat/Long: 34.060141 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: OLD CASE #916070325

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900250089

BK488 **J.D. FIELDS LUMBER** **CA LUST** **S104773291**
SSW **1751 130TH ST W** **N/A**
1/2-1 **GARDENS, CA 90249**
0.582 mi.
3072 ft. **Site 2 of 4 in cluster BK**

Relative:
Lower

Actual:
74 ft.

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-26750
Status: Leak being confirmed
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: OT
Global ID: T0603793085
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: EL SEGUNDO BLVD
Enforcement Type: Not reported
Date Leak Discovered: 5/3/1999
Date Leak First Reported: 8/28/2000
Date Leak Record Entered: Not reported
Date Confirmation Began: 5/3/1999
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 8/28/2000
Date the Case was Closed: Not reported
How Leak Discovered: Repair Tank
How Leak Stopped: Not reported
Cause of Leak: Not reported

J.D. FIELDS LUMBER (Continued) **S104773291**

Leak Source:	Tank
Operator:	JOHN FIELDS
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	2464.4138831002866790130906404
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	J.D. FIELDS LUMBER
RP Address:	1751 W. 130TH ST., GARDENA, CA 90246
Program:	LUST
Lat/Long:	33.914737 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

BK489 **J.D. FIELDS LUMBER** **CA LUST** **S103489244**
SSW **1751 W 130TH ST** **CA LOS ANGELES CO. HMS** **N/A**
1/2-1 **GARDENA, CA 90249**
0.582 mi.
3072 ft. **Site 3 of 4 in cluster BK**

Relative:
Lower

Actual:
74 ft.

LUST:

Region:	STATE
Global Id:	T0603793085
Latitude:	33.9149479071573
Longitude:	-118.308409814819
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	10/13/2015
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-26750
LOC Case Number:	TT018721-026750
File Location:	Local Agency
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

J.D. FIELDS LUMBER (Continued) **S103489244**

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603793085
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603793085
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

Global Id:	T0603793085
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603793085
Status:	Open - Case Begin Date
Status Date:	05/03/1999

Global Id:	T0603793085
Status:	Open - Site Assessment
Status Date:	05/03/1999

Global Id:	T0603793085
Status:	Open - Eligible for Closure
Status Date:	11/30/2014

Global Id:	T0603793085
Status:	Completed - Case Closed
Status Date:	10/12/2015

Global Id:	T0603793085
Status:	Completed - Case Closed
Status Date:	10/13/2015

Regulatory Activities:

Global Id:	T0603793085
Action Type:	ENFORCEMENT
Date:	02/20/2002
Action:	Staff Letter

J.D. FIELDS LUMBER (Continued) **S103489244**

Global Id: T0603793085
Action Type: ENFORCEMENT
Date: 12/26/2014
Action: Notification - Public Notice of Case Closure

Global Id: T0603793085
Action Type: Other
Date: 08/28/2000
Action: Leak Reported

Global Id: T0603793085
Action Type: RESPONSE
Date: 10/15/2000
Action: Preliminary Site Assessment Workplan

Global Id: T0603793085
Action Type: RESPONSE
Date: 06/01/1999
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603793085
Action Type: ENFORCEMENT
Date: 09/02/2015
Action: State Water Board Closure Order

Global Id: T0603793085
Action Type: ENFORCEMENT
Date: 10/13/2015
Action: Closure/No Further Action Letter

Global Id: T0603793085
Action Type: RESPONSE
Date: 01/14/2015
Action: Well Destruction Report

Global Id: T0603793085
Action Type: Other
Date: 05/03/1999
Action: Leak Discovery

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 018721-026750
Facility Type: 1
Facility Status: Removed
Area: 2B
Permit Number: 000243137
Permit Status: Removed

BM490 **CAPRICE CLEANERS** **CA ENVIROSTOR** **S103954808**
West **11236 CRENSHAW BOULEVARD** **CA VCP** **N/A**
1/2-1 **INGLEWOOD, CA 90303**
0.584 mi.
3086 ft. **Site 1 of 4 in cluster BM**

Relative:
Lower

Actual:
87 ft.

ENVIROSTOR:

Facility ID:	19720014
Status:	No Further Action
Status Date:	02/03/1995
Site Code:	300542
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	0.1
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Harlan Jeche
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	35
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	33.9325
Longitude:	-118.3263
APN:	NONE SPECIFIED
Past Use:	DRY CLEANING
Potential COC:	Tetrachloroethylene (PCE
Confirmed COC:	Tetrachloroethylene (PCE
Potential Description:	SOIL, SV
Alias Name:	110033618468
Alias Type:	EPA (FRS #)
Alias Name:	300542
Alias Type:	Project Code (Site Code)
Alias Name:	19720014
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	02/14/1995
Comments:	The Department reviewed the Preliminary Endangerment Assessment report and concurs with the recommendation that "No Further Action" is warranted at the site.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	02/08/1995
Comments:	The Department entered into a Preliminary Endangerment Assessment Agreement for the Caprice Cleaners site.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported

CAPRICE CLEANERS (Continued) **S103954808**

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 19720014
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0.1
National Priorities List: NO
Cleanup Oversight Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Lead Agency Description: Not reported
Project Manager: Not reported
Supervisor: * Harlan Jeche
Division Branch: Cleanup Chatsworth
Site Code: 300542
Assembly: 62
Senate: 35
Special Programs Code: Voluntary Cleanup Program
Status: No Further Action
Status Date: 02/03/1995
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 33.9325 / -118.3263
APN: NONE SPECIFIED
Past Use: DRY CLEANING
Potential COC: 30022
Confirmed COC: 30022
Potential Description: SOIL, SV
Alias Name: 110033618468
Alias Type: EPA (FRS #)
Alias Name: 300542
Alias Type: Project Code (Site Code)
Alias Name: 19720014
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/14/1995
Comments: The Department reviewed the Preliminary Endangerment Assessment report and concurs with the recommendation that "No Further Action" is warranted at the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 02/08/1995
Comments: The Department entered into a Preliminary Endangerment Assessment Agreement for the Caprice Cleaners site.

Future Area Name: Not reported

CAPRICE CLEANERS (Continued) **S103954808**

Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

491
SW
1/2-1
0.585 mi.
3090 ft.

BRIA GRAPHICS **CA SLIC** **S112142829**
2205 & 2215 W. EL SEGUNDO BLVD. **N/A**
HAWTHORNE, CA 90250

Relative:
Lower

Actual:
63 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	07/31/2012
Global Id:	T10000004206
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.9168055116927
Longitude:	-118.318204879761
Case Type:	Cleanup Program Site
Case Worker:	AS
Local Agency:	Not reported
RB Case Number:	1284B
File Location:	Regional Board
Potential Media Affected:	Soil, Soil Vapor
Potential Contaminants of Concern:	Dichloroethene (DCE), Trichloroethylene (TCE)
Site History:	A CWC section 13267 Order was issued to the site on August 23, 2012 requiring the completion of a chemical use questionnaire (CUQ). This site is in the vicinity of the Quality Hardware site where a VOC investigation took place.

Click here to access the California GeoTracker records for this facility:

BL492
SW
1/2-1
0.588 mi.
3105 ft.

RON FISHER **CA SLIC** **S102062451**
12619 S DAPHNE AVE **CA SWEEPS UST** **N/A**
HAWTHORNE, CA 90250 **CA LOS ANGELES CO. HMS**

Site 2 of 4 in cluster BL

Relative:
Lower

Actual:
58 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	07/27/2012
Global Id:	T10000004195
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.917761
Longitude:	-118.320484
Case Type:	Cleanup Program Site
Case Worker:	AS
Local Agency:	Not reported

RON FISHER (Continued) **S102062451**

RB Case Number: 1285
File Location: Regional Board
Potential Media Affected: Other Groundwater (uses other than drinking water), Soil, Soil Vapor
Potential Contaminants of Concern: Dichloroethene (DCE), Trichloroethylene (TCE)
Site History: Guggenheim Dental Supply operations included permitted storage and disposal of lead (whether liquid or solid, not identified). Lead shields are used for patients and x-ray shielding. Historically, a 2000-gal UST was located 6 feet to the west of raised concrete pad. This UST was excavated as evidenced by concrete cracks paralleling the sides of the presumed excavation area. The Quality Hardware site is north-adjacent to this site. Based on the Phase I and Phase II Environmental Assessment report dated December 23, 2003, soil samples were taken from 4 locations (B1-B4) in the former UST area. Gasoline, BTEX, and other petroleum hydrocarbons were non-detect. VOC in soil samples taken near the north property line where a VOC release might flow from adjacent property were non-detect.

Click here to access the California GeoTracker records for this facility:

SWEEPS UST:
Status: Active
Comp Number: 9564
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 009729-009564
Facility Type: Not reported
Facility Status: Removed
Area: 2C
Permit Number: Not reported
Permit Status: Not reported

BL493 **QUALITY HARDWARE MANUFACTURING CO (FORMER)** **CA SLIC** **S105911501**
SW **12605 SOUTH DAPHNE AVE** **N/A**
1/2-1 **HAWTHORNE, CA 90250**
0.591 mi.
3120 ft. **Site 3 of 4 in cluster BL**

Relative:
Lower

Actual:
58 ft.

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	09/10/2012
Global Id:	SL2043B1559
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.9179673857509
Longitude:	-118.320098519325
Case Type:	Cleanup Program Site
Case Worker:	GB
Local Agency:	Not reported
RB Case Number:	0782
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply, Indoor Air, Other Groundwater (uses other than drinking water), Sediments, Soil, Soil Vapor
Potential Contaminants of Concern:	Tetrachloroethylene (PCE), Trichloroethylene (TCE), Chromium, Copper, Nickel, Other Metal
Site History:	Quality Hardware Manufacturing Corporation operated at the site from 1959 to 1995, manufacturing hardware products. Their operations included metal degreasing and plating. Soil, soil vapor, and groundwater are impacted by chlorinated solvents (primarily TCE and PCE) and metals (primarily chromium, hexavalent chromium, copper, nickel, and selenium). Soil excavation was performed under the jurisdiction of the Los Angeles County Fire Department, who issued a no further action for soil. The site remains impacted with chlorinated solvents; however, the Regional Board has determined that the source is upgradient from the site. The site has been closed on the basis that the source of impacts is elsewhere. The Regional Board has initiated an investigation into off-site sources.

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Post Remediation Monitoring
SLIC:	0782
Substance:	VOCs
Staff:	AH

BN494 **CHEVRON #9-8503** **CA LUST** **S102427397**
West **11400 CRENSHAW BLVD** **CA SWEEPS UST** **N/A**
1/2-1 **INGLEWOOD, CA 90303**
0.595 mi.
3142 ft. **Site 1 of 2 in cluster BN**

Relative:
Lower

Actual:
79 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	I-09886
Status:	Case Closed
Substance:	Gasoline

CHEVRON #9-8503 (Continued) **S102427397**

Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703508	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	IMPERIAL HWY	
Enforcement Type:	Not reported	
Date Leak Discovered:	2/23/1988	
Date Leak First Reported:		3/14/1990
Date Leak Record Entered:	4/5/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	2/23/1988	
Date Case Last Changed on Database:		9/19/1994
Date the Case was Closed:		9/19/1994
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	UHDEN, ROGER	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2306.5689205123397578737516141
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		3/14/1990
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CHEVRON U.S.A.	
RP Address:	PO BOX 2833, LA HABRA, CA 90632	
Program:	LUST	
Lat/Long:	33.9308624 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

SWEEPS UST:

Status:	Active
Comp Number:	9886
Number:	9

CHEVRON #9-8503 (Continued) **S102427397**

Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

BN495
West
1/2-1
0.595 mi.
3142 ft.

CHEVRON #9-8503
11400 CRENSHAW BLVD
INGLEWOOD, CA 90303

CA LUST **S103623900**
CA HIST CORTESE **N/A**

Site 2 of 2 in cluster BN

Relative:
Lower

Actual:
79 ft.

LUST:

Region:	STATE
Global Id:	T0603703508
Latitude:	33.9308744
Longitude:	-118.3263749
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/19/1994
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-09886
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603703508
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703508
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

CHEVRON #9-8503 (Continued) **S103623900**

Status History:

Global Id:	T0603703508
Status:	Open - Case Begin Date
Status Date:	02/23/1988
Global Id:	T0603703508
Status:	Open - Site Assessment
Status Date:	03/14/1990
Global Id:	T0603703508
Status:	Completed - Case Closed
Status Date:	09/19/1994

Regulatory Activities:

Global Id:	T0603703508
Action Type:	Other
Date:	02/23/1988
Action:	Leak Stopped
Global Id:	T0603703508
Action Type:	Other
Date:	03/14/1990
Action:	Leak Reported
Global Id:	T0603703508
Action Type:	Other
Date:	02/23/1988
Action:	Leak Discovery

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-09886

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496 **1720 WEST 130TH AVENUE** **US BROWNFIELDS** **1016352499**
SSW **1720 WEST 130TH AVENUE** **FINDS** **N/A**
1/2-1 **GARDENA, CA 90249**
0.603 mi.
3185 ft.

Relative:
Lower

Actual:
74 ft.

US BROWNFIELDS:

Recipient name:	Gardena, City of
Grant type:	Assessment
Property name:	1720 WEST 130TH AVENUE
Property #:	Not reported
Parcel size:	Not reported
Property Description:	Nursery
Latitude:	33.914417
Longitude:	-118.307281
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	14379

1720 WEST 130TH AVENUE (Continued) **1016352499**

Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	Not reported
Assessment funding source:	Not reported
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase I Environmental Assessment
Accomplishment count:	0
Cooperative agreement #:	98976301
Ownership entity:	Not reported
Current owner:	Not reported
Did owner change:	Not reported
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported

1720 WEST 130TH AVENUE (Continued) **1016352499**

Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Highlights:	Not reported
IC Data Address:	Not reported
Redev Completition Date:	Not reported
# Below Poverty:	558
% Below Poverty:	6.8%
# Low Income:	1317

1720 WEST 130TH AVENUE (Continued) **1016352499**

% Low Income:	2.9%
Meidan Income:	2443
# Unemployed:	279
% Unemployed:	13.7%
# Vacant Housing:	69
% Vacant Housing:	55.3%

FINDS:

Registry ID: 110039552766

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

BM497 **UNOCAL** **CA Notify 65** **S100178471**
West **3101 W. IMPERIAL** **N/A**
1/2-1 **INGLEWOOD, CA 90303**
0.606 mi.
3198 ft. **Site 2 of 4 in cluster BM**

Relative:
Lower

Actual:
80 ft.

NOTIFY 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Issue Date:	Not reported
Incident Description:	Not reported

BM498 **UNOCAL #3145** **CA LUST** **S102439904**
West **3101 IMPERIAL HWY W** **CA HIST CORTESE** **N/A**
1/2-1 **INGLEWOOD, CA 90303**
0.606 mi.
3198 ft. **Site 3 of 4 in cluster BM**

Relative:
Lower

Actual:
80 ft.

LUST:

Region:	STATE
Global Id:	T0603704572
Latitude:	33.931237
Longitude:	-118.327052
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	11/02/1995
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	RVI
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-01712
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

UNOCAL #3145 (Continued) **S102439904**

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704572
Contact Type:	Local Agency Caseworker
Contact Name:	RANI IYER
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0603704572
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603704572
Status:	Completed - Case Closed
Status Date:	11/02/1995

Global Id:	T0603704572
Status:	Open - Case Begin Date
Status Date:	11/02/1995

Regulatory Activities:

Global Id:	T0603704572
Action Type:	Other
Date:	11/02/1995
Action:	Leak Stopped

Global Id:	T0603704572
Action Type:	ENFORCEMENT
Date:	06/19/1996
Action:	Closure/No Further Action Letter

Global Id:	T0603704572
Action Type:	Other
Date:	11/02/1995
Action:	Leak Reported

Global Id:	T0603704572
Action Type:	Other
Date:	11/02/1995
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04

UNOCAL #3145 (Continued) **S102439904**

County:	Los Angeles	
Facility Id:	R-01712	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704572	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	CRENSHAW BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	11/2/1995	
Date Leak First Reported:		11/2/1995
Date Leak Record Entered:	11/29/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	11/2/1995	
Date Case Last Changed on Database:		11/29/1995
Date the Case was Closed:		11/2/1995
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Piping	
Operator:	LIM BONG SAM	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1910.5411439798267371510084353
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	UNOCAL CORP.	
RP Address:	316 S. VALENCIA AVE, BREA, CA 92621	
Program:	LUST	
Lat/Long:	33.9310864 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	OLD CASE #112995-11	

UNOCAL #3145 (Continued) **S102439904**

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-01712

BM499 West 1/2-1 0.606 mi. 3198 ft. **CONOCOPHILLIPS CO** **CA LUST** **S113804536**
3101 W IMPERIAL HWY **N/A**
INGLEWOOD, CA 90303

Site 4 of 4 in cluster BM

Relative: Lower

Actual: 80 ft.

LUST:

Region:	STATE
Global Id:	T10000004963
Latitude:	33.931237
Longitude:	-118.327052
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/06/2015
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	001637-038351
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000004963
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

Global Id:	T10000004963
Contact Type:	Local Agency Caseworker
Contact Name:	Rani V Iyer
Organization Name:	LOS ANGELES COUNTY
Address:	900 S Fremont Ave
City:	Alhambra
Email:	riyer@dpw.lacounty.gov
Phone Number:	Not reported

Status History:

Global Id:	T10000004963
Status:	Open - Case Begin Date
Status Date:	10/17/2007

Global Id:	T10000004963

CONOCOPHILLIPS CO (Continued) **S113804536**

Status: Open - Site Assessment
Status Date: 07/22/2013

Global Id: T10000004963
Status: Open - Eligible for Closure
Status Date: 03/04/2015

Global Id: T10000004963
Status: Completed - Case Closed
Status Date: 05/06/2015

Regulatory Activities:
Global Id: T10000004963
Action Type: Other
Date: 10/20/2008
Action: Leak Discovery

Global Id: T10000004963
Action Type: ENFORCEMENT
Date: 07/17/2013
Action: Referral to Other State Agency

Global Id: T10000004963
Action Type: ENFORCEMENT
Date: 12/04/2014
Action: Notification - Public Notice of Case Closure - #11/21/2014

Global Id: T10000004963
Action Type: ENFORCEMENT
Date: 04/13/2015
Action: State Water Board Closure Order

Global Id: T10000004963
Action Type: Other
Date: 11/01/2007
Action: Leak Reported

Global Id: T10000004963
Action Type: RESPONSE
Date: 04/10/2002
Action: Tank Removal Report / UST Sampling Report

Global Id: T10000004963
Action Type: RESPONSE
Date: 10/20/2008
Action: Request for Closure

Global Id: T10000004963
Action Type: ENFORCEMENT
Date: 05/06/2015
Action: Closure/No Further Action Letter

Global Id: T10000004963
Action Type: Other
Date: 10/17/2007
Action: Leak Began

BK500	**1728 WEST 130TH AVENUE**	**RCRA-SQG**	**1000264573**
SSW	**1728 WEST 130TH AVENUE**	**US BROWNFIELDS**	**CAD009652470**
1/2-1	**GARDENA, CA 90249**	**FINDS**	
0.606 mi.		**CA HAZNET**	
3201 ft.	**Site 4 of 4 in cluster BK**	**ECHO**	

Relative:
Lower

Actual:
73 ft.

RCRA-SQG:

Date form received by agency:	05/20/1986
Facility name:	ZENITH TRANSFORMER COMPANY INC
Facility address:	1728 WEST 130TH ST GARDENA, CA 90249
EPA ID:	CAD009652470
Mailing address:	WEST 130TH ST GARDENA, CA 90249
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1728 WEST 130TH ST GARDENA, CA 90249
Contact country:	US
Contact telephone:	(213) 321-4551
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HC HORNICKEL, B WEISS
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

1728 WEST 130TH AVENUE (Continued) **1000264573**

Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

US BROWNFIELDS:

Recipient name:	Gardena, City of
Grant type:	Assessment
Property name:	1728 WEST 130TH AVENUE
Property #:	Not reported
Parcel size:	Not reported
Property Description:	Not reported
Latitude:	33.914417
Longitude:	-118.307449
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	14380
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	Not reported
Assessment funding source:	Not reported
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase I Environmental Assessment
Accomplishment count:	0
Cooperative agreement #:	98976301
Ownership entity:	Not reported
Current owner:	Not reported
Did owner change:	Not reported
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported

1728 WEST 130TH AVENUE (Continued) **1000264573**

Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported

1728 WEST 130TH AVENUE (Continued) **1000264573**

Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Highlights:	Not reported
IC Data Address:	Not reported
Redev Completition Date:	Not reported
# Below Poverty:	571
% Below Poverty:	6.9%
# Low Income:	1352
% Low Income:	2.9%
Meidan Income:	3176
# Unemployed:	305
% Unemployed:	12.9%
# Vacant Housing:	69
% Vacant Housing:	57.2%

FINDS:

Registry ID: 110002637585

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Registry ID: 110039552873

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

HAZNET:

envid:	1000264573
Year:	1993
GEPAID:	CAD009652470
Contact:	Not reported
Telephone:	0000000000

1728 WEST 130TH AVENUE (Continued) **1000264573**

Mailing Name:	Not reported
Mailing Address:	1728 WEST 130TH ST
Mailing City,St,Zip:	GARDENA, CA 902490000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.90069999999
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

ECHO:

Envid:	1000264573
Registry ID:	110002637585
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110002637585

BL501 **ANDERSON SAW COMPANY** **CA SLIC** **S109423047**
SW **12715 DAPHNE AVENUE** **N/A**
1/2-1 **HAWTHORNE, CA 90250**
0.621 mi.
3277 ft. **Site 4 of 4 in cluster BL**

Relative:
Lower

Actual:
56 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	07/27/2012
Global Id:	T10000004196
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.9170815138616
Longitude:	-118.319985866547
Case Type:	Cleanup Program Site
Case Worker:	AS
Local Agency:	Not reported
RB Case Number:	1286
File Location:	Regional Board
Potential Media Affected:	Other Groundwater (uses other than drinking water), Soil, Soil Vapor
Potential Contaminants of Concern:	Dichloroethene (DCE), Trichloroethylene (TCE)
Site History:	A CWC Section 13267 Order for a Chemical Use Questionnaire (CUQ) was issued to Anderson Family Trust on September 7, 2012. Business operations at the site include saw and tool sales and sharpening services. The CUQ indicates that grinding coolant is stored in drums and hauled for waste disposal or onsite recycling.

Click here to access the California GeoTracker records for this facility:

502
SSE
1/2-1
0.648 mi.
3424 ft.

130TH ST & VERMONT
GARDENA, CA

CA Notify 65 **S100178442**
N/A

Relative:
Lower

Actual:
134 ft.

NOTIFY 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Issue Date:	Not reported
Incident Description:	Not reported

503
SSE
1/2-1
0.680 mi.
3590 ft.

ELECTRONIC PLATING COMPANY
13021 SOUTH BUDLONG AVENUE
GARDENA, CA 90247

CA ENVIROSTOR **S110494047**
N/A

Relative:
Lower

Actual:
117 ft.

ENVIROSTOR:

Facility ID:	71002445
Status:	Active
Status Date:	09/19/2016
Site Code:	550155
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	1.1
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Johnson Abraham
Supervisor:	Shahir Haddad
Division Branch:	Cleanup Cypress
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.91425
Longitude:	-118.2963
APN:	NONE SPECIFIED
Past Use:	METAL PLATING - CHROME, METAL PLATING - OTHER
Potential COC:	Benzene Tetrachloroethylene (PCE Trichloroethylene (TCE Carbon tetrachloride Chloroform 1,1-Dichloroethane 1,2-Dichloroethane (EDC Nickel
Confirmed COC:	Benzene Tetrachloroethylene (PCE 1,1-Dichloroethane 1,2-Dichloroethane (EDC Nickel Carbon tetrachloride Trichloroethylene (TCE Chloroform
Potential Description:	SOIL, SV
Alias Name:	CAD051498202
Alias Type:	EPA Identification Number
Alias Name:	301039
Alias Type:	Project Code (Site Code)
Alias Name:	550155
Alias Type:	Project Code (Site Code)
Alias Name:	71002445
Alias Type:	Envirostor ID Number

ELECTRONIC PLATING COMPANY (Continued) **S110494047**

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Triage Meeting
Completed Date: 06/08/2015
Comments: Cost Recovery will be pursued with issuance of new demand letter and potential enforcement action.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 06/21/2001
Comments: Inspection report sent on 6/21/2001

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/01/2016
Comments: DTSC mailed the letter on 8/1/2016.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/22/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/21/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other
Completed Date: 06/11/2003
Comments: Completed all

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Agreement
Completed Date: 01/16/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/01/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 12/20/2010
Comments: Final collection letter sent certified mail.

Completed Area Name: PROJECT WIDE

ELECTRONIC PLATING COMPANY (Continued) **S110494047**

Completed Sub Area Name: Not reported
Completed Document Type: Consent Agreement
Completed Date: 10/11/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 11/18/2010
Comments: Second Collection request sent certified mail.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 10/19/2010
Comments: First Collection letter sent.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 19340658
Status: Refer: Other Agency
Status Date: 08/15/1995
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: * RCRA 3012 - Past Haz Waste Disp Inven Site
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91388
Longitude: -118.2963
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * ORGANIC LIQUIDS WITH METALS * UNSPECIFIED ACID SOLUTION
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD051498202
Alias Type: EPA Identification Number
Alias Name: 19340658
Alias Type: Envirostor ID Number

ELECTRONIC PLATING COMPANY (Continued) **S110494047**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	03/08/1984
Comments:	FACILITY DRIVE-BY ASAP STAFF SOURCE ACT: PLATING/POLISHING YR OF OPER: 1974 TO PRESENT WASTE TYPE: BASES 76.7T OF HAZ WASTE/YR INCIDENT: 5/13/69 CHEM DERMITITIS,EXPOSR TO CHEM. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	09/26/1983
Comments:	FACILITY IDENTIFIED ID FROM ERRIS

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	02/11/1983
Comments:	FACILITY IDENTIFIED LA CHAM OF COMM BUS DIR 1969

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

BO504 **PB FASTENERS, DIVISION OF PAUL R. BRILES, INC.** **CA ENVIROSTOR** **S118757407**
SSW **1700 W. 132ND STREET** **N/A**
1/2-1 **GARDENA, CA 90249**
0.737 mi.
3891 ft. **Site 1 of 2 in cluster BO**

Relative:
Lower

Actual:
62 ft.

ENVIROSTOR:

Facility ID:	71002370
Status:	No Action Required
Status Date:	08/18/2006
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED

PB FASTENERS, DIVISION OF PAUL R. BRILES, INC. (Continued) **S118757407**

Funding:	Not reported
Latitude:	33.91212
Longitude:	-118.3074
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD041160672
Alias Type:	EPA Identification Number
Alias Name:	110009529974
Alias Type:	EPA (FRS #)
Alias Name:	71002370
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase I Verification
Completed Date:	08/18/2007
Comments:	Inspection report sent on 8/18/2007
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	08/18/2006
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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505 SSW 1/2-1 0.747 mi. 3942 ft. | **NORTHROP CORPORATION ELECTRONICS DIV.** | **CA ENVIROSTOR** | **S100935374**
13215 S WESTERN AVENUE | **CA EMI** | **N/A**
GARDENA, CA 90247 | **CA HWP**

Relative: Lower

Actual: 54 ft.

ENVIROSTOR:

Facility ID:	80001313
Status:	* Inactive
Status Date:	01/01/2008
Site Code:	Not reported
Site Type:	Corrective Action
Site Type Detailed:	Corrective Action
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Unknown
Division Branch:	Cleanup Chatsworth

NORTHROP CORPORATION ELECTRONICS DIV. (Continued) **S100935374**

Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91232
Longitude: -118.3099
APN: 4061014011
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 4061014011
Alias Type: APN
Alias Name: CAD000627331
Alias Type: EPA Identification Number
Alias Name: 80001313
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 61729
Air District Name: SC
SIC Code: 3599
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr:0

HWP:
EPA Id: CAD000627331

NORTHROP CORPORATION ELECTRONICS DIV. (Continued) **S100935374**

Cleanup Status:	KNOWN GENERATORS
Latitude:	33.91228
Longitude:	-118.3088
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	Not reported
Assembly District:	62
Senate District:	35
Public Information Officer:	Not reported
Public Information Officer:	Not reported

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506 South 1/2-1 0.758 mi. 4004 ft. **GOLDEN STATE RUBBER & LATEX CORPORATION** **CA ENVIROSTOR** **1000186986**
1538 WEST 132ND STREET **N/A**
GARDENA, CA 90249

Relative: Lower

Actual: 79 ft.

ENVIROSTOR:

Facility ID:	19300004
Status:	Refer: Other Agency
Status Date:	08/31/1995
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	35
Special Program:	* Site Char & Assess Grant (CERCLA 104)
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.91211
Longitude:	-118.3037
APN:	6102008007
Past Use:	NONE SPECIFIED
Potential COC:	* ACID SOLUTION 2>PH WITH METALS * UNSPECIFIED SLUDGE WASTE
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	6102008007
Alias Type:	APN
Alias Name:	CAD980886725
Alias Type:	EPA Identification Number
Alias Name:	19300004
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	06/01/1985

GOLDEN STATE RUBBER & LATEX CORPORATION (Continued) **1000186986**

Comments: AFTER 1959 USED DRUMS & HAULED AWAY. BTW 1963 TO 1970 USED LINED SUMP & CLARIFIER NOW TANK IS USED. FAC TYPE: PRIOR TO 1959 DISP OF BRINE INTO GROUND AT THE REAR OF PROPERTY. SOURCE ACT: LACE IW SURVEY 2/7/83 - MFG OF RUBBER PRODS-SPORTING GOODS,GASKETS, GROMMETS,PACKING,BUSHING.DIAPHRAGMS, BLADDERS,BELLOWS,ETC. ASP IW SURVEY 2/7/ 83 - CUSTOM BUBBERCP, RESSOPM MOLDING. YR OF OPER: 1950-PRESENT. FINAL STRATEGY RECOM - REFERRED TO CO HLTH/TSC PROG. SUBMIT TO EPA PRELIM ASSESS DONE CERCLA 104

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	01/05/1982
Comments:	FACILITY IDENTIFIED LA CHAM OF COMM DIRECTORY 1956
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

BO507 **SONIC INDUSTRIES(FORMER)** **CA ENVIROSTOR** **S106843368**
SSW **13200 S.WESTERN AVE.** **N/A**
1/2-1 **GARDENA, CA 90249**
0.763 mi.
4029 ft. **Site 2 of 2 in cluster BO**

Relative:
Lower

Actual:
54 ft.

ENVIROSTOR:

Facility ID:	19730197
Status:	Refer: 1248 Local Agency
Status Date:	04/16/2003
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Cypress
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not Applicable
Latitude:	33.91212
Longitude:	-118.3084
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED

SONIC INDUSTRIES(FORMER) (Continued) **S106843368**

Alias Name: 19730197
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

BP508 **NORTHROP CORPORATION AIRCRAFT DIVISION** **CA ENVIROSTOR** **S118757508**
WSW **2815 W EL SEGUNDO** **N/A**
1/2-1 **HAWTHORNE, CA 90250**
0.765 mi.
4040 ft. **Site 1 of 3 in cluster BP**

Relative:
Lower

Actual:
54 ft.

ENVIROSTOR:
Facility ID: 80001321
Status: No Action Required
Status Date: 06/19/2013
Site Code: Not reported
Site Type: Corrective Action
Site Type Detailed: Corrective Action
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Katherine Gould
Supervisor: * Unknown
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91630
Longitude: -118.3231
APN: 4056032052
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 4056032052
Alias Type: APN
Alias Name: CAD000627638
Alias Type: EPA Identification Number
Alias Name: 110008259525

NORTHROP CORPORATION AIRCRAFT DIVISION (Continued) **S118757508**

Alias Type: EPA (FRS #)
Alias Name: 80001321
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 09/30/1990
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

509
WSW
1/2-1
0.783 mi.
4134 ft.

Relative:
Lower

Actual:
54 ft.

CITY OF HAWTHORNE AIRPORT
12101 S CRENSHAW BLVD
HAWTHORNE, CA 90250

CA ENVIROSTOR **U001563290**
CA HIST UST **N/A**
CA EMI
CA HAZNET
CA LOS ANGELES CO. HMS
CA NPDES
CA WDS

ENVIROSTOR:
Facility ID: 80000261
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Site Code: Not reported
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 33.9125
Longitude: -118.3416
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F545800
Alias Type: Federal Facility ID

CITY OF HAWTHORNE AIRPORT (Continued) **U001563290**

Alias Name: J09CA0388
Alias Type: INPR
Alias Name: 80000261
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000020895
Facility Type: Other
Other Type: AIRPORT
Contact Name: ROBERT TRIMBORN,
Telephone: 2139707215
Owner Name: CITY OF HAWTHORNE
Owner Address: 4455 W. 126TH STREET
Owner City,St,Zip: HAWTHORNE, CA 90250
Total Tanks: 0002

Tank Num: 001
Container Num: 6
Year Installed: 1967
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: 06
Container Construction Thickness: 5/16
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 7
Year Installed: 1967
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: 06
Container Construction Thickness: 5/16
Leak Detection: Stock Inventor

EMI:
Year: 1990
County Code: 19

CITY OF HAWTHORNE AIRPORT (Continued) **U001563290**

Air Basin:	SC
Facility ID:	70211
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAZNET:

envid:	U001563290
Year:	2015
GEPAID:	CAC002806220
Contact:	DAVID GARDNER
Telephone:	8184800813
Mailing Name:	Not reported
Mailing Address:	12101 CRENSHAW BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90250
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.23
Cat Decode:	Asbestos containing waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	U001563290
Year:	2015
GEPAID:	CAC002806220
Contact:	DAVID GARDNER
Telephone:	8184800813
Mailing Name:	Not reported
Mailing Address:	12101 CRENSHAW BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90250
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.304
Cat Decode:	Waste oil and mixed oil
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid: U001563290

CITY OF HAWTHORNE AIRPORT (Continued) **U001563290**

Year:	2015
GEPAID:	CAC002806220
Contact:	DAVID GARDNER
Telephone:	8184800813
Mailing Name:	Not reported
Mailing Address:	12101 CRENSHAW BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90250
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	3.654
Cat Decode:	Unspecified solvent mixture
Method Decode:	Fuel Blending Prior To Energy Recovery At Another Site
Facility County:	Los Angeles

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	013399-013744
Facility Type:	0
Facility Status:	Closed
Area:	2C
Permit Number:	00005286T
Permit Status:	Closed

Region:	LA
Permit Category:	Not reported
Facility Id:	013399-049905
Facility Type:	Not reported
Facility Status:	OPEN
Area:	2C
Permit Number:	Not reported
Permit Status:	Not reported

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	452195
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C372071
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported

CITY OF HAWTHORNE AIRPORT (Continued) **U001563290**

RECEIVED DATE:	2/3/2015
PROCESSED DATE:	2/4/2015
STATUS CODE NAME:	Active
STATUS DATE:	2/4/2015
PLACE SIZE:	1.72
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Donny Sandusky
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	310-644-3344
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	dsandusky@advancedaircharters.com
OPERATOR NAME:	Hawthorne Airport LLC
OPERATOR ADDRESS:	12101 Crenshaw Blvd
OPERATOR CITY:	Hawthorne
OPERATOR STATE:	California
OPERATOR ZIP:	90250
OPERATOR CONTACT NAME:	Donny Sandusky
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	310-676-4673
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	dsandusky@jetcenterla.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Hawthorne Airport LLC
DEVELOPER ADDRESS:	12101 Crenshaw Blvd
DEVELOPER CITY:	Hawthorne
DEVELOPER STATE:	California
DEVELOPER ZIP:	90250
DEVELOPER CONTACT NAME:	Donny Sandusky
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N
CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	Y
CONSTYPE ELECTRICAL LINE IND:	N
CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	N
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	N
CONSTYPE RECONS IND:	N
CONSTYPE RESIDENTIAL IND:	N
CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Channel
CERTIFIER NAME:	Donny Sandusky
CERTIFIER TITLE:	General Manager
CERTIFICATION DATE:	03-FEB-15
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

CITY OF HAWTHORNE AIRPORT (Continued) **U001563290**

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	188930
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I002294
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/31/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Hawthorne City
Discharge Address:	4455 W 126th st
Discharge City:	Hawthorne
Discharge State:	California
Discharge Zip:	90250
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported

CITY OF HAWTHORNE AIRPORT (Continued) **U001563290**

CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	452195
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C372071
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	02/04/2015
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Hawthorne Airport LLC
Discharge Address:	12101 Crenshaw Blvd
Discharge City:	Hawthorne
Discharge State:	California
Discharge Zip:	90250
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported

CITY OF HAWTHORNE AIRPORT (Continued) **U001563290**

OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	188930
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I002294
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported

CITY OF HAWTHORNE AIRPORT (Continued) **U001563290**

RECEIVED DATE:	5/9/2008
PROCESSED DATE:	3/31/1992
STATUS CODE NAME:	Active
STATUS DATE:	3/31/1992
PLACE SIZE:	80
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Joe Kobus
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	310-349-1637
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	jkobus@cityofhawthorne.org
OPERATOR NAME:	Hawthorne City
OPERATOR ADDRESS:	4455 W 126th st
OPERATOR CITY:	Hawthorne
OPERATOR STATE:	California
OPERATOR ZIP:	90250
OPERATOR CONTACT NAME:	Guido Fernandez
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	310-349-1636
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	gfernandez@cityofhawthorne.org
OPERATOR TYPE:	City/Town Agency
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	310-922-2529
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Dominguez Flood Channel
CERTIFIER NAME:	Guido Fernandez
CERTIFIER TITLE:	Senior Engineer Specailist
CERTIFICATION DATE:	21-OCT-16
PRIMARY SIC:	4581-Airports, Flying Fields, and Airport Terminal Services
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

CITY OF HAWTHORNE AIRPORT (Continued) **U001563290**

WDS:

Facility ID:	4 19I002294
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3109707215
Facility Contact:	DON KNECHTEL
Agency Name:	HAWTHORNECITY OF
Agency Address:	4455 W 126th St Ste A
Agency City,St,Zip:	Hawthorne 902504462
Agency Contact:	DON KNECHTEL
Agency Telephone:	3109707215
Agency Type:	City
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

510
SW
1/2-1
0.784 mi.
4140 ft.

NORTHROP CORP AIRCRAFT DIV
2815 W EL SEGUNDO
HAWTHORNE, CA 90250

RCRA-TSDF **1000409963**
RCRA NonGen / NLR **CAD000627638**
FINDS
CA HWP
ECHO

Relative:
Lower

Actual:
50 ft.

RCRA-TSDF:

Date form received by agency:	09/24/1998
Facility name:	NORTHROP CORP AIRCRAFT DIV
Facility address:	2815 W EL SEGUNDO

NORTHROP CORP AIRCRAFT DIV (Continued) **1000409963**

	HAWTHORNE, CA 90250
EPA ID:	CAD000627638
Mailing address:	3901 W BROADWAY HAWTHORNE, CA 90250
Contact:	MARY ELAINE PALACIO
Contact address:	ONE HORNET WY EL SEGUNDO, CA 902452804
Contact country:	US
Contact telephone:	(310) 332-4114
Contact email:	Not reported
EPA Region:	09
Land type:	Other land type
Classification:	TSDF
Description:	Handler is engaged in the treatment, storage or disposal of hazardous waste
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NORTHROP CORP.,AIRCRAFT DIVISION AH
Owner/operator address:	2815 WEST EL SEGUNDO CITY NOT REPORTED, CA 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 970-4704
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NORTHROP CORP.,AIRCRAFT DIVISION AH
Owner/operator address:	2815 WEST EL SEGUNDO HAWTHORNE, CA 90250
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 970-4704
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

NORTHROP CORP AIRCRAFT DIV (Continued) **1000409963**

Historical Generators:
Date form received by agency: 09/14/1993
Site name: NORTHROP CORP AIRCRAFT DIV
Classification: Not a generator, verified

Corrective Action Summary:
Event date: 01/01/1990
Event: CA029ST

Event date: 09/30/1990
Event: CA049PA

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 06/26/1987
Date achieved compliance: 09/15/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 09/15/1988
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 06/26/1987
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 09/15/1988
Evaluation lead agency: State

Evaluation date: 05/21/1987
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/08/1985
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

FINDS:

Registry ID: 110008259525

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and

NORTHROP CORP AIRCRAFT DIV (Continued) **1000409963**

corrective action activities required under RCRA.

HWP:

EPA Id:	CAD000627638
Cleanup Status:	PROTECTIVE FILER
Latitude:	33.91630
Longitude:	-118.3231
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	Not reported
Assembly District:	62
Senate District:	35
Public Information Officer:	Not reported
Public Information Officer:	Not reported

Activities:

EPA Id:	CAD000627638
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Protective Filer Status - PROTECTIVE FILER (APPROVED)
Actual Date:	05/02/1988

EPA Id:	CAD000627638
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Protective Filer Status - PROTECTIVE FILER (RECEIVED)
Actual Date:	08/23/1988

Alias:

EPA Id:	CAD000627638
Facility Type:	Historical - Non-Operating
Alias Type:	FRS
Alias:	110008259525

ECHO:

Envid:	1000409963
Registry ID:	110008259525
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110008259525

511
WNW
1/2-1
0.789 mi.
4168 ft.

MONROE MIDDLE SCHOOL
10711 10TH AVENUE
INGLEWOOD, CA 90303

CA ENVIROSTOR **S118757117**
CA SCH **N/A**

Relative:
Lower

Actual:
106 ft.

ENVIROSTOR:

Facility ID:	60000417
Status:	No Action Required
Status Date:	03/08/2007
Site Code:	304540
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	0.3

MONROE MIDDLE SCHOOL (Continued) **S118757117**

NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Ivy Osornio
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.9394
Longitude:	-118.3273
APN:	4030-033-900, 4030033900
Past Use:	AGRICULTURAL - ORCHARD
Potential COC:	Arsenic
Confirmed COC:	30001-NO
Potential Description:	SOIL
Alias Name:	4030-033-900
Alias Type:	APN
Alias Name:	4030033900
Alias Type:	APN
Alias Name:	304540
Alias Type:	Project Code (Site Code)
Alias Name:	60000417
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	03/08/2007
Comments:	DTSC approved the Phase I
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	04/05/2007
Comments:	DTSC submitted a CRU memo for the Phase I
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	60000417
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED

MONROE MIDDLE SCHOOL (Continued) **S118757117**

Acres:	0.3
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Ivy Osornio
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304540
Assembly:	62
Senate:	35
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	03/08/2007
Restricted Use:	NO
Funding:	School District
Latitude:	33.9394
Longitude:	-118.3273
APN:	4030-033-900, 4030033900
Past Use:	AGRICULTURAL - ORCHARD
Potential COC:	Arsenic
Confirmed COC:	30001-NO
Potential Description:	SOIL
Alias Name:	4030-033-900
Alias Type:	APN
Alias Name:	4030033900
Alias Type:	APN
Alias Name:	304540
Alias Type:	Project Code (Site Code)
Alias Name:	60000417
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	03/08/2007
Comments:	DTSC approved the Phase I
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	04/05/2007
Comments:	DTSC submitted a CRU memo for the Phase I
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

BQ512 **ELECTRO BLEACH PRODUCTS** **CA ENVIROSTOR** **1000181771**
South **1628 W 134TH ST** **CA LOS ANGELES CO. HMS** **N/A**
1/2-1 **GARDENA, CA 90249**
0.825 mi.
4356 ft. **Site 1 of 2 in cluster BQ**

Relative:
Lower

Actual:
60 ft.

ENVIROSTOR:

Facility ID:	19280149
Status:	No Further Action
Status Date:	06/01/1985
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Mmonroy
Division Branch:	Cleanup Cypress
Assembly:	62
Senate:	35
Special Program:	* Site Char & Assess Grant (CERCLA 104)
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.91035
Longitude:	-118.3057
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	* AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES > 10 * DETERGENT & SOAP * UNSPECIFIED AQUEOUS SOLUTION
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD009526641
Alias Type:	EPA Identification Number
Alias Name:	19280149
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	10/25/1994
Comments:	Database verification project confirms NFA for DTSC.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	06/01/1985
Comments:	FAC TYPE: 4 650GAL ABOVE-G TANKS, 1 TRAP DHS IW SURVEY, 1/9/83 - SOURCE ACT: MFG & PACKAGE HOUSEHOLD BLEACH(SODIUM HYPO- CHLORITE SOL'N 5.25%). YR OF OPER: 1950- PRESENT SUBMIT TO EPA PRELIM ASSESS DONE CERCLA 104
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	05/15/1980
Comments:	FACILITY IDENTIFIED IW SURVEY QUESTIONNAIRE 12580 QUESTIONNAIRE

ELECTRO BLEACH PRODUCTS (Continued) **1000181771**

RECEIVED

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 002880-031610
Facility Type: Not reported
Facility Status: OPEN
Area: 2B
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: I
Facility Id: 002880-I02977
Facility Type: 01
Facility Status: Closed
Area: 2B
Permit Number: 000001184
Permit Status: Closed

BQ513 **ANGELUS PLATING WORKS** **SEMS-ARCHIVE** **1000205512**
South **1713 W 134 ST** **RCRA-SQG** **CAD009547233**
1/2-1 **GARDENA, CA 90249** **CA ENVIROSTOR**
0.825 mi. **CA SWEEPS UST**
4356 ft. **Site 2 of 2 in cluster BQ** **CA EMI**
CA HAZNET
Relative: **CA LOS ANGELES CO. HMS**
Lower **CA NPDES**

Actual:
60 ft.

SEMS-ARCHIVE:
Site ID: 901224
EPA ID: CAD009547233
Federal Facility: N
NPL: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

Following information was gathered from the prior CERCLIS update completed in 10/2013:
Site ID: 0901224
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13288927.00000
Person ID: 13003854.00000

ANGELUS PLATING WORKS (Continued) **1000205512**

Contact Sequence ID: 13294522.00000
Person ID: 13003858.00000

Contact Sequence ID: 13300380.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: 07/01/85
Date Completed: 12/01/85
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 12/01/85
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/01/85
Priority Level: Not reported

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: ANGELUS PLATING WORKS
Facility address: 1713 W 134TH ST
GARDENA, CA 90249
EPA ID: CAD009547233
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ANGELUS PLATING WORKS
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

ANGELUS PLATING WORKS (Continued) **1000205512**

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/18/1980
Site name: ANGELUS PLATING WORKS
Classification: Large Quantity Generator

Violation Status: No violations found

ENVIROSTOR:
Facility ID: 19340654
Status: No Further Action
Status Date: 04/01/1985
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Mmonroy
Division Branch: Cleanup Cypress
Assembly: 62
Senate: 35
Special Program: * Site Char & Assess Grant (CERCLA 104)
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91122
Longitude: -118.3072
APN: NONE SPECIFIED
Past Use: METAL PLATING - CHROME, METAL PLATING - OTHER
Potential COC: * Metals - Sludge * OTHER STILL BOTTOM WASTE * ACID SOLUTION 2>PH WITH METALS * Sludge - Degreasing * UNSPECIFIED SLUDGE WASTE *

ANGELUS PLATING WORKS (Continued) **1000205512**

UNSPECIFIED SOLVENT MIXTURES * ALKALINE SOLUTION 2<PH<12.5, WITH METALS
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: CAD009547233
Alias Type: EPA Identification Number
Alias Name: 110002140406
Alias Type: EPA (FRS #)
Alias Name: 19340654
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 10/25/1994
Comments: Database verification project confirms NFA for DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 04/01/1985
Comments: CLARIFIER SLUDGE & SOLID SUMP WASTE PUMP BY OIL PROCESS CO. & HAULED. SOURCE ACT: DHS-IWD SURVEY 4/7/83 - MFG & ELECTROPLATING OF AUTO ACCESSORIES. YR OF OPER: 1957 TO PRESENT ENF HISTORY: 4/19/76 PUBLIC WK. INTER- CEPTER FOR AMOUNT OF FLOW. TRAP IS MODER ATELY ETCHED. SUBMIT TO EPA PRELIM ASSESS DONE CERCLA 104

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 02/11/1983
Comments: FACILITY IDENTIFIED L. A. CHAM OF COMM BUS DIR 1969

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 71002300
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 62

ANGELUS PLATING WORKS (Continued) **1000205512**

Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91122
Longitude: -118.3072
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD009547233
Alias Type: EPA Identification Number
Alias Name: 110002140406
Alias Type: EPA (FRS #)
Alias Name: 71002300
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SWEEPS UST:
Status: Active
Comp Number: 4420
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

EMI:
Year: 1993
County Code: 19

ANGELUS PLATING WORKS (Continued) **1000205512**

Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3444
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3444
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3444
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

ANGELUS PLATING WORKS (Continued) **1000205512**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

ANGELUS PLATING WORKS (Continued) **1000205512**

Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 2001
County Code: 19
Air Basin: SC
Facility ID: 6842
Air District Name: SC
SIC Code: 3471
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 2002
County Code: 19
Air Basin: SC
Facility ID: 6842
Air District Name: SC
SIC Code: 3471
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 2003
County Code: 19
Air Basin: SC
Facility ID: 6842
Air District Name: SC
SIC Code: 3471
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 2004
County Code: 19
Air Basin: SC

ANGELUS PLATING WORKS (Continued) **1000205512**

Facility ID:	6842
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.00705
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0.0149
NOX - Oxides of Nitrogen Tons/Yr:	0.0553
SOX - Oxides of Sulphur Tons/Yr:	0.000353
Particulate Matter Tons/Yr:	0.0047756
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.00277
Reactive Organic Gases Tons/Yr:	.001169494
Carbon Monoxide Emissions Tons/Yr:	.0138
NOX - Oxides of Nitrogen Tons/Yr:	.0513
SOX - Oxides of Sulphur Tons/Yr:	.000235
Particulate Matter Tons/Yr:	.004515
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.00310745

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.0071056371387967787
Reactive Organic Gases Tons/Yr:	.003
Carbon Monoxide Emissions Tons/Yr:	.017
NOX - Oxides of Nitrogen Tons/Yr:	.062
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.006
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.00418

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

ANGELUS PLATING WORKS (Continued) **1000205512**

Total Organic Hydrocarbon Gases Tons/Yr:	.0071056371387967787
Reactive Organic Gases Tons/Yr:	.003
Carbon Monoxide Emissions Tons/Yr:	.017
NOX - Oxides of Nitrogen Tons/Yr:	.062
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.006
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.00418

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3714
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.0060823567029843675
Reactive Organic Gases Tons/Yr:	.002567971
Carbon Monoxide Emissions Tons/Yr:	.01
NOX - Oxides of Nitrogen Tons/Yr:	.04
SOX - Oxides of Sulphur Tons/Yr:	.0002201118
Particulate Matter Tons/Yr:	.004306919925
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.00290937688575

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3714
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5.5423969682614803E-3
Reactive Organic Gases Tons/Yr:	2.3400000000000001E-3
Carbon Monoxide Emissions Tons/Yr:	0.01
NOX - Oxides of Nitrogen Tons/Yr:	4.0000000000000001E-2
SOX - Oxides of Sulphur Tons/Yr:	2.0000000000000001E-4
Particulate Matter Tons/Yr:	0.00406194
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2.6793685999999999E-3

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	6842
Air District Name:	SC
SIC Code:	3714
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.00653718616769303
Reactive Organic Gases Tons/Yr:	2.7599999999999999E-3
Carbon Monoxide Emissions Tons/Yr:	0.01383
NOX - Oxides of Nitrogen Tons/Yr:	5.1369999999999999E-2
SOX - Oxides of Sulphur Tons/Yr:	2.3000000000000001E-4
Particulate Matter Tons/Yr:	0.00296

ANGELUS PLATING WORKS (Continued) **1000205512**

Part. Matter 10 Micrometers and Smllr Tons/Yr:2.8119999999999998E-3

HAZNET:

envid:	1000205512
Year:	2015
GEPAID:	CAD009547233
Contact:	JERALD BOZAJIAN
Telephone:	3105161883
Mailing Name:	Not reported
Mailing Address:	1713 WEST 134TH STREET
Mailing City,St,Zip:	GARDENA, CA 902492083
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.209
Cat Decode:	Waste oil and mixed oil
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

envid:	1000205512
Year:	2015
GEPAID:	CAD009547233
Contact:	JERALD BOZAJIAN
Telephone:	3105161883
Mailing Name:	Not reported
Mailing Address:	1713 WEST 134TH STREET
Mailing City,St,Zip:	GARDENA, CA 902492083
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other inorganic solid waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.475
Cat Decode:	Other inorganic solid waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	1000205512
Year:	2014
GEPAID:	CAD009547233
Contact:	JERALD BOZAJIAN, PRESIDENT
Telephone:	3105161883
Mailing Name:	Not reported
Mailing Address:	1713 W 134TH ST
Mailing City,St,Zip:	GARDENA, CA 902492083
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Unspecified aqueous solution
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

ANGELUS PLATING WORKS (Continued) **1000205512**

Tons: 0.2184
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000205512
Year: 2013
GEPAID: CAD009547233
Contact: JERALD BOZAJIAN, PRESIDENT
Telephone: 3105161883
Mailing Name: Not reported
Mailing Address: 1713 W 134TH ST
Mailing City,St,Zip: GARDENA, CA 902492083
Gen County: Los Angeles
TSD EPA ID: CAD097030993
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2184
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Not reported

envid: 1000205512
Year: 2012
GEPAID: CAD009547233
Contact: JERALD BOZAJIAN, PRESIDENT
Telephone: 3105161883
Mailing Name: Not reported
Mailing Address: 1713 W 134TH ST
Mailing City,St,Zip: GARDENA, CA 902492083
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.9
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
68 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: Not reported
Facility Id: 004267-004420
Facility Type: Not reported
Facility Status: Removed
Area: 2B
Permit Number: Not reported
Permit Status: Not reported

Region: LA

ANGELUS PLATING WORKS (Continued) **1000205512**

Permit Category: Not reported
Facility Id: 004267-054667
Facility Type: Not reported
Facility Status: OPEN
Area: 2B
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: I
Facility Id: 004267-I04420
Facility Type: 02
Facility Status: Permit
Area: 2B
Permit Number: 000004789
Permit Status: Permit

NPDES:

Npdes Number:	Not reported
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	458827
Order No:	Not reported
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19NEC000148
Program Type:	No Exposure Certification
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	07/23/2015
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Angelus Plating Works
Discharge Address:	1713 West 134th Street
Discharge City:	Gardena
Discharge State:	California
Discharge Zip:	90249
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported

ANGELUS PLATING WORKS (Continued) **1000205512**

OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	458827
Order No:	Not reported
Regulatory Measure Type:	No Exposure Certification
Place Id:	Not reported
WDID:	4 19NEC000148
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	7/21/2015

ANGELUS PLATING WORKS (Continued) **1000205512**

PROCESSED DATE:	7/23/2015
STATUS CODE NAME:	Active
STATUS DATE:	7/23/2015
PLACE SIZE:	46768
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	Jerald Bozajian
FACILITY CONTACT TITLE:	President
FACILITY CONTACT PHONE:	310-516-1883
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	contactus@angelusplating.com
OPERATOR NAME:	Angelus Plating Works
OPERATOR ADDRESS:	1713 West 134th Street
OPERATOR CITY:	Gardena
OPERATOR STATE:	California
OPERATOR ZIP:	90249
OPERATOR CONTACT NAME:	Jerald Bozajian
OPERATOR CONTACT TITLE:	President
OPERATOR CONTACT PHONE:	310-516-1883
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	contactus@angelusplating.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	818-439-4302
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Jerald Bozajian
CERTIFIER TITLE:	President
CERTIFICATION DATE:	22-AUG-16
PRIMARY SIC:	3714-Motor Vehicle Parts and Accessories
SECONDARY SIC:	3471-Electroplating, Plating, Polishing, Anodizing, and Coloring
TERTIARY SIC:	Not reported

BP514 **NORTHROP CORPORATION AIRCRAFT DIVISION** **CA HWP** **S109467262**
WSW **12540 SOUTH CRENSHAW** **N/A**
1/2-1 **HAWTHORNE, CA 90250**
0.831 mi.
4388 ft. **Site 2 of 3 in cluster BP**

Relative:
Lower

Actual:
52 ft.

HWP:

EPA Id:	CAD000627455
Cleanup Status:	PROTECTIVE FILER
Latitude:	33.91838
Longitude:	-118.3262
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	Not reported
Assembly District:	62
Senate District:	35
Public Information Officer:	Not reported
Public Information Officer:	Not reported

Activities:

EPA Id:	CAD000627455
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Protective Filer Status - PROTECTIVE FILER (RECEIVED)
Actual Date:	08/23/1988

EPA Id:	CAD000627455
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Protective Filer Status - PROTECTIVE FILER (APPROVED)
Actual Date:	11/22/1988

BP515 **NORTHROP CORPORATION AIRCRAFT DIVISION** **CA ENVIROSTOR** **S118757506**
WSW **12540 SOUTH CRENSHAW** **N/A**
1/2-1 **HAWTHORNE, CA 90250**
0.831 mi.
4388 ft. **Site 3 of 3 in cluster BP**

Relative:
Lower

Actual:
52 ft.

ENVIROSTOR:

Facility ID:	80001317
Status:	No Action Required
Status Date:	06/19/2013
Site Code:	Not reported
Site Type:	Corrective Action
Site Type Detailed:	Corrective Action
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Unknown
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED

NORTHROP CORPORATION AIRCRAFT DIVISION (Continued) **S118757506**

Funding:	Not reported
Latitude:	33.91838
Longitude:	-118.3262
APN:	4056032044
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	4056032044
Alias Type:	APN
Alias Name:	CAD000627455
Alias Type:	EPA Identification Number
Alias Name:	80001317
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	04/30/1990
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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516 West 1/2-1 0.918 mi. 4846 ft. | **TODAY'S FRESH START CHARTER SCHOOL** | **CA ENVIROSTOR** | **S103654070**
3405 W. IMPERIAL HIGHWAY | **CA SCH** | **N/A**
INGLEWOOD, CA 90303

Relative: Lower

Actual: 70 ft.

ENVIROSTOR:

Facility ID:	60000556
Status:	No Further Action
Status Date:	06/12/2008
Site Code:	304558
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	2.03
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District

TODAY'S FRESH START CHARTER SCHOOL (Continued) **S103654070**

Latitude: 33.93138
Longitude: -118.3321
APN: 4031026024
Past Use: FUEL HYDRANT PUMPING STATIONS, OFFICE BUILDING, RESIDENTIAL AREA
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: No Contaminants found
Potential Description: NMA
Alias Name: 4031026024
Alias Type: APN
Alias Name: 304558
Alias Type: Project Code (Site Code)
Alias Name: 60000556
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/05/2008
Comments: The project is now complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/12/2008
Comments: Final approval letter issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/16/2007
Comments: Fieldwork was completed 7/16/2007. On August 8, 2007, the school administrator submitted electronic data for metals, VOCs, lead, OCPs and soil gas for our review. DTSC recommended they incorporate the information into a PEA report and submit for our review. The project consultant then called and indicated they had detected PCE in one location and were seeking our assistance if we would require stepouts. Therefore they requested a meeting in person to discuss the results. On August 15, 2007, DTSC contacted the project proponent and provided them w/a recommendation to conduct step-out-samples at location SG-2 (where PCE was found) and gave them the option to submit PEA report w/a further action recommendation or to conduct the step-out samples now. The choice was theirs to make and requested a notification of their decision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 03/22/2007
Comments: Sent executed agreement to district.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported

TODAY'S FRESH START CHARTER SCHOOL (Continued) **S103654070**

Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000556
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.03
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304558
Assembly: 62
Senate: 35
Special Program Status: Not reported
Status: No Further Action
Status Date: 06/12/2008
Restricted Use: NO
Funding: School District
Latitude: 33.93138
Longitude: -118.3321
APN: 4031026024
Past Use: FUEL HYDRANT PUMPING STATIONS, OFFICE BUILDING, RESIDENTIAL AREA
Potential COC: NONE SPECIFIED, No Contaminants found
Confirmed COC: No Contaminants found
Potential Description: NMA
Alias Name: 4031026024
Alias Type: APN
Alias Name: 304558
Alias Type: Project Code (Site Code)
Alias Name: 60000556
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/05/2008
Comments: The project is now complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/12/2008
Comments: Final approval letter issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/16/2007
Comments: Fieldwork was completed 7/16/2007. On August 8, 2007, the school

TODAY'S FRESH START CHARTER SCHOOL (Continued) **S103654070**

administrator submitted electronic data for metals, VOCs, lead, OCPs and soil gas for our review. DTSC recommended they incorporate the information into a PEA report and submit for our review. The project consultant then called and indicated they had detected PCE in one location and were seeking our assistance if we would require stepouts. Therefore they requested a meeting in person to discuss the results. On August 15, 2007, DTSC contacted the project proponent and provided them w/a recommendation to conduct step-out-samples at location SG-2 (where PCE was found) and gave them the option to submit PEA report w/a further action recommendation or to conduct the step-out samples now. The choice was theirs to make and requested a notification of their decision.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	03/22/2007
Comments:	Sent executed agreement to district.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

517
SE
1/2-1
0.940 mi.
4964 ft.

Relative:
Lower

Actual:
129 ft.

NASCO AIRCRAFT BRAKE INC
13300 ESTRELLA AVE
GARDENA, CA 90248

CA ENVIROSTOR **1008383233**
CA SLIC **N/A**
CA BROWNFIELDS
ICIS
FINDS
CA NPDES
LA Co. Site Mitigation
ECHO

ENVIROSTOR:

Facility ID:	70000121
Status:	Refer: 1248 Local Agency
Status Date:	08/18/2005
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	LA CNTY FIRE DEPT. (BILLING AND UST), LOS ANGELES COUNTY
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Greg Holmes
Division Branch:	Cleanup Cypress
Assembly:	64
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not Applicable

NASCO AIRCRAFT BRAKE INC (Continued) **1008383233**

Latitude: 33.91119
Longitude: -118.2855
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 70000121
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SLIC:
Region: STATE
Facility Status: Completed - Case Closed
Status Date: 01/04/2010
Global Id: SL0603795251
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 33.91119
Longitude: -118.285537
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: 1223
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Other Petroleum
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

BROWNFIELDS:
Global ID: SL0603795251
Latitude: 33.91119
Longitude: -118.285537
Project Type: Cleanup Program Site
Status: Completed - Case Closed
Status Date: 01/04/2010
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Last Correspondence Date: 12/21/2009
Release Type: Other Type of Release

NASCO AIRCRAFT BRAKE INC (Continued) **1008383233**

Contaminant(s) of Concern:	Other Petroleum
Media of Concern:	Aquifer used for drinking water supply
Past Use(s) that Caused Contamination:	Not reported
Human Health Exposure Controlled:	Not reported
Human Health Exposure Controlled Date:	Not reported
Groundwater Migration Controlled:	Not reported
Groundwater Migration Controlled Date:	Not reported
Primary Caseworker Name:	Not reported
Primary Caseworker Organization Name:	LOS ANGELES RWQCB (REGION 4)
Primary Caseworker Phone Number:	Not reported
Primary Caseworker Address:	Not reported
Primary Caseworker Address:	Not reported
Primary Caseworker Address:	Not reported
Primary Caseworker Email:	Not reported

ICIS:

Enforcement Action ID:	09-2005-0189
FRS ID:	110022812063
Action Name:	NASCO Aircraft Brake
Facility Name:	NASCO AIRCRAFT BRAKE, INC.
Facility Address:	13300 ESTRELLA AVENUE GARDENA, CA 90248
Enforcement Action Type:	EPCRA 325 Action For Penalty
Facility County:	LOS ANGELES
Program System Acronym:	ICIS
Enforcement Action Forum Desc:	Administrative - Formal
EA Type Code:	325
Facility SIC Code:	Not reported
Federal Facility ID:	Not reported
Latitude in Decimal Degrees:	33.898629
Longitude in Decimal Degrees:	-118.285738
Permit Type Desc:	Not reported
Program System Acronym:	7425967
Facility NAICS Code:	Not reported
Tribal Land Code:	Not reported

Facility Name:	NASCO AIRCRAFT BRAKE INC
Address:	13300 ESTRELLA AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	Not reported

Facility Name:	NASCO AIRCRAFT BRAKE INC
Address:	13300 ESTRELLA AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	Not reported

Facility Name:	NASCO AIRCRAFT BRAKE INC
Address:	13300 ESTRELLA AVE
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	Not reported

NASCO AIRCRAFT BRAKE INC (Continued) **1008383233**

Facility Name: NASCO AIRCRAFT BRAKE INC
Address: 13300 ESTRELLA AVE
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Facility Name: NASCO AIRCRAFT BRAKE INC
Address: 13300 ESTRELLA AVE
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Facility Name: NASCO AIRCRAFT BRAKE INC
Address: 13300 ESTRELLA AVE
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

FINDS:

Registry ID: 110022812063

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all

NASCO AIRCRAFT BRAKE INC (Continued) **1008383233**

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.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	293279
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I019852
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	10/21/2005
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Nasco Aircraft Brake Inc
Discharge Address:	13300 Estrella Ave
Discharge City:	Gardena
Discharge State:	California
Discharge Zip:	90248
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported

NASCO AIRCRAFT BRAKE INC (Continued) **1008383233**

DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	293279
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I019852
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	10/21/2005
STATUS CODE NAME:	Active
STATUS DATE:	10/21/2005
PLACE SIZE:	46443
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	Daniel Aron
FACILITY CONTACT TITLE:	President

NASCO AIRCRAFT BRAKE INC (Continued) **1008383233**

FACILITY CONTACT PHONE:	310-532-4430
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	dla@nascoaircraft.com
OPERATOR NAME:	Nasco Aircraft Brake Inc
OPERATOR ADDRESS:	13300 Estrella Ave
OPERATOR CITY:	Gardena
OPERATOR STATE:	California
OPERATOR ZIP:	90248
OPERATOR CONTACT NAME:	Daniel L Aron
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	310-532-4430
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	dla@nascoaircraft.com
OPERATOR TYPE:	Other
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	310-532-4430
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Pacific Ocean
CERTIFIER NAME:	Daniel Aron
CERTIFIER TITLE:	President
CERTIFICATION DATE:	25-FEB-15
PRIMARY SIC:	3728-Aircraft Parts and Auxiliary Equipment, NEC
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

LA Co. Site Mitigation:

Facility ID:	FA0009902
Site ID:	SD0000162
Jurisdiction:	State
Case ID:	RO0000166
Abated:	Yes
Assigned To:	Kim Clark
Entered Date:	08/17/2005

NASCO AIRCRAFT BRAKE INC (Continued) **1008383233**

Abated Date: 01/31/2007

ECHO:

Envid:	1008383233
Registry ID:	110022812063
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110022812063

BR518
WSW
1/2-1
0.955 mi.
5043 ft.

EL SEGUNDO CRENSHAW CO.
12801-12851 CRENSHAW BLVD.
HAWTHORNE, CA 90250

CA ENVIROSTOR **S106797592**
N/A

Site 1 of 3 in cluster BR

Relative:
Lower

Actual:
53 ft.

ENVIROSTOR:

Facility ID:	19720044
Status:	Refer: 1248 Local Agency
Status Date:	09/25/2003
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Cypress
Assembly:	51
Senate:	Not reported
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not Applicable
Latitude:	0
Longitude:	0
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	19720044
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported

EL SEGUNDO CRENSHAW CO. (Continued) **S106797592**

Schedule Revised Date: Not reported

BS519 **COMMERCIAL PLATING** **CA ENVIROSTOR** **U002279362**
SE **342 W 130TH ST** **CA EMI** **N/A**
1/2-1 **LOS ANGELES, CA 90061** **CA HAZNET**
0.965 mi. **CA LOS ANGELES CO. HMS**
5096 ft. **Site 1 of 2 in cluster BS** **CA NPDES**
CA WDS

Relative:
Lower

Actual:
145 ft.

ENVIROSTOR:

Facility ID:	71002685
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	64
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.91407
Longitude:	-118.2799
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD980812895
Alias Type:	EPA Identification Number
Alias Name:	71002685
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

COMMERCIAL PLATING (Continued) **U002279362**

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	1146
Air District Name:	SC
SIC Code:	3444
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAZNET:

envid:	U002279362
Year:	2015
GEPAID:	CAL000401086
Contact:	KRISCIA MANAPSAL
Telephone:	3103275201
Mailing Name:	Not reported
Mailing Address:	342 W 130TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900610000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other inorganic solid waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.1
Cat Decode:	Other inorganic solid waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	U002279362
Year:	2015
GEPAID:	CAL000401086
Contact:	KRISCIA MANAPSAL
Telephone:	3103275201
Mailing Name:	Not reported
Mailing Address:	342 W 130TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900610000
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Laboratory waste chemicals
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.065
Cat Decode:	Laboratory waste chemicals
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

COMMERCIAL PLATING (Continued) **U002279362**

(H010-H129) Or (H131-H135)
Facility County: Los Angeles

envid: U002279362
Year: 2015
GEPAID: CAL000401086
Contact: KRISCIA MANAPSAL
Telephone: 3103275201
Mailing Name: Not reported
Mailing Address: 342 W 130TH ST
Mailing City,St,Zip: LOS ANGELES, CA 900610000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0375
Cat Decode: Other inorganic solid waste
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 004107-004253
Facility Type: 0
Facility Status: Removed
Area: 29
Permit Number: 00004266T
Permit Status: Removed

Region: LA
Permit Category: S
Facility Id: 004107-045115
Facility Type: S5
Facility Status: Closed
Area: 29
Permit Number: 000529212
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 004107-052484
Facility Type: 11
Facility Status: Closed
Area: 29
Permit Number: 000020360
Permit Status: Closed

Region: LA
Permit Category: S
Facility Id: 004107-058710
Facility Type: S5
Facility Status: Permit
Area: 29

COMMERCIAL PLATING (Continued) **U002279362**

Permit Number: 000776823
Permit Status: Permit

Region: LA
Permit Category: Not reported
Facility Id: 004107-059006
Facility Type: Not reported
Facility Status: OPEN
Area: 29
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Permit Category: I
Facility Id: 004107-I04253
Facility Type: 01
Facility Status: Closed
Area: 29
Permit Number: 000006065
Permit Status: Closed

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	368059
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I022203
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	11/21/2013
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	7/2/2009
PROCESSED DATE:	7/2/2009
STATUS CODE NAME:	Terminated
STATUS DATE:	1/3/2014
PLACE SIZE:	6000
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	Paula Santala
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	310-327-5201
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Quality Anodizing and Plating
OPERATOR ADDRESS:	342 W 130th St
OPERATOR CITY:	Los Angeles
OPERATOR STATE:	California
OPERATOR ZIP:	90061

COMMERCIAL PLATING (Continued) **U002279362**

OPERATOR CONTACT NAME:	Paula Santala
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	310-327-5201
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Pacific Ocean
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	3471-Electroplating, Plating, Polishing, Anodizing, and Coloring
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000001
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	368059
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I022203
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	07/02/2009
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	11/21/2013
Discharge Name:	Quality Anodizing and Plating
Discharge Address:	342 W 130th St

COMMERCIAL PLATING (Continued) **U002279362**

Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90061
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported

COMMERCIAL PLATING (Continued) **U002279362**

SECONDARY SIC: Not reported
TERTIARY SIC: Not reported

WDS:

Facility ID:	4 19I003510
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3103275201
Facility Contact:	VELI SAARINEN
Agency Name:	COMMERCIAL PLATING & ENGCORP
Agency Address:	342 W 130th St
Agency City,St,Zip:	Los Angeles 900611102
Agency Contact:	PAULA SANTALA
Agency Telephone:	3103275201
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

BR520 **NORTHROP AIRCRAFT INC** **CA ENVIROSTOR** **S107736918**
WSW **N/A**
1/2-1 **SAN BERNARDINO, CA**
0.978 mi.
5165 ft. **Site 2 of 3 in cluster BR**

Relative:
Lower

Actual:
53 ft.

ENVIROSTOR:

Facility ID:	80000085
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	33.91666
Longitude:	-118.3277
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CA99799F532700
Alias Type:	Federal Facility ID
Alias Name:	J09CA0124
Alias Type:	INPR
Alias Name:	80000085
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

BR521 **AFPLT #10** **CA ENVIROSTOR** **S107735800**
WSW **N/A**
1/2-1 **LOS ANGELES, CA**
0.978 mi.
5165 ft. **Site 3 of 3 in cluster BR**

Relative:
Lower

Actual:
53 ft.

ENVIROSTOR:

Facility ID:	80000064
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	33.91666
Longitude:	-118.3277
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	Air Force Plant #10
Alias Type:	Alternate Name
Alias Name:	CA99799F530300
Alias Type:	Federal Facility ID
Alias Name:	J09CA0097
Alias Type:	INPR
Alias Name:	80000064
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

BT522 **OSI OPTOELECTRONICS INC** **CA ENVIROSTOR** **S100178577**
WSW **12525 CHADRON AVE** **CA LUST** **N/A**
> 1 **HAWTHORNE, CA 90250** **CA HIST CORTESE**
1.019 mi. **CA NPDES**
5381 ft. **Site 1 of 3 in cluster BT** **CA Notify 65**

Relative:
Lower

Actual:
56 ft.

ENVIROSTOR:

Facility ID:	71002850
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.91910
Longitude:	-118.3295
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD981449549
Alias Type:	EPA Identification Number
Alias Name:	110009536984
Alias Type:	EPA (FRS #)
Alias Name:	71002850
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

LUST:

Region:	STATE

OSI OPTOELECTRONICS INC (Continued) **S100178577**

Global Id:	T0603704312
Latitude:	33.9190416
Longitude:	-118.3296147
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/27/1995
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-15473
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Acetone
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704312
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603704312
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603704312
Status:	Open - Case Begin Date
Status Date:	04/06/1990

Global Id:	T0603704312
Status:	Open - Site Assessment
Status Date:	05/10/1990

Global Id:	T0603704312
Status:	Completed - Case Closed
Status Date:	06/27/1995

Regulatory Activities:

Global Id:	T0603704312
Action Type:	Other
Date:	04/06/1990
Action:	Leak Stopped

Global Id:	T0603704312

OSI OPTOELECTRONICS INC (Continued) **S100178577**

Action Type:	Other
Date:	05/10/1990
Action:	Leak Reported
Global Id:	T0603704312
Action Type:	Other
Date:	04/06/1990
Action:	Leak Discovery

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-15473

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	191221
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I016662
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	7/25/2001
STATUS CODE NAME:	Active
STATUS DATE:	7/25/2001
PLACE SIZE:	4.1
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	TIMOTHY Scroggins
FACILITY CONTACT TITLE:	EHS Director
FACILITY CONTACT PHONE:	310-349-2329
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	tscroggins@osi-systems.com
OPERATOR NAME:	OSI Optoelectronics Inc
OPERATOR ADDRESS:	12525 Chadron Ave
OPERATOR CITY:	Hawthorne
OPERATOR STATE:	California
OPERATOR ZIP:	90250
OPERATOR CONTACT NAME:	TIMOTHY Scroggins
OPERATOR CONTACT TITLE:	EHS Director
OPERATOR CONTACT PHONE:	310-978-0516
OPERATOR CONTACT PHONE EXT:	Not reported

OSI OPTOELECTRONICS INC (Continued) **S100178577**

OPERATOR CONTACT EMAIL:	tscroggins@osioptoelectronics.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	310-978-0516
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Long Beach Outer Harbor
CERTIFIER NAME:	Timothy Scroggins
CERTIFIER TITLE:	EHS Director
CERTIFICATION DATE:	10-FEB-15
PRIMARY SIC:	3674-Semiconductors and Related Devices
SECONDARY SIC:	3672-Printed Circuit Boards
TERTIARY SIC:	Not reported
Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	191221
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I016662
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	07/25/2001
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	OSI Optoelectronics Inc
Discharge Address:	12525 Chadron Ave
Discharge City:	Hawthorne
Discharge State:	California
Discharge Zip:	90250
RECEIVED DATE:	Not reported

OSI OPTOELECTRONICS INC (Continued) **S100178577**

PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

OSI OPTOELECTRONICS INC (Continued) **S100178577**

NOTIFY 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Issue Date:	Not reported
Incident Description:	Not reported

BT523 **OSI OPTOELECTRONICS, INC.** **RCRA-LQG** **1000399336**
WSW **12525 CHADRON AVENUE** **CA LUST** **CAD981449549**
> 1 **HAWTHORNE, CA 90250** **CA LOS ANGELES CO. HMS**
1.019 mi. **CA HWP**
5381 ft. **Site 2 of 3 in cluster BT**

Relative:
Lower

Actual:
56 ft.

RCRA-LQG:

Date form received by agency:	03/01/2016
Facility name:	OSI OPTOELECTRONICS, INC.
Facility address:	12525 CHADRON AVENUE HAWTHORNE, CA 90250
EPA ID:	CAD981449549
Mailing address:	CHADRON AVENUE HAWTHORNE, CA 90250
Contact:	MIKE SZEKELY
Contact address:	CHADRON AVENUE HAWTHORNE, CA 90250
Contact country:	US
Contact telephone:	(310) 978-0516
Contact email:	MSZEKELY@OSI-SYSTEMS.COM
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	OSI OPTOELECTRONICS, INC.
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	01/01/1990
Owner/Op end date:	Not reported
Owner/operator name:	OPTO-SENSORS INC

OSI OPTOELECTRONICS, INC. (Continued) **1000399336**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: OSI OPTOELECTRONICS, INC.
Owner/operator address: CHADRON AVENUE
HAWTHORNE, CA 90250
Owner/operator country: US
Owner/operator telephone: (310) 978-0516
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 06/24/1998
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 141
. Waste name: 141

. Waste code: 211
. Waste name: 211

. Waste code: 212
. Waste name: 212

. Waste code: 331
. Waste name: 331

OSI OPTOELECTRONICS, INC. (Continued) **1000399336**

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D008
. Waste name: LEAD

. Waste code: D011
. Waste name: SILVER

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL

OSI OPTOELECTRONICS, INC. (Continued) **1000399336**

BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Historical Generators:
Date form received by agency: 02/21/2008
Site name: OSI OPTOELECTRONICS, INC.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D008
. Waste name: LEAD

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 06/28/2006
Site name: OSI OPTOELECTRONICS INC
Classification: Large Quantity Generator

Date form received by agency: 03/01/2006

OSI OPTOELECTRONICS, INC. (Continued) **1000399336**

Site name: UDT SENSORS, INC.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D008
. Waste name: LEAD

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 09/01/1996
Site name: UNITED DETECTOR TECH SENSORS INC
Classification: Small Quantity Generator

Date form received by agency: 02/07/1996
Site name: UDT SENSORS, INC.
Classification: Large Quantity Generator

Date form received by agency: 03/29/1994
Site name: UDT SENSORS, INC
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 10/31/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 05/13/1993

OSI OPTOELECTRONICS, INC. (Continued) **1000399336**

Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 05/03/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-15473
Status: Case Closed
Substance: Acetone, etc.
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603704312
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: EL SEGUNDO BLVD.
Enforcement Type: Not reported
Date Leak Discovered: 4/6/1990
Date Leak First Reported: 5/10/1990
Date Leak Record Entered: 6/12/1990
Date Confirmation Began: Not reported
Date Leak Stopped: 4/6/1990
Date Case Last Changed on Database: 6/27/1995
Date the Case was Closed: 6/27/1995
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: FLOYD, ERIC
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1801.8837460655611004770337305
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 5/10/1990
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported

OSI OPTOELECTRONICS, INC. (Continued) **1000399336**

Owner Contact:	Not reported
Responsible Party:	UNITED DETECTOR TECHNOLOGY
RP Address:	12525 CHADRUN AVE., HAWTHORNE, 90250
Program:	LUST
Lat/Long:	33.9190416 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	OLD CASE #061590-20

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	014756-015473
Facility Type:	1
Facility Status:	Removed
Area:	2C
Permit Number:	000136469
Permit Status:	Removed

HWP:

EPA Id:	CAD097476709
Cleanup Status:	NON-OPERATING
Latitude:	33.91912
Longitude:	-118.3294
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	Not reported
Assembly District:	62
Senate District:	35
Public Information Officer:	Not reported
Public Information Officer:	Not reported

BT524 **SOLEC INTERNATIONAL, INC. - HAWTHORNE** **CA ENVIROSTOR** **S103972915**
WSW **12533 CHADRON AVENUE** **N/A**
> 1 **HAWTHORNE, CA 90250**
1.029 mi.
5434 ft. **Site 3 of 3 in cluster BT**

Relative:
Lower

Actual:
56 ft.

ENVIROSTOR:

Facility ID:	71003150
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported

SOLEC INTERNATIONAL, INC. - HAWTHORNE (Continued) **S103972915**

Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91640
Longitude: -118.3525
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD983619131
Alias Type: EPA Identification Number
Alias Name: 110002869129
Alias Type: EPA (FRS #)
Alias Name: 71003150
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Non-Submittal
Completed Date: 02/14/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 71003657
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91830

SOLEC INTERNATIONAL, INC. - HAWTHORNE (Continued) **S103972915**

Longitude:	-118.3301
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD983619131
Alias Type:	EPA Identification Number
Alias Name:	110002869129
Alias Type:	EPA (FRS #)
Alias Name:	71003657
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Non-Submittal
Completed Date:	02/14/2001
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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525 South > 1 1.036 mi. 5469 ft.

Relative: Lower

Actual: 51 ft.

HITCO CARBON COMPOSITES, INC.
1600 W. 135TH
GARDENA, CA 90249

RCRA-LQG **1000178333**
CA LUST **CAD046452439**
CA SWEEPS UST
CA HIST UST
CA EMI
CA HIST CORTESE
CA LOS ANGELES CO. HMS
CA HWP
NY MANIFEST
CA NPDES
CA WDS

RCRA-LQG:

Date form received by agency:	02/02/2016
Facility name:	HITCO CARBON COMPOSITES, INC.
Facility address:	1600 W. 135TH GARDENA, CA 90249
EPA ID:	CAD046452439
Mailing address:	W. 135TH GARDENA, CA 90249
Contact:	SIMON RICKS
Contact address:	W. 135TH GARDENA, CA 90249
Contact country:	US
Contact telephone:	(310) 970-5298
Contact email:	RICKS.SIMON@HITCO.COM
EPA Region:	09
Land type:	Private

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: HITCO CARBON COMPOSITES, INC.
Owner/operator address: W. 135TH ST.
GARDENA, CA 90249
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1922
Owner/Op end date: Not reported

Owner/operator name: HITCO CARBON COMPOSITES, INC.
Owner/operator address: W. 135TH ST.
GARDENA, CA 90249
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1922
Owner/Op end date: Not reported

Owner/operator name: HITCO CARBON COMPOSITES, INC.
Owner/operator address: W. 135TH
GARDENA, CA 90249
Owner/operator country: US
Owner/operator telephone: (310) 970-5298
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1992
Owner/Op end date: Not reported

Owner/operator name: HITCO CARBON COMPOSITES, INC.
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1992
Owner/Op end date: Not reported

Handler Activities Summary:

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 141
. Waste name: 141

. Waste code: 181
. Waste name: 181

. Waste code: 331
. Waste name: 331

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Historical Generators:
Date form received by agency: 03/02/2015
Site name: HITCO CARBON COMPOSITES, INC.
Classification: Large Quantity Generator

. Waste code: 141
. Waste name: 141

. Waste code: 181
. Waste name: 181

. Waste code: 331
. Waste name: 331

. Waste code: 343
. Waste name: 343

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 03/02/2012
Site name: HITCO CARBON COMPOSITES, INC.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D005
. Waste name: BARIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/17/2010
Site name: HITCO CARBON COMPOSITES, INC.
Classification: Large Quantity Generator

. Waste code: 122
. Waste name: 122

. Waste code: 181
. Waste name: 181

. Waste code: 214
. Waste name: 214

. Waste code: 223
. Waste name: 223

. Waste code: 331
. Waste name: 331

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

. Waste code: D009
. Waste name: MERCURY

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/15/2008
Site name: HITCO CARBON COMPOSITES, INC
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/21/2006
Site name: HITCO CARBON COMPOSITES, INC.
Classification: Large Quantity Generator

. Waste code: 134
. Waste name: 134

. Waste code: 141
. Waste name: 141

. Waste code: 181
. Waste name: 181

. Waste code: 214
. Waste name: 214

. Waste code: 331
. Waste name: 331

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

. Waste code: 343
. Waste name: 343

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: 725
. Waste name: 725

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

. Waste code: D043
. Waste name: VINYL CHLORIDE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/20/2004
Site name: HITCO CARBON COMPOSITES, INC.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D040
. Waste name: TRICHLORETHYLENE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/15/2002
Site name: HITCO CARBON COMPOSITES, INC.
Classification: Large Quantity Generator

. Waste code: 122
. Waste name: 122

. Waste code: 141
. Waste name: 141

. Waste code: 181
. Waste name: 181

. Waste code: 214
. Waste name: 214

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

. Waste code: 331
. Waste name: 331

. Waste code: 352
. Waste name: 352

. Waste code: 551
. Waste name: 551

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

MIXTURES.

Date form received by agency: 10/12/2000
Site name: HITCO CARBON COMPOSITES, INC.
Classification: Large Quantity Generator

Date form received by agency: 09/15/1999
Site name: HITCO CARBON COMPOSITES INC
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 03/04/1999
Site name: SGL CARBON COMPOSITES, INC.
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: HITCO CARBON COMPOSITES INC
Classification: Large Quantity Generator

Date form received by agency: 01/30/1996
Site name: HITCO TECHNOLOGIES, INC.
Classification: Large Quantity Generator

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Date form received by agency: 03/14/1994
Site name: B.P. CHEMICALS (HITCO) INC, ENG SYS DIV
Classification: Large Quantity Generator

Date form received by agency: 02/21/1992
Site name: BP CHEMICALS (HITCO) ENGINEERED SYSTEMS
Classification: Large Quantity Generator

Date form received by agency: 04/04/1990
Site name: HITCO MATERIALS DIVISION
Classification: Large Quantity Generator

Date form received by agency: 08/18/1980
Site name: HITCO CARBON COMPOSITES INC
Classification: Large Quantity Generator

Biennial Reports:

Last Biennial Reporting Year: 2013

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 31973.2

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 10506

Waste code: D005
Waste name: BARIUM
Amount (Lbs): 7285

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 9285

Waste code: D035
Waste name: METHYL ETHYL KETONE
Amount (Lbs): 14600

Waste code: D039
Waste name: TETRACHLOROETHYLENE
Amount (Lbs): 3200

Waste code: F002

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 14600

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 28409.2

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 43009.2

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 11/03/2011
Date achieved compliance: 01/30/2012
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/30/2012
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Contingency Plan and Emergency Procedures
Date violation determined: 11/03/2011
Date achieved compliance: 11/03/2011
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: Not reported

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Container Use and Management
Date violation determined: 11/03/2011
Date achieved compliance: 01/30/2012
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/30/2012
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 07/21/1994
Date achieved compliance: 07/21/1999
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - FEA
Area of violation: Formal Enforcement Agreement or Order
Date violation determined: 07/23/1985
Date achieved compliance: 01/01/1986
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 07/23/1985
Date achieved compliance: 01/01/1986
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 03/06/1985
Date achieved compliance: 01/01/1986
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - FEA
Area of violation: Formal Enforcement Agreement or Order
Date violation determined: 03/06/1985
Date achieved compliance: 01/01/1986
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 02/08/1985
Date achieved compliance: 01/01/1986
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/02/1985
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 11/03/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 01/30/2012
Evaluation lead agency: EPA

Evaluation date: 11/03/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Area of violation: TSD IS-Contingency Plan and Emergency Procedures
Date achieved compliance: 11/03/2011
Evaluation lead agency: EPA

Evaluation date: 11/03/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD IS-Container Use and Management
Date achieved compliance: 01/30/2012
Evaluation lead agency: EPA

Evaluation date: 01/11/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/29/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: Local

Evaluation date: 07/21/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 07/21/1999
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 09/18/1985
Evaluation: COMPLIANCE SCHEDULE EVALUATION
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 07/23/1985
Evaluation: COMPLIANCE SCHEDULE EVALUATION
Area of violation: Formal Enforcement Agreement or Order
Date achieved compliance: 01/01/1986
Evaluation lead agency: State

Evaluation date: 07/23/1985
Evaluation: COMPLIANCE SCHEDULE EVALUATION
Area of violation: Generators - General
Date achieved compliance: 01/01/1986
Evaluation lead agency: State

Evaluation date: 03/06/1985
Evaluation: COMPLIANCE SCHEDULE EVALUATION
Area of violation: Formal Enforcement Agreement or Order
Date achieved compliance: 01/01/1986
Evaluation lead agency: State

Evaluation date: 03/06/1985
Evaluation: COMPLIANCE SCHEDULE EVALUATION
Area of violation: Generators - General
Date achieved compliance: 01/01/1986
Evaluation lead agency: State

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Evaluation date: 02/08/1985
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 01/01/1986
Evaluation lead agency: State

LUST:
Region: STATE
Global Id: T0603702854
Latitude: 33.908207
Longitude: -118.304846
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/15/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-02510
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: * Solvents
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603702854
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603702854
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603702854
Status: Open - Case Begin Date
Status Date: 06/23/1988

Global Id: T0603702854
Status: Open - Site Assessment
Status Date: 01/01/1994

Global Id: T0603702854
Status: Open - Remediation
Status Date: 05/08/1995

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Global Id: T0603702854
Status: Open - Remediation
Status Date: 01/19/1996

Global Id: T0603702854
Status: Completed - Case Closed
Status Date: 05/15/1996

Regulatory Activities:
Global Id: T0603702854
Action Type: Other
Date: 08/01/1992
Action: Leak Stopped

Global Id: T0603702854
Action Type: Other
Date: 06/23/1988
Action: Leak Reported

Global Id: T0603702854
Action Type: Other
Date: 08/01/1992
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-02510
Status: Case Closed
Substance: Solvents
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Excavate and Dispose
Global ID: T0603702854
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: WESTERN
Enforcement Type: Not reported
Date Leak Discovered: 8/1/1992
Date Leak First Reported: 6/23/1988
Date Leak Record Entered: 7/1/1988
Date Confirmation Began: Not reported
Date Leak Stopped: 8/1/1992
Date Case Last Changed on Database: 9/8/1997
Date the Case was Closed: 5/15/1996
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Tank
Operator: Not reported
Water System: Not reported
Well Name: Not reported

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Approx. Dist To Production Well (ft): 3143.192834105923644801791366 5
Source of Cleanup Funding: Tank
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 1/1/1994
Remediation Plan Submitted: 5/8/1995
Remedial Action Underway: 1/19/1996
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: HITCO
RP Address: 1600 135TH ST W, GARDENA, CA 90249
Program: LUST
Lat/Long: 33.9090261 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: NFA SIGNED BY RPG SEE DH FOR FILE

SWEEPS UST:
Status: Active
Comp Number: 2510
Number: 9
Board Of Equalization: 44-007647
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-002510-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 1

HIST UST:
File Number: 00026E2C
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026E2C.pdf
Region: STATE
Facility ID: 00000003039
Facility Type: Other
Other Type: MANUFACTURER
Contact Name: H. BICKNELL

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Telephone:	2135165820
Owner Name:	HITCO
Owner Address:	1600 W. 135TH STREET
Owner City,St,Zip:	GARDENA, CA 90249
Total Tanks:	0006

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	003
Container Num:	3
Year Installed:	1958
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	1/4
Leak Detection:	None

Tank Num:	004
Container Num:	4
Year Installed:	1958
Tank Capacity:	00006000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	1/4
Leak Detection:	None

Tank Num:	005
Container Num:	5
Year Installed:	1977
Tank Capacity:	00020000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	5/16
Leak Detection:	None

Tank Num:	006
Container Num:	6
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Container Construction Thickness: Not reported
Leak Detection: None

Click here for Geo Tracker PDF:

EMI:

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	19
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	10
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	19
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	10
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	11
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	5
NOX - Oxides of Nitrogen Tons/Yr:	14
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	14
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	14
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	14
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	29
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	9
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	8
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	8
Carbon Monoxide Emissions Tons/Yr:	3

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12.1217274
Reactive Organic Gases Tons/Yr:	7.9
Carbon Monoxide Emissions Tons/Yr:	3.012
NOX - Oxides of Nitrogen Tons/Yr:	7.9627
SOX - Oxides of Sulphur Tons/Yr:	0.087974
Particulate Matter Tons/Yr:	0.5638743
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.51

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8.56210644
Reactive Organic Gases Tons/Yr:	7.723543712832
Carbon Monoxide Emissions Tons/Yr:	3.19547
NOX - Oxides of Nitrogen Tons/Yr:	6.7043
SOX - Oxides of Sulphur Tons/Yr:	.06219
Particulate Matter Tons/Yr:	.61202815
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.544419054

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	11.84546765811267862
Reactive Organic Gases Tons/Yr:	9.959
Carbon Monoxide Emissions Tons/Yr:	2.885
NOX - Oxides of Nitrogen Tons/Yr:	6.141
SOX - Oxides of Sulphur Tons/Yr:	.055
Particulate Matter Tons/Yr:	.786
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.656862

Year:	2007

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	11.84546765811267862
Reactive Organic Gases Tons/Yr:	9.959
Carbon Monoxide Emissions Tons/Yr:	2.885
NOX - Oxides of Nitrogen Tons/Yr:	6.141
SOX - Oxides of Sulphur Tons/Yr:	.055
Particulate Matter Tons/Yr:	.786
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.656862

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3769
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8.671911459415983641
Reactive Organic Gases Tons/Yr:	7.690897827170222313
Carbon Monoxide Emissions Tons/Yr:	3.140928448
NOX - Oxides of Nitrogen Tons/Yr:	7.05207311999716125
SOX - Oxides of Sulphur Tons/Yr:	.0547375295
Particulate Matter Tons/Yr:	.69412568675
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.586716915022

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3769
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5.0077986769108298
Reactive Organic Gases Tons/Yr:	4.238569236
Carbon Monoxide Emissions Tons/Yr:	1.972691
NOX - Oxides of Nitrogen Tons/Yr:	3.9601009999999999
SOX - Oxides of Sulphur Tons/Yr:	0.03362035
Particulate Matter Tons/Yr:	0.4078388
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.37700752679999999

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3769
Air District Name:	SOUTH COAST AQMD

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6.0419056142817604
Reactive Organic Gases Tons/Yr:	5.3089850533497396
Carbon Monoxide Emissions Tons/Yr:	1.5701099999999999
NOX - Oxides of Nitrogen Tons/Yr:	4.8175400000000002
SOX - Oxides of Sulphur Tons/Yr:	7.6770000000000005E-2
Particulate Matter Tons/Yr:	0.53991999999999996
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.45660664000000001

Year:	2012
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3769
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7.1506494048
Reactive Organic Gases Tons/Yr:	6.12822956
Carbon Monoxide Emissions Tons/Yr:	2.68576
NOX - Oxides of Nitrogen Tons/Yr:	6.07634
SOX - Oxides of Sulphur Tons/Yr:	0.04674
Particulate Matter Tons/Yr:	0.85953
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.67067662

Year:	2013
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8.8672415457
Reactive Organic Gases Tons/Yr:	6.48123413
Carbon Monoxide Emissions Tons/Yr:	2.52196
NOX - Oxides of Nitrogen Tons/Yr:	5.9074
SOX - Oxides of Sulphur Tons/Yr:	0.06111
Particulate Matter Tons/Yr:	0.74584
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.57617354

Year:	2014
County Code:	19
Air Basin:	SC
Facility ID:	800066
Air District Name:	SC
SIC Code:	3089
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12.263585992
Reactive Organic Gases Tons/Yr:	8.599285
Carbon Monoxide Emissions Tons/Yr:	2.36994
NOX - Oxides of Nitrogen Tons/Yr:	4.87928

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

SOX - Oxides of Sulphur Tons/Yr: 0.04023
Particulate Matter Tons/Yr: 0.577865
Part. Matter 10 Micrometers and Smllr Tons/Yr:0.5115689

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-02510

LOS ANGELES CO. HMS:
Region: LA
Permit Category: S
Facility Id: 022722-031835
Facility Type: S6
Facility Status: Closed
Area: 2B
Permit Number: CGI002428
Permit Status: Closed

HWP:
EPA Id: CAD000631747
Cleanup Status: PROTECTIVE FILER
Latitude: 33.90907
Longitude: -118.3048
Facility Type: Historical - Non-Operating
Facility Size: Not reported
Team: Not reported
Supervisor: Not reported
Site Code: Not reported
Assembly District: 62
Senate District: 35
Public Information Officer: Not reported
Public Information Officer: Not reported

Activities:
EPA Id: CAD000631747
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1
Event Description: Protective Filer Status - PROTECTIVE FILER (APPROVED)
Actual Date: 05/20/1982

NY MANIFEST:
Country: USA
EPA ID: CAD046452439
Facility Status: Not reported
Location Address 1: 1600 W 135TH ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: GARDENA
Location State: CA
Location Zip: 90249
Location Zip 4: Not reported

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

NY MANIFEST:

EPAID:	CAD046452439
Mailing Name:	B P CHEMICALS
Mailing Contact:	B P CHEMICALS
Mailing Address 1:	1600 W 135TH ST
Mailing Address 2:	Not reported
Mailing City:	GARDENA
Mailing State:	CA
Mailing Zip:	90249
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3109705298

NY MANIFEST:

Document ID:	NYB5399739
Manifest Status:	K
seq:	Not reported
Year:	1993
Trans1 State ID:	Not reported
Trans2 State ID:	Not reported
Generator Ship Date:	07/26/1993
Trans1 Recv Date:	07/26/1993
Trans2 Recv Date:	/ /
TSD Site Recv Date:	08/11/1993
Part A Recv Date:	08/10/1993
Part B Recv Date:	08/24/1993
Generator EPA ID:	CAD046452439
Trans1 EPA ID:	NYD980769947
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD000632372
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00025
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00025
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYB6782526
Manifest Status:	C
seq:	Not reported
Year:	1995
Trans1 State ID:	Not reported
Trans2 State ID:	Not reported
Generator Ship Date:	05/10/1995
Trans1 Recv Date:	05/19/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	05/22/1995
Part A Recv Date:	05/18/1995
Part B Recv Date:	06/02/1995
Generator EPA ID:	CAD046452439
Trans1 EPA ID:	NYD980769947
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD000632372
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00015
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Quantity:	00015
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00015
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00020
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	188963
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I002428
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/01/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Hitco Carbon Composites Inc
Discharge Address:	1600 W 135th St
Discharge City:	Gardena
Discharge State:	California
Discharge Zip:	90249
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	188963
Order No:	Not reported
Regulatory Measure Type:	Industrial

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Place Id:	Not reported
WDID:	4 19I002428
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	4/1/1992
STATUS CODE NAME:	Active
STATUS DATE:	4/1/1992
PLACE SIZE:	25
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Simon Ricks
FACILITY CONTACT TITLE:	HSEQ Mgr
FACILITY CONTACT PHONE:	310-940-5298
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Hitco Carbon Composites Inc
OPERATOR ADDRESS:	1600 W 135th St
OPERATOR CITY:	Gardena
OPERATOR STATE:	California
OPERATOR ZIP:	90249
OPERATOR CONTACT NAME:	SIMON RICKS
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	310-970-5298
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	North Carolina
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	310-970-5298
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Los Angeles River
CERTIFIER NAME:	Jeff Schade
CERTIFIER TITLE:	cfo
CERTIFICATION DATE:	13-JUL-16
PRIMARY SIC:	3728-Aircraft Parts and Auxiliary Equipment, NEC
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

WDS:

Facility ID:	4 19I002428
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3109705298
Facility Contact:	Simon Ricks
Agency Name:	HITCO CARBON COMPOSITES INC.
Agency Address:	1600 West 135th St.
Agency City,St,Zip:	Gardena 90248
Agency Contact:	Simon Ricks
Agency Telephone:	3109705298
Agency Type:	Private
SIC Code:	3089
SIC Code 2:	Not reported
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Primary Waste:	STORMS
Waste Type2:	Not reported
Waste2:	Stormwater Runoff
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

Facility ID:	Los Angeles River 197200026
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	Not reported
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	William Baker
Agency Name:	GROUP ENVIRONMENTAL MGMT CO
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category A - Any major NPDES facility, any non-NPDES facility (particularly those with toxic wastes) that would be a major if discharge was made to surface or ground waters, or any Class I disposal site. Includes any small-volume complex facility (particularly those with toxicwastes) with numerous discharge points, leak detection systems or ground water monitoring wells.

Facility ID:	Los Angeles River 196800064
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAG914001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	7142286709
Facility Contact:	Mike Mcanulty
Agency Name:	HITCO CARBON COMPOSITES INC.
Agency Address:	1600 West 135th St.

HITCO CARBON COMPOSITES, INC. (Continued) **1000178333**

Agency City,St,Zip:	Gardena 90248
Agency Contact:	Simon Ricks
Agency Telephone:	3109705298
Agency Type:	Private
SIC Code:	3624
SIC Code 2:	Not reported
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Primary Waste:	CNWTRS
Waste Type2:	Not reported
Waste2:	Contaminated Ground Water
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic impairment would include nuisance from a waste treatment facility.
Complexity:	Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.

526
WSW
> 1
1.044 mi.
5512 ft.

NORTHROP GRUMMAN CORP (AG)
3201 W 131ST ST
HAWTHORNE, CA 90250

CA ENVIROSTOR **U001563324**
CA HIST UST **N/A**
CA EMI
CA HWP

Relative:
Lower

Actual:
54 ft.

ENVIROSTOR:

Facility ID:	71002116
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO

NORTHROP GRUMMAN CORP (AG) (Continued) **U001563324**

Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91346
Longitude: -118.3285
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD000627752
Alias Type: EPA Identification Number
Alias Name: 110000898404
Alias Type: EPA (FRS #)
Alias Name: 71002116
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 80001323
Status: Refer: Local Agency
Status Date: 05/31/2012
Site Code: 400370
Site Type: Corrective Action
Site Type Detailed: Corrective Action
Acres: 0
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: WM
Program Manager: Katherine Gould
Supervisor: * Unknown
Division Branch: Cleanup Chatsworth
Assembly: 62
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91349
Longitude: -118.3279
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED

NORTHROP GRUMMAN CORP (AG) (Continued) **U001563324**

Potential Description: NONE SPECIFIED
Alias Name: CAD000627752
Alias Type: EPA Identification Number
Alias Name: 110000898404
Alias Type: EPA (FRS #)
Alias Name: 400370
Alias Type: Project Code (Site Code)
Alias Name: 80001323
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/19/2010
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST UST:
File Number: 00027950
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027950.pdf
Region: STATE
Facility ID: 00000017259
Facility Type: Other
Other Type: Not reported
Contact Name: Not reported
Telephone: 2139704704
Owner Name: NORTHROP CORPORATION
Owner Address: ONE NORTHROP AVENUE
Owner City,St,Zip: HAWTHORNE, CA 90250
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: 1981
Tank Capacity: 00001500
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: Visual

Tank Num: 002
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: Not reported

NORTHROP GRUMMAN CORP (AG) (Continued) **U001563324**

Leak Detection: Visual

Click here for Geo Tracker PDF:

EMI:

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	17834
Air District Name:	SC
SIC Code:	3721
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	71
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HWP:

EPA Id:	CAD000627752
Cleanup Status:	PROTECTIVE FILER
Latitude:	33.91349
Longitude:	-118.3279
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	400370
Assembly District:	62
Senate District:	35
Public Information Officer:	Not reported
Public Information Officer:	Not reported

Alias:

EPA Id:	CAD000627752
Facility Type:	Historical - Non-Operating
Alias Type:	FRS
Alias:	110000898404

EPA Id:	CAD000627752
Facility Type:	Historical - Non-Operating
Alias Type:	Project Code (Site Code)
Alias:	400370

BU527 **NORTHROP CORP/AIRCRAFT DIV** **CA ENVIROSTOR** **S102592874**
SW **12921 SO CRENSHAW** **CA LUST** **N/A**
> 1 **HAWTHORNE, CA 90250** **CA EMI**
1.045 mi. **CA HIST CORTESE**
5516 ft. **Site 1 of 4 in cluster BU** **CA LOS ANGELES CO. HMS**
CA HWP

Relative:
Lower

Actual:
49 ft.

ENVIROSTOR:

Facility ID:	80001319
Status:	* Inactive
Status Date:	01/01/2008
Site Code:	Not reported
Site Type:	Corrective Action
Site Type Detailed:	Corrective Action
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Unknown
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.91429
Longitude:	-118.3270
APN:	4053006014
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	4053006014
Alias Type:	APN
Alias Name:	CAD000627513
Alias Type:	EPA Identification Number
Alias Name:	80001319
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	04/30/1990
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

LUST:

NORTHROP CORP/AIRCRAFT DIV (Continued) **S102592874**

Region:	STATE
Global Id:	T0603705468
Latitude:	33.9152017
Longitude:	-118.3266905
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	08/10/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-24811
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705468
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Global Id:	T0603705468
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603705468
Status:	Open - Case Begin Date
Status Date:	05/09/1997

Global Id:	T0603705468
Status:	Open - Site Assessment
Status Date:	08/07/1997

Global Id:	T0603705468
Status:	Open - Inactive
Status Date:	10/05/1997

Global Id:	T0603705468
Status:	Open - Referred
Status Date:	05/21/2009

Global Id:	T0603705468
Status:	Open - Site Assessment

NORTHROP CORP/AIRCRAFT DIV (Continued) **S102592874**

Status Date: 07/22/2009

Global Id: T0603705468
Status: Completed - Case Closed
Status Date: 08/10/2010

Regulatory Activities:
Global Id: T0603705468
Action Type: Other
Date: 05/09/1997
Action: Leak Stopped

Global Id: T0603705468
Action Type: ENFORCEMENT
Date: 05/21/2009
Action: Referral to Regional Board

Global Id: T0603705468
Action Type: ENFORCEMENT
Date: 07/22/2009
Action: Staff Letter

Global Id: T0603705468
Action Type: Other
Date: 08/07/1997
Action: Leak Reported

Global Id: T0603705468
Action Type: ENFORCEMENT
Date: 08/10/2010
Action: Closure/No Further Action Letter

Global Id: T0603705468
Action Type: RESPONSE
Date: 09/15/2009
Action: Other Report / Document

Global Id: T0603705468
Action Type: Other
Date: 08/04/1997
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-24811
Status: Leak being confirmed
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: OT
Global ID: T0603705468
W Global ID: Not reported

NORTHROP CORP/AIRCRAFT DIV (Continued) **S102592874**

Staff:	UNK	
Local Agency:	19000	
Cross Street:	131 ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	8/4/1997	
Date Leak First Reported:		8/7/1997
Date Leak Record Entered:	10/1/1997	
Date Confirmation Began:	8/7/1997	
Date Leak Stopped:	5/9/1997	
Date Case Last Changed on Database:		8/7/1997
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	DAVID KARNEY	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		440.2228958110823608436015263 3
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	D S A PROPERTIES	
RP Address:	P.O. BOX 49051, LOS ANGELES, CA 90049	
Program:	LUST	
Lat/Long:	33.9152017 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	TRPH=23000 PPM	

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	44753
Air District Name:	SC
SIC Code:	3721
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

NORTHROP CORP/AIRCRAFT DIV (Continued) **S102592874**

Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	44753
Air District Name:	SC
SIC Code:	3721
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-24811

LOS ANGELES CO. HMS:

Region:	LA
Permit Category:	T
Facility Id:	017974-024811
Facility Type:	1
Facility Status:	Removed
Area:	2C
Permit Number:	000191423
Permit Status:	Removed

HWP:

EPA Id:	CAD000627513
Cleanup Status:	KNOWN GENERATORS
Latitude:	33.91493
Longitude:	-118.3262
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	Not reported
Assembly District:	62
Senate District:	35
Public Information Officer:	Not reported
Public Information Officer:	Not reported

BV528 SSW > 1 1.051 mi. 5549 ft. | **AERODYNAMIC PLATING COMPANY, INC #2**
13620 SOUTH SAINT ANDREWS PLACE
GARDENA, CA 90247 | **CA ENVIROSTOR** | **S101480904**
N/A

Site 1 of 2 in cluster BV

Relative: Lower

Actual: 48 ft.

ENVIROSTOR:

Facility ID:	19370158
Status:	No Further Action
Status Date:	04/01/1985
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Mmonroy
Division Branch:	Cleanup Cypress
Assembly:	64
Senate:	35
Special Program:	* Site Char & Assess Grant (CERCLA 104)
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.90108
Longitude:	-118.2712
APN:	NONE SPECIFIED
Past Use:	METAL PLATING - OTHER
Potential COC:	Cadmium and compounds Chromium III Chromium VI Cyanide (free Zinc
Confirmed COC:	30108-NO 30152-NO 30153-NO 30160-NO 30594-NO
Potential Description:	SOIL, SURFW
Alias Name:	TCI ALUMINUM (1961-1970)
Alias Type:	Alternate Name
Alias Name:	WATT CONSTRUCTION (RAY WATT)
Alias Type:	Alternate Name
Alias Name:	CAD042238154
Alias Type:	EPA Identification Number
Alias Name:	19370158
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	05/11/1982
Comments:	FACILITY IDENTIFIED PAC TEL CLASSIFIED DIR 1982
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	10/25/1994
Comments:	Database verification project confirms NFA for DTSC.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	04/01/1985
Comments:	INSPECTION(LOCAL) SINCE 1973 CO ENGR & CO SANIT INSP. MANY NOV FOR

AERODYNAMIC PLATING COMPANY, INC #2 (Continued) **S101480904**

WASTEWATER DISCH, PRETREAT FAC. SOURCE ACT: T/C W/J. REYNOSA,AERODYNAMIC 9/84 - ZINC & CADIUM PLATING,SULFURIC & CHROMIC ACID ANODIZING,CHEM CONVERSION COATING OF ALUMINUM. (TCI)WAREHOUSE ONLY ALUM DISTRIBUTING. YR OF OPER: 1970 TO PRESENT CLARIFIERSLUDGE IS PUMPED BY JC PUMPING. GREASING FLUID WASTE IS STORED IN DRUMS. 3 DRUMS/YR. SUBMIT TO EPA PRELIM ASSESS DONE CERCLA 104

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

BV529
SSW
> 1
1.051 mi.
5549 ft.

AERODYNAMIC PLATING CO., INC. #1 **CA ENVIROSTOR** **S113000529**
13620 SAINT ANDREWS PLACE (PLANT #1) **CA HAZNET** **N/A**
GARDENA, CA 90249

Site 2 of 2 in cluster BV

Relative:
Lower

Actual:
48 ft.

ENVIROSTOR:

Facility ID:	71002382
Status:	No Action Required
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	, 62
Senate:	, 35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	0
Longitude:	0
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CA0000376814
Alias Type:	EPA Identification Number
Alias Name:	CAD042238154
Alias Type:	EPA Identification Number
Alias Name:	71002382
Alias Type:	Envirostor ID Number

Completed Info:

AERODYNAMIC PLATING CO., INC. #1 (Continued) **S113000529**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	12/12/2006
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

HAZNET:

envid:	S113000529
Year:	2015
GEPAID:	CAD042238154
Contact:	JOE REYNOSO
Telephone:	3103297959
Mailing Name:	Not reported
Mailing Address:	13622 S SAINT ANDREWS PL
Mailing City,St,Zip:	GARDENA, CA 902492416
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	3.366
Cat Decode:	Unspecified organic liquid mixture
Method Decode:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles
envid:	S113000529
Year:	2015
GEPAID:	CAD042238154
Contact:	JOE REYNOSO
Telephone:	3103297959
Mailing Name:	Not reported
Mailing Address:	13622 S SAINT ANDREWS PL
Mailing City,St,Zip:	GARDENA, CA 902492416
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8
Cat Decode:	Other organic solids
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

AERODYNAMIC PLATING CO., INC. #1 (Continued) **S113000529**

envid: S113000529
Year: 2015
GEPAID: CAD042238154
Contact: JOE REYNOSO
Telephone: 3103297959
Mailing Name: Not reported
Mailing Address: 13622 S SAINT ANDREWS PL
Mailing City,St,Zip: GARDENA, CA 902492416
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Unspecified aqueous solution
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.693
Cat Decode: Unspecified aqueous solution
Method Decode: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

envid: S113000529
Year: 2015
GEPAID: CAD042238154
Contact: JOE REYNOSO
Telephone: 3103297959
Mailing Name: Not reported
Mailing Address: 13622 S SAINT ANDREWS PL
Mailing City,St,Zip: GARDENA, CA 902492416
Gen County: Los Angeles
TSD EPA ID: CAD008488025
TSD County: Los Angeles
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.2085
Cat Decode: Alkaline solution without metals pH >= 12.5
Method Decode: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Los Angeles

envid: S113000529
Year: 2015
GEPAID: CAD042238154
Contact: JOE REYNOSO
Telephone: 3103297959
Mailing Name: Not reported
Mailing Address: 13622 S SAINT ANDREWS PL
Mailing City,St,Zip: GARDENA, CA 902492416
Gen County: Los Angeles
TSD EPA ID: CAD008488025
TSD County: Los Angeles
Waste Category: Liquids with pH <= 2 with metals
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 0.6255
Cat Decode: Liquids with pH <= 2 with metals
Method Decode: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Facility County: Los Angeles

AERODYNAMIC PLATING CO., INC. #1 (Continued) **S113000529**

Click this hyperlink while viewing on your computer to access
120 additional CA_HAZNET: record(s) in the EDR Site Report.

BS530 **AL'S PLATING CO. INC.** **RCRA-LQG** **1000375445**
SE **318 W. 131ST STREET** **CA ENVIROSTOR** **CAD008517005**
> 1 **LOS ANGELES, CA 90061** **CA HIST UST**
1.054 mi. **CA LOS ANGELES CO. HMS**
5565 ft. **Site 2 of 2 in cluster BS** **CA NPDES**
CA WDS

Relative:
Lower

Actual:
138 ft.

RCRA-LQG:

Date form received by agency:	08/26/2010
Facility name:	AL'S PLATING CO. INC.
Facility address:	318 W. 131ST STREET LOS ANGELES, CA 90061
EPA ID:	CAD008517005
Mailing address:	W. 131ST STREET LOS ANGELES, CA 90061
Contact:	MARIO VASQUEZ
Contact address:	W. 131ST STREET LOS ANGELES, CA 90061
Contact country:	US
Contact telephone:	(310) 323-0743
Contact email:	MARIO_VASQUEZ@ALSPLATINGCO.COM
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	MARIO VASQUEZ
Owner/operator address:	318 W. 131ST STREET LOS ANGELES, CA 90061
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	06/13/1967
Owner/Op end date:	Not reported

Owner/operator name:	MARIO VASQUEZ
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private

AL'S PLATING CO. INC. (Continued) **1000375445**

Owner/Operator Type: Operator
Owner/Op start date: 06/13/1967
Owner/Op end date: Not reported

Owner/operator name: AL'S PLATING CO INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 352
. Waste name: 352

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Historical Generators:
Date form received by agency: 02/02/2008
Site name: AL'S PLATING CO. INC.

AL'S PLATING CO. INC. (Continued) **1000375445**

Classification: Large Quantity Generator

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Date form received by agency: 02/07/2006
Site name: AL'S PLATING CO. INC.
Classification: Large Quantity Generator

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Date form received by agency: 02/13/2004
Site name: AL'S PLATING CO INC
Classification: Large Quantity Generator

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Date form received by agency: 03/22/2002
Site name: AL'S PLATING COMPANY, INCORPORATED
Classification: Large Quantity Generator

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS, EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC, AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: K140
. Waste name: DESCRIPTION

Date form received by agency: 10/12/2000
Site name: AL'S PLATING CO., INC.
Classification: Large Quantity Generator

AL'S PLATING CO. INC. (Continued) **1000375445**

Date form received by agency: 03/04/1999
Site name: AL'S PLATING CO INC
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: ALS PLATING CO INC
Classification: Large Quantity Generator

Date form received by agency: 02/15/1996
Site name: AL'S PLATING CO., INC.
Classification: Large Quantity Generator

Date form received by agency: 03/24/1994
Site name: AL'S PLATING CO. INC.
Classification: Large Quantity Generator

Date form received by agency: 02/25/1992
Site name: ALS PLATING CO INC
Classification: Large Quantity Generator

Date form received by agency: 04/10/1990
Site name: AL'S PLATING CO. INC.
Classification: Large Quantity Generator

Date form received by agency: 08/14/1980
Site name: ALS PLATING CO INC
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 04/04/2008
Date achieved compliance: 02/27/2009
Violation lead agency: EPA
Enforcement action: SINGLE SITE CA/FO
Enforcement action date: 02/08/2010
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 02/12/2010
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: 2800
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 04/04/2008
Date achieved compliance: 02/27/2009
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 09/25/2008
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

AL'S PLATING CO. INC. (Continued) **1000375445**

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 04/04/2008
Date achieved compliance: 02/27/2009
Violation lead agency: EPA
Enforcement action: SINGLE SITE CA/FO
Enforcement action date: 02/08/2010
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 02/12/2010
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: 2800
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 04/04/2008
Date achieved compliance: 02/27/2009
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 09/25/2008
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 04/04/2008
Date achieved compliance: 02/27/2009
Violation lead agency: EPA
Enforcement action: LETTER OF INTENT TO INITIATE ENFORCEMENT ACTION
Enforcement action date: 12/23/2008
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 04/04/2008
Date achieved compliance: 02/27/2009
Violation lead agency: EPA
Enforcement action: LETTER OF INTENT TO INITIATE ENFORCEMENT ACTION
Enforcement action date: 12/23/2008
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported

AL'S PLATING CO. INC. (Continued) **1000375445**

Area of violation:	Generators - Pre-transport
Date violation determined:	01/27/2005
Date achieved compliance:	03/09/2005
Violation lead agency:	EPA
Enforcement action:	Not reported
Enforcement action date:	03/09/2005
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	EPA
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	Generators - Pre-transport
Date violation determined:	01/27/2005
Date achieved compliance:	03/09/2005
Violation lead agency:	EPA
Enforcement action:	Not reported
Enforcement action date:	02/24/2005
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	EPA
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Evaluation Action Summary:

Evaluation date:	02/27/2009
Evaluation:	NOT A SIGNIFICANT NON-COMPLIER
Area of violation:	Not reported
Date achieved compliance:	Not reported
Evaluation lead agency:	EPA

Evaluation date:	04/04/2008
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - General
Date achieved compliance:	02/27/2009
Evaluation lead agency:	EPA

Evaluation date:	04/04/2008
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - Pre-transport
Date achieved compliance:	02/27/2009
Evaluation lead agency:	EPA

Evaluation date:	04/04/2008
Evaluation:	SIGNIFICANT NON-COMPLIER
Area of violation:	Generators - Pre-transport
Date achieved compliance:	02/27/2009
Evaluation lead agency:	EPA

Evaluation date:	04/04/2008
Evaluation:	SIGNIFICANT NON-COMPLIER
Area of violation:	Generators - General
Date achieved compliance:	02/27/2009
Evaluation lead agency:	EPA

AL'S PLATING CO. INC. (Continued) **1000375445**

Evaluation date: 01/27/2005
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 03/09/2005
Evaluation lead agency: EPA

ENVIROSTOR:
Facility ID: 71002246
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 64
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.91323
Longitude: -118.2791
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD008517005
Alias Type: EPA Identification Number
Alias Name: 110000474095
Alias Type: EPA (FRS #)
Alias Name: 71002246
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AL'S PLATING CO. INC. (Continued) **1000375445**

HIST UST:

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000007962
Facility Type:	Other
Other Type:	PLATING CO.
Contact Name:	AL VASQUEZ
Telephone:	2133216755
Owner Name:	AL'S PLATING CO.
Owner Address:	318 W. 131ST ST.
Owner City,St,Zip:	LOS ANGELES, CA 90061
Total Tanks:	0009
Tank Num:	001
Container Num:	I
Year Installed:	1981
Tank Capacity:	00001500
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	6
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	1981
Tank Capacity:	00003000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	6
Leak Detection:	None
Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	6
Leak Detection:	None
Tank Num:	004
Container Num:	S-1
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	6
Leak Detection:	None
Tank Num:	005
Container Num:	S-2
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	6

AL'S PLATING CO. INC. (Continued) **1000375445**

Leak Detection: None

Tank Num: 006
Container Num: S-3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: None

Tank Num: 007
Container Num: S-4
Year Installed: 1983
Tank Capacity: 00004000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: None

Tank Num: 008
Container Num: S-6A
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: None

Tank Num: 009
Container Num: S-6B
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: None

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 005880-006094
Facility Type: 0
Facility Status: Removed
Area: 29
Permit Number: 00001594T
Permit Status: Removed

Region: LA
Permit Category: S
Facility Id: 005880-045116
Facility Type: S6
Facility Status: Permit
Area: 29
Permit Number: CGI000584
Permit Status: Permit

AL'S PLATING CO. INC. (Continued) **1000375445**

Region: LA
Permit Category: I
Facility Id: 005880-I06094
Facility Type: 01
Facility Status: Permit
Area: 29
Permit Number: 000008389
Permit Status: Suspended

NPDES:

Npdes Number:	CAS000001
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	188651
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I000584
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/16/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	05/30/2014
Discharge Name:	Als Plating Co Inc
Discharge Address:	318 W 131st St
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90061
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported

AL'S PLATING CO. INC. (Continued) **1000375445**

DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	188651
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I000584
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	5/30/2014
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	3/16/1992
STATUS CODE NAME:	Terminated
STATUS DATE:	6/20/2014
PLACE SIZE:	38500
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	Al Vasquez
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	3233216755

AL'S PLATING CO. INC. (Continued) **1000375445**

FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Als Plating Co Inc
OPERATOR ADDRESS:	318 W 131st St
OPERATOR CITY:	Los Angeles
OPERATOR STATE:	California
OPERATOR ZIP:	90061
OPERATOR CONTACT NAME:	Al Vasquez
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	323-321-6755
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	323-321-6755
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Pacific Ocean
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	3471-Electroplating, Plating, Polishing, Anodizing, and Coloring
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

WDS:

Facility ID:	4 19I000584
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is

AL'S PLATING CO. INC. (Continued) **1000375445**

	under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3233216755
Facility Contact:	AL VASQUEZ
Agency Name:	AL & MARIO VASQUEZ
Agency Address:	318 W 131st St
Agency City,St,Zip:	Los Angeles 900611104
Agency Contact:	AL VASQUEZ
Agency Telephone:	3233216755
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

BU531 **NORTHROP CORP AIRCRAFT DIV** **CORRACTS** **1000409964**
SW **3133 W 131ST ST** **RCRA-TSDF** **CAD000627695**
> 1 **HAWTHORNE, CA 90250** **RCRA NonGen / NLR**
1.067 mi. **FINDS**
5636 ft. **Site 2 of 4 in cluster BU** **ECHO**

Relative:
Lower

Actual:
48 ft.

CORRACTS:

EPA ID:	CAD000627695
EPA Region:	9
Area Name:	ENTIRE FACILITY
Actual Date:	19900930
Action:	CA075LO - CA Prioritization, Facility or area was assigned a low corrective action priority
NAICS Code(s):	Not reported
Original schedule date:	Not reported
Schedule end date:	Not reported

NORTHROP CORP AIRCRAFT DIV (Continued) **1000409964**

RCRA-TSDF:

Date form received by agency:	09/24/1998
Facility name:	NORTHROP CORP AIRCRAFT DIV
Facility address:	3133 W 131ST ST HAWTHORNE, CA 90250
EPA ID:	CAD000627695
Contact:	MARY ELAINE PALACIO
Contact address:	ONE HORNET WY EL SEGUNDO, CA 902452804
Contact country:	US
Contact telephone:	(310) 332-4114
Contact email:	Not reported
EPA Region:	09
Land type:	Private
Classification:	TSDF
Description:	Handler is engaged in the treatment, storage or disposal of hazardous waste
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NORTHROP CORP.,AIRCRAFT DIVISION AE
Owner/operator address:	3133 WEST 131ST ST CITY NOT REPORTED, CA 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 970-4704
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NORTHROP CORP
Owner/operator address:	1 NORTHROP AVE HAWTHORNE, CA 92050
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 331-7781
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No

NORTHROP CORP AIRCRAFT DIV (Continued) **1000409964**

Used oil transporter: No

Historical Generators:
Date form received by agency: 03/29/1996
Site name: NORTHROP GRUMMAN CORPORATION-MASD(AE)
Classification: Large Quantity Generator

Date form received by agency: 03/25/1994
Site name: NORTHROP CORP AIRCRAFT DIV AE FACILITY
Classification: Large Quantity Generator

Date form received by agency: 09/15/1993
Site name: NORTHROP CORP AIRCRAFT DIV
Classification: Large Quantity Generator

Date form received by agency: 04/28/1992
Site name: NORTHROP CORP/AIRCRAFT DIV
Classification: Large Quantity Generator

Corrective Action Summary:
Event date: 01/01/1990
Event: CA029ST

Event date: 09/30/1990
Event: CA074LO

Event date: 09/30/1990
Event: CA Prioritization, Facility or area was assigned a low corrective action priority.

Event date: 09/30/1990
Event: CA049PA

Facility Has Received Notices of Violations:
Regulation violated: FR - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 06/26/1987
Date achieved compliance: 09/15/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 09/15/1988
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 262.20-23.B
Area of violation: Generators - General
Date violation determined: 05/05/1987
Date achieved compliance: 06/01/1987
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported

NORTHROP CORP AIRCRAFT DIV (Continued) **1000409964**

Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 263
Area of violation: Transporters - General
Date violation determined: 05/05/1987
Date achieved compliance: 06/01/1987
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 09/29/1987
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/26/1987
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 09/15/1988
Evaluation lead agency: State

Evaluation date: 05/05/1987
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 05/05/1987
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 06/01/1987
Evaluation lead agency: State

Evaluation date: 05/05/1987
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Transporters - General
Date achieved compliance: 06/01/1987
Evaluation lead agency: State

FINDS:

Registry ID: 110055741826

Environmental Interest/Information System
STATE MASTER

NORTHROP CORP AIRCRAFT DIV (Continued) **1000409964**

Registry ID: 110000781752

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:
Envid: 1000409964
Registry ID: 110000781752
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110000781752

BU532 **NORTHROP GRUMMAN CORPORATION (AE)** **CA HWP** **S103961864**
SW **3133 W 131ST ST** **N/A**
> 1 **HAWTHORNE, CA 90250**
1.067 mi.
5636 ft. **Site 3 of 4 in cluster BU**

Relative:
Lower

Actual:
48 ft.

HWP:
EPA Id: CAD000627695
Cleanup Status: PROTECTIVE FILER
Latitude: 33.91336
Longitude: -118.3272
Facility Type: Historical - Non-Operating
Facility Size: Not reported
Team: Not reported
Supervisor: Not reported
Site Code: Not reported
Assembly District: 62
Senate District: 35
Public Information Officer: Not reported
Public Information Officer: Not reported

Activities:
EPA Id: CAD000627695
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, INCIN1, TANKSTR1, TANKTRT1
Event Description: Protective Filer Status - PROTECTIVE FILER (RECEIVED)
Actual Date: 08/23/1988

EPA Id: CAD000627695
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, INCIN1, TANKSTR1, TANKTRT1
Event Description: Protective Filer Status - PROTECTIVE FILER (APPROVED)
Actual Date: 11/14/1988

533 SE > 1 1.070 mi. 5648 ft. | **CONSOLIDATED INT'L AUTOMOTIVE**
13010 BROADWAY
LOS ANGELES, CA 90061 | **CA ENVIROSTOR** | **S110493752**
LA Co. Site Mitigation | **N/A**

Relative: Lower

Actual: 145 ft.

ENVIROSTOR:

Facility ID:	71003067
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	64
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.91400
Longitude:	-118.2777
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD066668955
Alias Type:	EPA Identification Number
Alias Name:	110002655118
Alias Type:	EPA (FRS #)
Alias Name:	71003067
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase I Verification
Completed Date:	09/01/2001
Comments:	Site referred to local CUPA.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

LA Co. Site Mitigation:

Facility ID: Not reported

CONSOLIDATED INT'L AUTOMOTIVE (Continued) **S110493752**

Site ID:	SD0000451
Jurisdiction:	State
Case ID:	RO0001452
Abated:	Yes
Assigned To:	Shahin Nourishad
Entered Date:	10/12/2011
Abated Date:	Not reported

BU534 **NORTHROP GRUMMAN CORPORATION (AE)** **CA ENVIROSTOR** **S118757509**
SW **3133 W 131ST ST** **N/A**
> 1 **HAWTHORNE, CA 90250**
1.084 mi.
5722 ft. **Site 4 of 4 in cluster BU**

Relative:
Lower

Actual:
48 ft.

ENVIROSTOR:

Facility ID:	80001322
Status:	No Action Required
Status Date:	06/19/2013
Site Code:	Not reported
Site Type:	Corrective Action
Site Type Detailed:	Corrective Action
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Katherine Gould
Supervisor:	* Unknown
Division Branch:	Cleanup Chatsworth
Assembly:	62
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.91336
Longitude:	-118.3272
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD000627695
Alias Type:	EPA Identification Number
Alias Name:	80001322
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	09/30/1990
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported

NORTHROP GRUMMAN CORPORATION (AE) (Continued) **S118757509**

Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 14 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
CARSON	1015732657	ALCO PACIFIC INC.	16914 S. BROADWAY	90248	SEMS-ARCHIVE, CORRACTS, RCRA NonGen / NLR
GARDENA	S110493582	AERODYNAMIC PLATING CO., INC. #3	13629 SAINT ANDREWS PLACE (PLA	90249	CA ENVIROSTOR
HAWTHORNE	S105520864	NORTHROP - ANAHEIM	120TH	90250	CA SLIC
HAWTHORNE	S111075901	ERIC N. SAMUELSON	12000 SOUTH WESTERN AVENUE		CA SWF/LF
LOS ANGELES	S103878649	CALTRANS - TRANSIT CENTER	110TH	90247	CA SLIC
LOS ANGELES	S106485520	CALTRANS - TRANSIT CENTER	110TH FWY	90247	CA SLIC
LOS ANGELES	S107533120		345 111TH ST	90061	CA CDL
LOS ANGELES	S109422338	SOUTHERN CALIFORNIA DISPOSAL	186TH STREET AND VERMONT AVENU		CA SWF/LF
LOS ANGELES	S107534893		54TH ST & WILTON-541 SEEON AVE		CA CDL
LOS ANGELES	S107737378	SOUTH REGION ES #1 SITE 5 5640014	WEST 90TH STREET/SOUTH MAIN ST	90003	CA ENVIROSTOR, CA SCH
LOS ANGELES	S107537501		ALLEY BEHIND 9217 LAUREL ST		CA CDL
LOS ANGELES	S105960448	CALTRANS I-105 FREEWAY PROJECT 4,	I-105 FREEWAY BETWEEN HAWTHORN	90047	CA BOND EXP. PLAN
LOS ANGELES	S105960447	CALTRANS I-105 FREEWAY PROJECT 3,	I-105 FREEWAY BETWEEN HAWTHORN	90047	CA BOND EXP. PLAN
LOS ANGELES	S107737376	SOUTH LOS ANGELES HIGH SCHOOL NO.	WEST SLAUSON AVENUE/SOUTH HOOV	90044	CA ENVIROSTOR, CA SCH

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 29

Source: EPA
Telephone: N/A
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

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

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 29

Source: EPA
Telephone: N/A
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

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

Date of Government Version: 12/05/2016	Source: EPA
Date Data Arrived at EDR: 01/05/2017	Telephone: N/A
Date Made Active in Reports: 02/03/2017	Last EDR Contact: 03/02/2017
Number of Days to Update: 29	Next Scheduled EDR Contact: 04/17/2017
	Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 09/14/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/04/2016	Telephone: 703-603-8704
Date Made Active in Reports: 10/21/2016	Last EDR Contact: 01/05/2017
Number of Days to Update: 17	Next Scheduled EDR Contact: 04/17/2017
	Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/10/2016	Source: EPA
Date Data Arrived at EDR: 10/20/2016	Telephone: 800-424-9346
Date Made Active in Reports: 01/06/2017	Last EDR Contact: 03/02/2017
Number of Days to Update: 78	Next Scheduled EDR Contact: 05/01/2017
	Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 10/10/2016
Date Data Arrived at EDR: 10/20/2016
Date Made Active in Reports: 01/06/2017
Number of Days to Update: 78

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2015
Date Data Arrived at EDR: 05/29/2015
Date Made Active in Reports: 06/11/2015
Number of Days to Update: 13

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 02/13/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 11/15/2016
Date Data Arrived at EDR: 11/29/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 11/15/2016
Date Data Arrived at EDR: 11/29/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 09/29/2016
Date Made Active in Reports: 11/11/2016
Number of Days to Update: 43

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 03/29/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/31/2016
Date Data Arrived at EDR: 11/01/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/31/2016
Date Data Arrived at EDR: 11/01/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/15/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 66

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 02/15/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 37

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 12/11/2015
Date Data Arrived at EDR: 02/19/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 105

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/09/2015
Date Data Arrived at EDR: 02/12/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 112

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/13/2015
Date Data Arrived at EDR: 10/23/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 118

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 02/25/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/27/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 02/17/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 02/05/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 35

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/24/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Semi-Annually

SLIC: Statewide SLIC Cases

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 40

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/12/2016
Date Data Arrived at EDR: 09/14/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 30

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 03/16/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 03/24/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 12/03/2015
Date Data Arrived at EDR: 02/04/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 120

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/05/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 52

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 02/05/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 35

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 01/24/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/23/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 65

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/25/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 01/26/2016
Date Data Arrived at EDR: 02/05/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 119

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/31/2016
Date Data Arrived at EDR: 11/01/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 01/03/2017
Date Data Arrived at EDR: 01/04/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 03/29/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 12/19/2016
Date Data Arrived at EDR: 12/20/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 78

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 08/25/2016
Date Data Arrived at EDR: 08/26/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 49

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 02/13/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/31/2016
Next Scheduled EDR Contact: 02/13/2017
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 36

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/31/2016
Date Data Arrived at EDR: 11/01/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 08/31/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 34

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 12/05/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 67

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 12/01/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 35

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 02/27/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 11/29/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 48

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 01/24/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 12/06/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 45

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/28/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 37

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/29/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 01/17/2017
Number of Days to Update: 83

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/25/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 37

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 37

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 10/11/2016
Date Data Arrived at EDR: 11/16/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 02/15/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 02/10/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 14

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 03/24/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 133

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 08/01/2016
Date Data Arrived at EDR: 08/22/2016
Date Made Active in Reports: 11/11/2016
Number of Days to Update: 81

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 02/10/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 01/20/2016
Date Data Arrived at EDR: 04/28/2016
Date Made Active in Reports: 09/02/2016
Number of Days to Update: 127

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 02/17/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 02/17/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 01/29/2016
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/04/2017
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 01/06/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 02/01/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 77

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/24/2015
Date Made Active in Reports: 09/30/2015
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 02/22/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/05/2016
Date Data Arrived at EDR: 09/01/2016
Date Made Active in Reports: 09/23/2016
Number of Days to Update: 22

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 03/03/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 03/03/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/15/2016
Date Data Arrived at EDR: 09/07/2016
Date Made Active in Reports: 11/11/2016
Number of Days to Update: 65

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 06/02/2016
Date Data Arrived at EDR: 06/03/2016
Date Made Active in Reports: 09/02/2016
Number of Days to Update: 91

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 10/25/2015
Date Data Arrived at EDR: 01/29/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 67

Source: Department of Defense
Telephone: 571-373-0407
Last EDR Contact: 01/20/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Varies

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 12/28/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 64

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 03/29/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Quarterly

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 09/02/2016
Date Data Arrived at EDR: 09/27/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 79

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 09/23/2016
Date Made Active in Reports: 10/24/2016
Number of Days to Update: 31

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 03/21/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 12/06/2016
Date Data Arrived at EDR: 12/09/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 40

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/25/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/21/2016
Number of Days to Update: 53

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/16/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 63

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 02/13/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 10/12/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 64

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Annually

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/21/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 62

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/22/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/12/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 64

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/11/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/12/2016
Date Data Arrived at EDR: 09/14/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 30

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 03/13/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 12/02/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 86

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/15/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 107

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 02/15/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 12/06/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 03/03/2017
Number of Days to Update: 87

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 78

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 12/22/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 09/14/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 30

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board?s review found that more than one-third of the region?s active disposal pits are operating without permission.

Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 02/17/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 03/24/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines
An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 06/09/2016
Date Data Arrived at EDR: 06/13/2016
Date Made Active in Reports: 09/02/2016
Number of Days to Update: 81

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 03/13/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information
ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 12/11/2016
Date Data Arrived at EDR: 12/20/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 59

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 03/21/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 11/21/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 73

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 02/22/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites
A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/14/2016
Date Made Active in Reports: 11/18/2016
Number of Days to Update: 35

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/06/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 10/10/2016
Date Data Arrived at EDR: 10/12/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 90

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List
Cupa Facility List

Date of Government Version: 11/10/2016
Date Data Arrived at EDR: 12/13/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 9

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing
Cupa facility list.

Date of Government Version: 10/21/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 11/18/2016
Number of Days to Update: 23

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 09/02/2016
Date Data Arrived at EDR: 09/06/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 38

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/17/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 01/26/2017
Number of Days to Update: 65

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 11/01/2016
Date Data Arrived at EDR: 11/03/2016
Date Made Active in Reports: 11/22/2016
Number of Days to Update: 19

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/22/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 01/17/2017
Number of Days to Update: 55

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 03/31/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 01/04/2017
Date Data Arrived at EDR: 01/10/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 51

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 01/23/2017
Date Data Arrived at EDR: 01/25/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 36

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 11/08/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 63

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/14/2016
Date Data Arrived at EDR: 12/16/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 6

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/18/2017
Date Data Arrived at EDR: 01/20/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 41

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/17/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 66

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/17/2016
Date Data Arrived at EDR: 10/18/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 58

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/18/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2016
Date Data Arrived at EDR: 01/26/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 56

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/17/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 04/06/2016
Date Made Active in Reports: 06/13/2016
Number of Days to Update: 68

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/17/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 03/30/2015
Date Data Arrived at EDR: 04/02/2015
Date Made Active in Reports: 04/13/2015
Number of Days to Update: 11

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 01/17/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 11/04/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 34

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 10/04/2016
Date Data Arrived at EDR: 10/11/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 93

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 12/09/2016
Date Made Active in Reports: 01/19/2017
Number of Days to Update: 41

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 10/19/2016
Date Data Arrived at EDR: 10/25/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 79

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 03/31/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 12/02/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/17/2017
Number of Days to Update: 42

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 11/29/2016
Date Data Arrived at EDR: 12/05/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 17

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/24/2016
Date Data Arrived at EDR: 06/27/2016
Date Made Active in Reports: 08/09/2016
Number of Days to Update: 43

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 11/08/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 44

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 11/03/2016
Date Data Arrived at EDR: 11/11/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 73

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/04/2016
Date Data Arrived at EDR: 11/11/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 73

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 11/03/2016
Date Data Arrived at EDR: 11/08/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 65

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/07/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/02/2016
Date Data Arrived at EDR: 09/06/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 38

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 01/19/2017
Date Data Arrived at EDR: 01/25/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 36

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 10/20/2016
Date Data Arrived at EDR: 10/25/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 77

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 56

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/05/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/08/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 56

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/05/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 12/09/2016
Date Data Arrived at EDR: 12/13/2016
Date Made Active in Reports: 03/03/2017
Number of Days to Update: 80

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 10/05/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 86

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 03/10/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/16/2016
Date Data Arrived at EDR: 11/21/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 52

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 12/21/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/14/2017
Number of Days to Update: 49

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 11/17/2016
Date Data Arrived at EDR: 11/21/2016
Date Made Active in Reports: 01/19/2017
Number of Days to Update: 59

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 06/02/2016
Date Data Arrived at EDR: 06/07/2016
Date Made Active in Reports: 06/22/2016
Number of Days to Update: 15

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Annually

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/16/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 76

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List

Cupa facility list

Date of Government Version: 11/16/2016
Date Data Arrived at EDR: 11/21/2016
Date Made Active in Reports: 01/19/2017
Number of Days to Update: 59

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 11/10/2016
Date Made Active in Reports: 01/24/2017
Number of Days to Update: 75

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 11/16/2016
Date Data Arrived at EDR: 11/21/2016
Date Made Active in Reports: 01/19/2017
Number of Days to Update: 59

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 12/13/2016
Date Data Arrived at EDR: 12/16/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 76

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 11/29/2016
Date Data Arrived at EDR: 12/21/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 1

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 11/29/2016
Date Data Arrived at EDR: 12/22/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 19

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 12/22/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 65

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/04/2017
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 55

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 12/02/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 35

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/25/2017
Date Data Arrived at EDR: 01/27/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 34

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 10/27/2016
Date Made Active in Reports: 01/17/2017
Number of Days to Update: 82

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/31/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 02/13/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 10/27/2016
Date Made Active in Reports: 01/24/2017
Number of Days to Update: 89

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 11/28/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 29

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/15/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 55

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 03/31/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 10/28/2016
Date Data Arrived at EDR: 11/03/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 42

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/11/2016
Next Scheduled EDR Contact: 02/27/2017
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 09/29/2016
Date Made Active in Reports: 01/03/2017
Number of Days to Update: 96

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/30/2017
Date Data Arrived at EDR: 02/01/2017
Date Made Active in Reports: 02/13/2017
Number of Days to Update: 12

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 02/01/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 07/22/2016
Date Made Active in Reports: 11/22/2016
Number of Days to Update: 123

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/12/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 04/14/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 50

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/13/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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West Athens TOD

1563 S Denker Ave

Los Angeles, CA 90047

Inquiry Number: 4897032.6

April 04, 2017

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

04/04/17

Site Name:

West Athens TOD
1563 S Denker Ave
Los Angeles, CA 90047
EDR Inquiry # 4897032.6

Client Name:

PlaceWorks
3 Macarthur Place
Santa Ana, CA 92707-0000
Contact: Michael Milroy

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2012	1"=1000'	Flight Year: 2012	NAIP
2010	1"=1000'	Flight Year: 2010	NAIP
2009	1"=1000'	Flight Year: 2009	NAIP
2005	1"=1000'	Flight Year: 2005	NAIP
2002	1"=1000'	Flight Date: January 01, 2002	USDA
1994	1"=1000'	Acquisition Date: January 01, 1994	DOQQ
1989	1"=1000'	Flight Date: January 01, 1989	USDA
1983	1"=1000'	Flight Date: January 01, 1983	Brewster
1977	1"=1000'	Flight Date: January 01, 1977	Brewster
1972	1"=1000'	Flight Date: January 01, 1972	USGS
1963	1"=1000'	Flight Date: January 01, 1963	USGS
1952	1"=1000'	Flight Date: January 01, 1952	USDA
1938	1"=1000'	Flight Date: January 01, 1938	USDA
1928	1"=1000'	Flight Date: January 01, 1928	Fairchild
1923	1"=1000'	Flight Date: January 01, 1923	USDA

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INQUIRY #: 4897032.6

YEAR: 2012

= 1000'

N

EDR

INQUIRY #: 4897032.6

YEAR: 2010

= 1000'

N

EDR

INQUIRY #: 4897032.6

YEAR: 2009

= 1000'

N

EDR

INQUIRY #: 4897032.6

YEAR: 2005

= 1000'

N

EDR

INQUIRY #: 4897032.6

YEAR: 2002

= 1000'

N

EDR

INQUIRY #: 4897032.6

YEAR: 1994

= 1000'

N

EDR

Appendix F Noise Modeling

Appendices

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Noise and Vibration Background and Modeling Data

NOISE BACKGROUND

Terminology and Noise Descriptors

The following are brief definitions of noise terminology.

- **Sound.** A vibratory disturbance that, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.

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

- **Decibel (dB)**. A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micropascals (20 μPa).

- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro-inch per second ($1x10^{-6}$ in/sec).

- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels which approximates the frequency response of the human ear.

- **Equivalent Continuous Noise Level (Leq); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.

- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Level (L_{dn} or DNL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10 PM to 7 AM.

- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the A-weighted sound levels occurring during the period from 7 PM to 10 PM and 10 dB added to the A-weighted sound levels occurring during the period from 10 PM to 7 AM. For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as being equivalent in this assessment.

- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

Characteristics of Sound

Sound is a pressure wave transmitted through the air. When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The standard unit of measurement of the loudness of sound is the decibel (dB). The human hearing system is not equally sensitive to sound at all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Because of the physical characteristics of noise transmission and noise perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 1 presents the subjective effect of changes in sound pressure levels. Typical human hearing can detect changes of approximately 3 dBA or greater under normal conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA or greater is typically noticeable to most people in an exterior environment and a change of 10 dBA is perceived as a doubling (or halving) of the noise.

Table 1 Change in Sound Pressure Level, dB

Change in Apparent Loudness	
± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies and Hansen, Engineering Noise Control, 2009.

Noise Metrics

Several rating scales (or noise "metrics") exist to analyze adverse effects of noise, including traffic-generated noise, on a community. These scales include the equivalent noise level (Leq), the community noise equivalent level (CNEL) and the day/night noise level (Ldn). Leq is a measurement of the sound energy level averaged over a specified time period.

The CNEL noise metric is based on 24 hours of measurement. CNEL differs from Leq in that it applies a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when quiet time and sleep disturbance is of particular concern). Noise occurring during the daytime period (7:00 AM to 7:00 PM) receives no penalty. Noise produced during the evening time period (7:00 to 10:00 PM) is penalized by 5 dB, while nighttime (10:00 PM to 7:00 AM) noise is penalized by 10 dB. The Ldn noise metric is similar to the CNEL metric except that the period from 7:00 to 10:00 PM receives no penalty. Both the CNEL and Ldn metrics yield approximately the same 24-hour value (within 1 dB) with the CNEL being the more restrictive (i.e., higher) of the two.[1]

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise is widespread and generally more concentrated in urban areas than in outlying, less-developed areas (see Table 2).

[1] Ldn and CNEL values rarely differ by more than 1 dB. As a matter of practice, Ldn and CNEL values are considered equivalent and are treated as such in this assessment.

Table 2 Common Sound Levels and Their Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations Relative to 70 dB
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	
Near Freeway Auto Traffic	70	Moderately Loud	
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	
Rustling Leaves	20	Very Faint	
Human Breathing	10	Very Faint	Threshold of Hearing

Source: California Department of Transportation (Caltrans) 2006, October. Traffic Noise Analysis Protocol.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources, but can also be associated with construction equipment, such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is described as the velocity, and the rate of change of the speed is described as the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During the construction of a building, the operation of construction equipment could cause groundborne vibration. The three main wave types of concern in the propagation of groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation (known as retrograde elliptical).

- Compression or P-waves are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.

- Shear or S-waves are also body waves, carrying their energy along an expanding spherical wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal and RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response.

The units for PPV and RMS velocity are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units to compress the range of numbers required to describe the vibration. All PPV and RMS velocity are in in/sec and all vibration levels in this study are in dB relative to 1 micro-inch per second (abbreviated as VdB). The threshold of perception is approximately 65 VdB. Typically groundborne vibration generated by manmade activities attenuates rapidly with distance from the source of the vibration. Manmade vibration problems are usually confined to short distances (500 feet or less) from the source.

Construction generally includes a wide range of activities that can generate groundborne vibration. In general, demolition of structures generates the highest vibrations. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at distances within 200 feet of the vibration sources. Heavy trucks can also generate groundborne vibrations that vary, depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, etc., all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration of normal traffic on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, and heavy loads.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. Noise- and vibration-sensitive uses include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, guest lodging, libraries, religious institutions, hospitals, nursing homes, and passive recreation areas are generally more sensitive to noise than commercial and industrial land use.

Transit Noise Calculations

West Athens TOD SP

EXISTING Freeway Noise
CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFFIC VOLUMES	Distance to Reciever	Noise Level (dBA)			DISTANCE TO NOISE CONTOUR (FT.		
					Leq	Ldn	CNEL	dBA Ldn	dBA Ldn	60 dBA Ldn
1	I-105 Freeway b/w Crenshaw Blvd and Vermont Ave	Closest Receptors to I-105	283,391	50	84.7	87.6	**88.2**	740	1594	3434
2	I-105 Freeway b/w Crenshaw Blvd and Vermont Ave	Imperial Hwy (center of planning area)	283,391	1,600	62.1	65.0	**65.6**	740	1594	3434
3	I-105 Freeway b/w Crenshaw Blvd and Vermont Ave	110th Street (northern boundary of planning area)	283,391	3,200	52.2	55.0	**55.7**	322	694	1495

Caltrans: 2015 Traffic Volumes on California State Highways (excerpt)
PREFACE

Traffic Trend

A comparison of the 2015 over 2014 annual traffic volume data shows that state highway travel increased in 2015. This year's increase in vehicle miles of travel on California highways compares with prior years as follows:

∗2015 over 2014……+ 2.64%
∗2014 over 2013……+ 5.17%
∗2013 over 2012…….....+ 0.61%
∗2012 over 2011…….....….- 0.31%
∗2011 over 2010……..- 0.09%

Traffic Profile

This booklet lists 2015 traffic volumes for all count locations on the California state highway system. Peak hours, peak month ADTs and annual ADTs are shown at each count location. Significant volume changes (breakpoints) in the traffic profile along each route are counted and identified by name and milepost value. In addition to the profile breakpoints, the booklet lists county lines and landmarks to aid in orientation.

The numbers shown in this booklet apply to the highway immediately back and ahead of the locations. Therefore, between any two successive breakpoints along the route it may be assumed that traffic volumes will vary from one breakpoint to the next at a reasonably uniform rate of increase or decrease. Where only a single set of figures appears between two breakpoints, a constant volume of traffic may be assumed for the intervening section of highway.

All traffic volume figures listed in this booklet include traffic in both directions unless otherwise indicated.

Route Number

All California state highways are listed in this booklet in order of Legislative Route number.

Milepost

Each profile breakpoint is identified by the milepost value corresponding to that point on the highway. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Milepost values usually increase from South to North or West to East depending upon the general direction the route follows within the state.

The milepost at a given location will remain the same year after year. When a section of road is relocated, new mileposts (usually noted by an alphabetical prefix such as "R" or "M") are established for it.

---

* Based on the Traffic Data Branch's Estimated Monthly Vehicle Miles of Travel Report.

2015 Traffic Volumes on California State Highways

Dist	Route	County		Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
03	104	SAC		0	JCT. RTE. 99				1150	11700	10500
03	104	SAC		2.61	CHEROKEE LANE	1150	11700	10500	370	5800	5200
03	104	SAC		3.32	BORDEN ROAD	370	5800	5200	310	5100	4500
03	104	SAC		3.87	IVIE ROAD	310	5100	4500	380	3800	3600
03	104	SAC		5.11	ANGLE ROAD	380	3800	3600	680	6400	5800
03	104	SAC		9.215	CLAY EAST ROAD	680	6400	5800	650	5900	5400
03	104	SAC		12.183	RANCHO SECO ROAD	290	2550	2400	180	1900	1700
03	104	SAC		17.688	SACRAMENTO/ AMADOR COUNTY LINE	210	2550	1900			
10	104	AMA		0	SACRAMENTO/ AMADOR COUNTY LINE				210	2550	1900
10	104	AMA	R	2.407	MICHIGAN BAR ROAD	220	2600	2400	380	4400	4150
10	104	AMA	R	5.36	PRESTON RD	380	4500	4400	740	5000	4300
10	104	AMA	R	5.766	IONE, JCT. RTE. 124 NORTH	720	10000	9200	980	5500	4900
10	104	AMA	R	5.96	IONE, JCT. RTE. 124 SOUTH	970	9200	6500	620	9800	8200
10	104	AMA	R	6.364	IONE, FOOTHILL BOULEVARD	610	5200	4700	630	5000	4550
10	104	AMA	R	8.201	JCT. RTE. 88	670	5700	5200	530	5600	5100
10	104	AMA		10.072	SUTTER CREEK, JCT. RTE. 49	490	8100	7400			
07	105	LA	R	0	LOS ANGELES, LA INTERNATIONAL AIRPORT				4550	63000	60000
07	105	LA	R	.5	LOS ANGELES, JCT. RTE. 1	4550	63000	60000	8700	128000	116000
07	105	LA	R	1.244	LOS ANGELES, DOUGLAS STREET	8700	128000	116000	10500	159000	147000
07	105	LA	R	2.106	LOS ANGELES, JCT. RTE. 405	10500	159000	147000	15700	245000	217000
07	105	LA	R	3.053	HAWTHORNE, HAWTHORNE BOULEVARD	15700	245000	217000	16700	268000	240000
07	105	LA	R	4.705	INGLEWOOD, CRENSHAW BOULEVARD	16700	268000	240000	16900	280000	269000
07	105	LA	R	6.766	LOS ANGELES, VERMONT AVENUE	16900	280000	269000	15600	262000	249000
07	105	LA	R	7.386	LOS ANGELES, JCT. RTE. 110	15600	262000	249000	15500	259000	240000
07	105	LA	R	8.903	LOS ANGELES, CENTRAL AVENUE	15500	259000	240000	14500	244000	226000
07	105	LA	R	9.775	WILLOWBROOK, WILMINGTON AVENUE	14500	244000	226000	14600	246000	221000
07	105	LA	R	11.506	LYNWOOD, LONG BEACH BOULEVARD	14600	246000	221000	13600	223000	205000
07	105	LA	R	13.471	LYNWOOD, JCT. RTE. 710	13600	223000	205000	12600	198000	195000

Projected 2017 AADT = (269,000 * (1 + 2.64%)) + (269,000 * (1 + 2.64%)) * 2.64% = **283,391**

Rail Noise Model

Noise Model Based on Federal Transit Adminstration General Transit Noise Assessment
Developed for Chicago Create Project
Copyright 2006, HMMH Inc.
Case: LA Metro Greenline- West Athens TOD SP

RESULTS			
Noise Source	**Ldn (dB)**	**Leq - daytime (dB)**	**Leq - nighttime (dB)**
All Sources	81	77	74
Source 1	81	77	74
Source 2	58	54	51
Source 3	54	50	47
Source 4	0	0	0
Source 5	0	0	0
Source 6	0	0	0
Source 7	0	0	0
Source 8	0	0	0

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	1

Enter data for up to 8 noise sources below - see reference list for source numbers.

NOISE SOURCE PARAMETERS						
Parameter	**Source 1**		**Source 2**		**Source 3**	
Source Num.	Commuter Electric Locomotive	1	Commuter Electric Locomotive	1	Commuter Electric Locomotive	1
Distance (source to receiver)	distance (ft)	50	distance (ft)	1600	distance (ft)	3200
Daytime Hours	speed (mph)	40	speed (mph)	40	speed (mph)	40
(7 AM - 10 PM)	trains/hour	12	trains/hour	12	trains/hour	12
	locos/train	6	locos/train	6	locos/train	6
Nighttime Hours	speed (mph)	40	speed (mph)	40	speed (mph)	40
(10 PM - 7 AM)	trains/hour	6	trains/hour	6	trains/hour	6
	locos/train	6	locos/train	6	locos/train	6
Wheel Flats?						
Jointed Track?	Y/N	Y	Y/N	Y	Y/N	y
Embedded Track?	Y/N	N	Y/N	N	Y/N	N
Aerial Structure?	Y/N	N	Y/N	N	Y/N	N
Barrier Present?	Y/N	N	Y/N	N	Y/N	N
Intervening Rows of of Buildings	number of rows	0	number of rows	0	number of rows	0

SOURCE REFERENCE LIST	
Source	**Number**
Commuter Electric Locomotive	1
Commuter Diesel Locomotive	2
Commuter Rail Cars	3
RRT/LRT	4
AGT, Steel Wheel	5
AGT, Rubber Tire	6
Monorail	7
Maglev	8
Freight Locomotive	9
Freight Cars	10
Hopper Cars (empty)	11
Hopper Cars (full)	12
Crossover	13
Automobiles	14
City Buses	15
Commuter Buses	16
Rail Yard or Shop	17
Layover Tracks	18
Bus Storage Yard	19
Bus Op. Facility	20
Bus Transit Center	21
Parking Garage	22
Park & Ride Lot	23

Minutes between 2 stations = 3
Miles between 2 stations = 2

Average Train Speed (mph)= 40

Ambient Noise Summation

Decibel Summation; Transit Noise Analysis (Ldn), dBA			
Noise Receiver Location →	Closest receptors to I-105	Imperial Highway (center of planning area)	110th Street (northern boundary of planning area)
Distance from source to receiver	50 feet	1,600 feet	3,200 feet
I-105 Freeway Noise Contribution Metro	87.6	65.0	55.0
Green Line Noise	81.0	58.0	54.0
Noise Exposure due to Total Contribution	88.5	65.8	57.5

Project-related Traffic

West Athens TOD SP: COLA-19
EXISTING NO PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	DAILY TRAFFIC VOLUMES	Distance to Reciever	Noise Level (dBA) Leq	Ldn	CNEL	DISTANCE TO NOISE CONTOUR (FT.) 70 dBA Ldn	65 dBA Ldn	60 dBA Ldn
1	Century Blvd between Prairie Ave and Crenshaw Blvd	29,254	50	69.5	72.4	**73.0**	72	155	335
2	Century Blvd between Western Ave and Normandie Ave	29,596	50	69.5	72.4	**73.1**	73	157	337
3	Century Blvd between Hoover St and Figueroa St	32,537	50	70.0	72.8	**73.5**	77	167	359
4	Van Ness Ave between Century Blvd and 108th St	19,854	50	65.0	67.9	**68.5**	36	78	168
5	Normandie Ave between Century Blvd and 108th St	23,586	50	67.1	70.0	**70.6**	50	108	232
6	108th St between Van Ness Ave and Western Ave	8,685	50	59.8	62.7	**63.3**	16	35	75
7	Crenshaw Blvd between 108th St and Imperial Hwy	31,929	50	68.4	71.3	**71.9**	61	131	283
8	Western Ave between 108th St and Imperial Hwy	27,334	50	66.4	69.2	**69.9**	45	96	207
9	Vermont Ave between 108th St and Imperial Hwy	35,852	50	67.7	70.6	**71.2**	55	118	254
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	29,643	50	66.8	69.7	**70.3**	47	102	220
11	Imperial Hwy between Van Ness Ave and Western Ave	33,264	50	67.3	70.2	**70.8**	51	110	238
12	Imperial Hwy between Normandie Ave and Vermont Ave	33,986	50	67.4	70.3	**70.9**	52	112	241
13	Imperial Hwy between Hoover St and Figueroa St	34,449	50	67.4	70.3	**70.9**	52	113	244
14	Imperial Hwy between Main St and San Pedro St	29,362	50	66.7	69.6	**70.2**	47	102	219
15	Van Ness Ave between Imperial Hwy and 120th St	23,071	50	65.7	68.6	**69.2**	40	86	186
16	Normandie Ave between Imperial Hwy and 120th St	17,854	50	65.9	68.8	**69.4**	42	89	193
17	120th St between Normandie Avenue and Vermont Ave	10,464	50	62.2	65.1	**65.7**	24	51	109
18	Crenshaw Blvd between 120th St and El Segundo Blvd	43,639	50	69.8	72.6	**73.3**	75	162	348
19	Western Ave between 120th St and El Segundo Blvd	24,337	50	65.9	68.7	**69.4**	41	89	191
20	Vermont Ave between 120th St and El Segundo Blvd	20,564	50	65.3	68.2	**68.8**	38	81	175
21	El Segundo Blvd between Van Ness Ave and Western Ave	40,862	50	69.7	72.6	**73.2**	74	160	344
22	El Segundo Blvd between Normandie Ave and Vermont Ave	39,304	50	69.5	72.4	**73.0**	72	156	335
23	Normandie Ave between El Segundo Blvd and 135th St	18,987	50	66.2	69.1	**69.7**	43	93	201
24	Crenshaw Blvd between 135th St and Rosecrans Ave	31,471	50	68.3	71.2	**71.8**	60	130	280

West Athens TOD SP: COLA-19
EXISTING with Project (2017) CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	S DAILY GTRAFFIC VOLUMES	Distance to Reciever	Noise Level (dBA) Leq	Ldn	CNEL	DISTANCE TO NOISE CONTOUR (FT.) 70 dBA Ldn	65 dBA Ldn	60 dBA Ldn
1	Century Blvd between Prairie Ave and Crenshaw Blvd	29,460	50	69.5	72.4	**73.0**	72	156	336
2	Century Blvd between Western Ave and Normandie Ave	29,700	50	69.6	72.5	**73.1**	73	157	338
3	Century Blvd between Hoover St and Figueroa St	32,641	50	70.0	72.9	**73.5**	78	167	360
4	Van Ness Ave between Century Blvd and 108th St	20,060	50	65.1	68.0	**68.6**	37	79	169
5	Normandie Ave between Century Blvd and 108th St	23,896	50	67.2	70.1	**70.7**	50	109	234
6	108th St between Van Ness Ave and Western Ave	8,685	50	59.8	62.7	**63.3**	16	35	75
7	Crenshaw Blvd between 108th St and Imperial Hwy	32,239	50	68.4	71.3	**72.0**	61	132	284
8	Western Ave between 108th St and Imperial Hwy	27,852	50	66.4	69.3	**70.0**	45	97	209
9	Vermont Ave between 108th St and Imperial Hwy	36,370	50	67.8	70.6	**71.3**	55	119	256
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	30,161	50	66.9	69.7	**70.4**	48	103	223
11	Imperial Hwy between Van Ness Ave and Western Ave	35,952	50	67.6	70.5	**71.1**	54	116	251
12	Imperial Hwy between Normandie Ave and Vermont Ave	36,106	50	67.6	70.5	**71.1**	54	117	251
13	Imperial Hwy between Hoover St and Figueroa St	35,793	50	67.6	70.5	**71.1**	54	116	250
14	Imperial Hwy between Main St and San Pedro St	29,362	50	66.7	69.6	**70.2**	47	102	219
15	Van Ness Ave between Imperial Hwy and 120th St	23,175	50	65.7	68.6	**69.2**	40	87	187
16	Normandie Ave between Imperial Hwy and 120th St	18,448	50	66.0	68.9	**69.6**	42	91	197
17	120th St between Normandie Avenue and Vermont Ave	11,394	50	62.6	65.5	**66.1**	25	54	116
18	Crenshaw Blvd between 120th St and El Segundo Blvd	43,845	50	69.8	72.7	**73.3**	75	162	349
19	Western Ave between 120th St and El Segundo Blvd	25,475	50	66.1	68.9	**69.6**	43	92	197
20	Vermont Ave between 120th St and El Segundo Blvd	20,978	50	65.4	68.3	**68.9**	38	82	178
21	El Segundo Blvd between Van Ness Ave and Western Ave	41,172	50	69.7	72.6	**73.2**	74	160	346
22	El Segundo Blvd between Normandie Ave and Vermont Ave	39,924	50	69.6	72.5	**73.1**	73	157	339
23	Normandie Ave between El Segundo Blvd and 135th St	19,505	50	66.3	69.2	**69.8**	44	95	204
24	Crenshaw Blvd between 135th St and Rosecrans Ave	31,678	50	68.4	71.2	**71.9**	61	130	281

West Athens TOD SP: COLA-19
FUTURE (2035) No Project CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	DAILY TRAFFIC VOLUMES	Distance to Reciever	Noise Level (dBA) Leq	Ldn	CNEL	DISTANCE TO NOISE CONTOUR (FT.) 70 dBA Ldn	65 dBA Ldn	60 dBA Ldn
1	Century Blvd between Prairie Ave and Crenshaw Blvd	30,424	50	69.7	72.6	**73.2**	74	159	344
2	Century Blvd between Western Ave and Normandie Ave	30,780	50	69.7	72.6	**73.2**	75	161	346
3	Century Blvd between Hoover St and Figueroa St	33,838	50	70.1	73.0	**73.6**	79	171	369
4	Van Ness Ave between Century Blvd and 108th St	20,648	50	65.2	68.1	**68.7**	37	80	173
5	Normandie Ave between Century Blvd and 108th St	24,529	50	67.3	70.2	**70.8**	51	111	238
6	108th St between Van Ness Ave and Western Ave	9,032	50	59.9	62.8	**63.4**	17	36	77
7	Crenshaw Blvd between 108th St and Imperial Hwy	33,206	50	68.6	71.5	**72.1**	63	135	290
8	Western Ave between 108th St and Imperial Hwy	28,427	50	66.5	69.4	**70.0**	46	99	212
9	Vermont Ave between 108th St and Imperial Hwy	37,286	50	67.9	70.8	**71.4**	56	121	261
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	30,829	50	66.9	69.8	**70.5**	49	105	226
11	Imperial Hwy between Van Ness Ave and Western Ave	34,595	50	67.4	70.3	**71.0**	53	113	244
12	Imperial Hwy between Normandie Ave and Vermont Ave	35,345	50	67.5	70.4	**71.1**	53	115	248
13	Imperial Hwy between Hoover St and Figueroa St	35,827	50	67.6	70.5	**71.1**	54	116	250
14	Imperial Hwy between Main St and San Pedro St	30,536	50	66.9	69.8	**70.4**	48	104	225
15	Van Ness Ave between Imperial Hwy and 120th St	23,994	50	65.8	68.7	**69.4**	41	89	191
16	Normandie Ave between Imperial Hwy and 120th St	18,568	50	66.1	69.0	**69.6**	43	92	198
17	120th St between Normandie Avenue and Vermont Ave	10,883	50	62.4	65.3	**65.9**	24	52	112
18	Crenshaw Blvd between 120th St and El Segundo Blvd	45,385	50	69.9	72.8	**73.4**	77	166	357
19	Western Ave between 120th St and El Segundo Blvd	25,310	50	66.0	68.9	**69.5**	42	91	196
20	Vermont Ave between 120th St and El Segundo Blvd	21,387	50	65.5	68.3	**69.0**	39	84	180
21	El Segundo Blvd between Van Ness Ave and Western Ave	42,496	50	69.8	72.7	**73.4**	76	164	353
22	El Segundo Blvd between Normandie Ave and Vermont Ave	40,876	50	69.7	72.6	**73.2**	74	160	344
23	Normandie Ave between El Segundo Blvd and 135th St	19,746	50	66.3	69.2	**69.9**	44	96	206
24	Crenshaw Blvd between 135th St and Rosecrans Ave	32,730	50	68.5	71.4	**72.0**	62	133	287

West Athens TOD SP: COLA-19
FUTURE (2035) With Project CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	DAILY TRAFFIC VOLUMES	Distance to Reciever	Noise Level (dBA) Leq	Ldn	CNEL	DISTANCE TO NOISE CONTOUR (FT.) 70 dBA Ldn	65 dBA Ldn	60 dBA Ldn
1	Century Blvd between Prairie Ave and Crenshaw Blvd	30,630	50	69.7	72.6	**73.2**	74	160	345
2	Century Blvd between Western Ave and Normandie Ave	30,884	50	69.7	72.6	**73.2**	75	161	347
3	Century Blvd between Hoover St and Figueroa St	33,942	50	70.1	73.0	**73.7**	80	172	370
4	Van Ness Ave between Century Blvd and 108th St	20,854	50	65.2	68.1	**68.7**	37	81	174
5	Normandie Ave between Century Blvd and 108th St	24,839	50	67.3	70.2	**70.9**	52	112	240
6	108th St between Van Ness Ave and Western Ave	9,032	50	59.9	62.8	**63.4**	17	36	77
7	Crenshaw Blvd between 108th St and Imperial Hwy	33,516	50	68.6	71.5	**72.1**	63	135	292
8	Western Ave between 108th St and Imperial Hwy	28,945	50	66.6	69.5	**70.1**	46	100	215
9	Vermont Ave between 108th St and Imperial Hwy	37,804	50	67.9	70.8	**71.4**	57	122	263
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	31,347	50	67.0	69.9	**70.5**	49	106	229
11	Imperial Hwy between Van Ness Ave and Western Ave	37,283	50	67.8	70.7	**71.3**	55	119	257
12	Imperial Hwy between Normandie Ave and Vermont Ave	37,465	50	67.8	70.7	**71.3**	56	120	258
13	Imperial Hwy between Hoover St and Figueroa St	37,171	50	67.8	70.6	**71.3**	55	119	256
14	Imperial Hwy between Main St and San Pedro St	30,536	50	66.9	69.8	**70.4**	48	104	225
15	Van Ness Ave between Imperial Hwy and 120th St	24,098	50	65.9	68.7	**69.4**	41	89	191
16	Normandie Ave between Imperial Hwy and 120th St	19,162	50	66.2	69.1	**69.7**	44	94	202
17	120th St between Normandie Avenue and Vermont Ave	11,813	50	62.7	65.6	**66.2**	26	55	118
18	Crenshaw Blvd between 120th St and El Segundo Blvd	45,591	50	69.9	72.8	**73.5**	77	166	358
19	Western Ave between 120th St and El Segundo Blvd	26,448	50	66.2	69.1	**69.7**	44	94	202
20	Vermont Ave between 120th St and El Segundo Blvd	21,801	50	65.5	68.4	**69.1**	39	85	182
21	El Segundo Blvd between Van Ness Ave and Western Ave	42,806	50	69.9	72.8	**73.4**	76	165	355
22	El Segundo Blvd between Normandie Ave and Vermont Ave	41,496	50	69.7	72.6	**73.3**	75	161	347
23	Normandie Ave between El Segundo Blvd and 135th St	20,264	50	66.5	69.3	**70.0**	45	97	210
24	Crenshaw Blvd between 135th St and Rosecrans Ave	32,937	50	68.5	71.4	**72.0**	62	134	289

	Traffic Noise Increases	Existing (2017)				Future (2035)				Increases						
		No Project		With Project		No Project		With Project		No Project		With Project		Total		
ID	Roadway	ADT	Ldn at 50 ft	ADT	Ldn at 50 ft	ADT	Ldn at 50 ft	ADT	Ldn at 50 ft	ADT	Ldn at 50 ft	ADT	Ldn at 50 ft	ADT	ADT %	CNEL at 50 ft
1	Century Blvd between Prairie Ave and Crenshaw Blvd	29254	72.4	29460	72.4	30424	72.6	30630	72.6	1170	0.2	1170	0.2	1376	5%	0.2
2	Century Blvd between Western Ave and Normandie Ave	29596	72.4	29700	72.5	30780	72.6	30884	72.6	1184	0.2	1184	0.2	1288	4%	0.2
3	Century Blvd between Hoover St and Figueroa St	32537	72.8	32641	72.9	33838	73.0	33942	73.0	1301	0.2	1301	0.2	1405	4%	0.2
4	Van Ness Ave between Century Blvd and 108th St	19854	67.9	20060	68.0	20648	68.1	20854	68.1	794	0.2	794	0.2	1000	5%	0.2
5	Normandie Ave between Century Blvd and 108th St	23586	70.0	23896	70.1	24529	70.2	24839	70.2	943	0.2	943	0.2	1253	5%	0.2
6	108th St between Van Ness Ave and Western Ave	8685	62.7	8685	62.7	9032	62.8	9032	62.8	347	0.2	347	0.2	347	4%	0.2
7	Crenshaw Blvd between 108th St and Imperial Hwy	31929	71.3	32239	71.3	33206	71.5	33516	71.5	1277	0.2	1277	0.2	1587	5%	0.2
8	Western Ave between 108th St and Imperial Hwy	27334	69.2	27852	69.3	28427	69.4	28945	69.5	1093	0.2	1093	0.2	1611	6%	0.2
9	Vermont Ave between 108th St and Imperial Hwy	35852	70.6	36370	70.6	37286	70.8	37804	70.8	1434	0.2	1434	0.2	1952	5%	0.2
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	29643	69.7	30161	69.7	30829	69.8	31347	69.9	1186	0.2	1186	0.2	1704	6%	0.2
11	Imperial Hwy between Van Ness Ave and Western Ave	33264	70.2	35952	70.5	34595	70.3	37283	70.7	1331	0.2	1331	0.2	4019	12%	0.5
12	Imperial Hwy between Normandie Ave and Vermont Ave	33986	70.3	36106	70.5	35345	70.4	37465	70.7	1359	0.2	1359	0.2	3479	10%	0.4
13	Imperial Hwy between Hoover St and Figueroa St	34449	70.3	35793	70.5	35827	70.5	37171	70.6	1378	0.2	1378	0.2	2722	8%	0.3
14	Imperial Hwy between Main St and San Pedro St	29362	69.6	29362	69.6	30536	69.8	30536	69.8	1174	0.2	1174	0.2	1174	4%	0.2
15	Van Ness Ave between Imperial Hwy and 120th St	23071	68.6	23175	68.6	23994	68.7	24098	68.7	923	0.2	923	0.2	1027	4%	0.2
16	Normandie Ave between Imperial Hwy and 120th St	17854	68.8	18448	68.9	18568	69.0	19162	69.1	714	0.2	714	0.2	1308	7%	0.3
17	120th St between Normandie Avenue and Vermont Ave	10464	65.1	11394	65.5	10883	65.3	11813	65.6	419	0.2	419	0.2	1349	13%	0.5
18	Crenshaw Blvd between 120th St and El Segundo Blvd	43639	72.6	43845	72.7	45385	72.8	45591	72.8	1746	0.2	1746	0.2	1952	4%	0.2
19	Western Ave between 120th St and El Segundo Blvd	24337	68.7	25475	68.9	25310	68.9	26448	69.1	973	0.2	973	0.2	2111	9%	0.4
20	Vermont Ave between 120th St and El Segundo Blvd	20564	68.2	20978	68.3	21387	68.3	21801	68.4	823	0.2	823	0.2	1237	6%	0.3
21	El Segundo Blvd between Van Ness Ave and Western Ave	40862	72.6	41172	72.6	42496	72.7	42806	72.8	1634	0.2	1634	0.2	1944	5%	0.2
22	El Segundo Blvd between Normandie Ave and Vermont Ave	39304	72.4	39924	72.5	40876	72.6	41496	72.6	1572	0.2	1572	0.2	2192	6%	0.2
23	Normandie Ave between El Segundo Blvd and 135th St	18987	69.1	19505	69.2	19746	69.2	20264	69.3	759	0.2	759	0.2	1277	7%	0.3
24	Crenshaw Blvd between 135th St and Rosecrans Ave	31471	71.2	31678	71.2	32730	71.4	32937	71.4	1259	0.2	1259	0.2	1466	5%	0.2

Noise Regulations and Guidelines

Compliance with State and City noise requirements is required for the proposed project, as described below.

State

California Code of Regulations, Title 24, Part 2

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission. The most recent building standard adopted by the legislature and used throughout the state is the 2016 version, often with local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions.[5] The State of California's noise insulation standards are codified in the CBC. These noise standards are for new construction in California for the purposes of interior compatibility with exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential, schools, or hospitals, are near major transportation noises, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

LOS ANGELES COUNTY CODE OF ORDINANCES

Part 3 COMMUNITY NOISE CRITERIA

Sections:

12.08.370 Decibel measurement—Basis.

12.08.380 Noise zones designated.

12.08.390 Exterior noise standards—Citations for violations authorized when.

12.08.400 Interior noise standards.

12.08.410 Correction for certain types of sounds.

12.08.420 Measurement methods.

12.08.370 Decibel measurement—Basis.

Any decibel measurement made pursuant to the provisions of this chapter shall be based on a reference sound-pressure of 20 micropascals, as measured with a sound level meter using the A-weighted network (scale) at slow response, or at the fast response when measuring impulsive sound levels and vibrations.

(Ord. 11778 § 2 (Art. 4 § 401), 1978: Ord. 11773 § 2 (Art. 4 § 401), 1978.)

12.08.380 Noise zones designated.

Receptor properties described hereinafter in this chapter are hereby assigned to the following noise zones:

Noise Zone I—Noise-sensitive area; Noise Zone II—Residential properties; Noise Zone III—Commercial properties; Noise Zone IV—Industrial properties.

(Ord. 11778 § 2 (Art. 4 § 402), 1978: Ord. 11773 § 2 (Art. 4 § 402), 1978.)

12.08.390 Exterior noise standards—Citations for violations authorized when.

A. Unless otherwise herein provided, the following exterior noise levels shall apply to all receptor properties within a designated noise zone:

Noise Zone	Designated Noise Zone Land Use (Receptor property)	Time Interval	Exterior Noise Level (dB)

Part 3 COMMUNITY NOISE CRITERIA

I	Noise-sensitive area	Anytime	45
II	Residential properties	10:00 pm to 7:00 am (nighttime)	45
		7:00 am to 10:00 pm (daytime)	50
III	Commercial properties	10:00 pm to 7:00 am (nighttime)	55
		7:00 am to 10:00 pm (daytime)	60
IV	Industrial properties	Anytime	70

B. Unless otherwise herein provided, no person shall operate or cause to be operated, any source of sound at any location within the unincorporated county, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated, to exceed any of the following exterior noise standards:

Standard No. 1 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable noise level from subsection A of this section; or, if the ambient L50 exceeds the foregoing level, then the ambient L50 becomes the exterior noise level for Standard No. 1.

Standard No. 2 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable noise level from subsection A of this section plus 5dB; or, if the ambient L25 exceeds the foregoing level, then the ambient L25 becomes the exterior noise level for Standard No. 2.

Standard No. 3 shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from subsection A of this section plus 20dB; or, if the ambient L8.3 exceeds the foregoing level, then the ambient L8.3 becomes exterior noise level for Standard No. 3.

Standard No. 4 shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from subsection A of this section plus 15dB; or, if the ambient L1.7 exceeds the foregoing level, then the ambient L1.7 becomes the exterior noise level for Standard No. 4.

Standard No. 5 shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 5 shall be the applicable noise level from subsection A of this section plus 20dB; or, if the

ambient L0 exceeds the foregoing level then the ambient L0 becomes the exterior noise level for Standard No. 5.

C. If the measurement location is on a boundary property between two different zones, the exterior noise level utilized in subsection B of this section to determine the exterior standard shall be the arithmetic mean of the exterior noise levels in subsection A of the subject zones. Except as provided for above in this subsection C, when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level as designated in subsection A shall be the daytime exterior noise level for the subject receptor property.

D. The ambient noise histogram shall be measured at the same location along the property line utilized in subsection B of this section, with the alleged intruding noise source inoperative. If for any reason the alleged intruding noise source cannot be turned off, the ambient noise histogram will be estimated by performing a measurement in the same general area of the alleged intruding noise source but at a sufficient distance such that the noise from the alleged intruding noise source is at least 10dB below the ambient noise histogram in order that only the actual ambient noise histogram be measured. If the difference between the ambient noise histogram and the alleged intruding noise source is 5 to 10dB, then the level of the ambient noise histogram itself can be reasonably determined by subtracting a one-decibel correction to account for the contribution of the alleged intruding noise source.

E. In the event the intrusive exceeds the exterior noise standards as set forth in subsections B and C of this section at a specific receptor property and the health officer has reason to believe that this violation at said specific receptor property was unanticipated and due to abnormal atmospheric conditions, the health officer shall issue an abatement notice in lieu of a citation. If the specific violation is abated, no citation shall be issued therefor. If, however, the specific violation is not abated, the health officer may issue a citation.

(Ord. 11778 § 2 (Art. 4 § 403), 1978: Ord. 11773 § 2 (Art. 4 § 403), 1978.)

12.08.400 Interior noise standards.

A. No person shall operate or cause to be operated within a dwelling unit, any source of sound, or allow the creation of any noise, which causes the noise level when measured inside a neighboring receiving dwelling unit to exceed the following standards:

Standard No. 1 The applicable interior noise level for cumulative period of more than five minutes in any hour; or

Standard No. 2 The applicable interior noise level plus 5dB for a cumulative period of more than one minute in any hour; or

Standard No. 3 The applicable interior noise level plus 10dB or the maximum measured ambient noise level for any period of time.

B. The following interior noise levels for multifamily residential dwellings shall apply, unless otherwise specifically indicated, within all such dwellings with windows in their normal seasonal configuration.

Noise Zone	Designated Land Use	Time Interval	Allowable Interior Noise Level (dB)
All	Multifamily	10 pm—7 am	40
	Residential	7 am—10 pm	45

C. If the measured ambient noise level reflected by the L50 exceeds that permissible within any of the interior noise standards in subsection A of Section 12.08.390, the allowable interior noise level shall be increased in 5dB increments in each standard as appropriate to reflect said ambient noise level (L50).

(Ord. 11778 § 2(Art. 4 § 404), 1978: Ord. 11773 § 2 (Art. 4 § 404), 1978.)

12.08.410 Correction for certain types of sounds.

For any source of sound which emits a pure tone or impulsive noise, the noise levels as set forth in Sections 12.08.390 and 12.08.400 shall be reduced by five decibels.

(Ord. 11778 § 2 (Art. 4 § 405), 1978: Ord. 11773 § 2 (Art. 4 § 405), 1978.)

12.08.420 Measurement methods.

A. Utilizing the A-weighting scale of the sound-level meter and the "slow" meter response (use "fast" response for impulsive type sounds), the noise level shall be measured at a position or positions at any point on the receiver's property.

B. In general, the microphone shall be located four to five feet above the ground; 10 feet or more from the nearest reflective surface, where possible. However, in those cases where another elevation is deemed appropriate, the latter shall be utilized.

C. Interior noise measurements shall be made within the affected residential unit. The measurements shall be made at a point at least four feet from the wall, ceiling or floor nearest the noise source, with windows in the normal seasonal configuration. Calibration of the measurement equipment, utilizing an acoustic calibrator, shall be performed immediately prior to recording any noise data.

(Ord. 11778 § 2 (Art. 4 § 406), 1978: Ord. 11773 § 2 (Art. 4 § 406), 1978.)

12.08.440 - Construction noise.

A. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.

B. Noise Restrictions at Affected Structures. The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:

1. At Residential Structures.

a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75dBA	80dBA	85dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60dBA	64dBA	70dBA

b. Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60dBA	65dBA	70dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50dBA	55dBA	60dBA

2. At Business Structures.

a. Mobile equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment:

Daily, including Sunday and legal holidays, all hours: maximum of 85dBA.

C. All mobile or stationary internal-combustion-engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order.

D. In case of a conflict between this chapter and any other ordinance regulating construction activities, provisions of any specific ordinance regulating construction activities shall control.

(Ord. 11778 § 2 (Art. 5 § 501(c)), 1978: Ord. 11778 § 2 (Art. 5 § 501(c)), 1978.)

12.08.560 - Vibration.

Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz.

(Ord. 11778 § 2 (Art. 5 § 501(d)), 1978: Ord. 11773 § 2 (Art. 5 § 501(d)), 1978.)

Chapter 11: Noise Element

I. Introduction

Noise levels can have a significant impact on quality of life. Excessive levels of noise result in increased neighborhood annoyance, dissatisfaction, and in some cases, health and safety hazards. Due to Los Angeles County's geographic, environmental, and cultural diversity, the levels and types of noise issues vary significantly. The purpose of the Noise Element is to reduce and limit the exposure of the general public to excessive noise levels. The Noise Element sets the goals and policy direction for the management of noise in the unincorporated areas.

II. Background

Sound is the result of a sound source inducing vibration in the air. The vibration produces alternating bands of relatively dense and sparse particles in the air, spreading outward from the source. The result of the movement of the particles is a fluctuation in the normal atmosphere pressure, or sound waves. These waves radiate in all directions from the source and may be reflected and scattered or, like other wave actions, may turn corners. When the source stops vibrating, the sound waves disappear, almost instantaneously, and the sound ceases. The ear is extremely sensitive to sound pressure fluctuations, which are converted into auditory sensations.

Sound may be described by three variables: amplitude, frequency, and time pattern. For more information on sound descriptors, please refer to Appendix G.

Noise Measurement

Noise is often described in qualitative terms, and individuals differ greatly on what noises are considered pleasant or annoying. The community noise metrics used in the Noise Element are either Community Noise Equivalent Level (CNEL) or Day-Night Average Level (Ldn). CNEL and Ldn are the metrics used to describe annoyance due to noise and to establish land use planning criteria regarding noise.

Community Noise Equivalent Level (CNEL)

CNEL is the average equivalent A-weighted sound level during a 24-hour day that is obtained after the addition of five decibels to sound levels in the evening, from 7 p.m. to 10 p.m., and after the addition of 10 decibels to sound levels in the evening, from 10 p.m. to 7 a.m. The CNEL metric is currently used by the California Aeronautics Code for the evaluation of noise impacts at airports. Local compliance with the state airport standard requires that community noise levels be expressed in CNEL.

Day-Night Average Level (Ldn)

Ldn is the average equivalent A-weighted sound level during a 24-hour day that is obtained after the addition of 10 decibels to sound levels in the evening, after 10 p.m. and before 7 a.m. The Ldn represents a simplification of CNEL.

For more information on basic levels of noise measurement, please refer to Appendix G.

Noise Environment

The typical community noise environment is made up of background or “ambient noise,” and higher, “intrusive” levels of noise. In the unincorporated areas, the major sources of noise come from transportation systems, such as commercial and private airports, rail and bus networks, and the regional freeway and highway system. Other major sources of noise have historically been identified with industrial uses, such as manufacturing plants.

Effects of Noise

Noise by definition is unwanted sound. It is an intrusion on one’s sense of privacy. Noise can be an emotional strain and a source of great frustration when the noise is beyond a person’s control. Noise may interfere with a broad range of human activities, the overall effect of which is to cause annoyance.

The potential effects of noise on humans include the following:

- Hearing loss;
- Non-auditory physiological response;
- Communication interference;
- Performance interference;
- Sleep disturbance;
- Subjective response; and
- Community response.

Hearing Loss

Exposure to sufficient levels of noise for long periods of time can produce temporary or permanent loss of hearing. Noise levels have been identified as protective of the hearing of the general population from significant damage due to environmental noise. Environmental noise differs from workplace noise in that it is generally intermittent, covers 365 days per year rather than 250 work days, and covers 24 hours per day rather than 8 hours. Taking these factors into account, the U.S. Environmental Protection Agency (EPA) has identified an environmental noise level of Leq (24) = 70 dB to protect 96 percent of the general population from a hearing loss of greater than 5 dB at 4000 Hz.

Non-Auditory Physiological Response

Excessive exposure to noise may contribute to the development and aggravation of stress-related conditions, such as high blood pressure, coronary diseases, ulcers, colitis, and migraine headaches. U.S.EPA studies suggest the possibility of adverse health outcomes associated with environmental noise and underscore the need for additional research. Although it is reasonable to view annoyance as a symptom or sign of noise-induced stress, no direct test of this relationship has been made.

Communication Interference

The indirect effects of speech interference are:

- Disturbance of normal domestic or educational activities;

- Creation of an undesirable living environment;
- Safety hazards; and
- A source of extreme annoyance.

The appropriate noise levels to prevent outdoor speech interference (oral communication) for the outdoors, depends on the voice level and communication distance. For example, at a distance of two meters from the speaker with a normal voice (70 dB) the sound level that would allow communication with 95 percent intelligibility is 60 dB. Indoors, an Ldn of 50 dB permits virtually100 percent intelligibility. For older populations and people with hearing problems, the background noise would be lower.

High levels of noise reduce the number of conversations and their content, quality, and fidelity. Children have a relative lack of knowledge of language that makes them less able to "hear" speech when some of the cues are lost. Repeated exposure to high levels of noise in "critical periods of development" might affect conceptual development and the acquisition of speech, language, and language-related skills, such as reading and listening.

Performance Interference

In general, noise is more likely to reduce the accuracy than the total quantity of work, and it affects complex tasks more than simpler ones. As noise levels increase, both reaction times and numbers of errors increase. For some simple tasks, noise may enhance performance (when distracting cues are dropped out). Factors to consider on how noise affects work performance include: the characteristics of noise; characteristics of the task; aspects of performance considered important; and individual differences.

Noise levels most likely to be detrimental to performance are:

- Continuous noise levels above 90 dB; and
- Levels less than 90 dB, if they have predominantly high frequency components, are intermittent, unexpected, or uncontrollable.

According to the U.S. EPA, field studies demonstrate that high noise levels have been corroborated with poor performance on reading tests and auditory discrimination problems.

Sleep Disturbance

Sleep disturbance is one of the major causes of annoyance due to noise. Long-term or chronic sleep disturbance may lead to health disorders. In general, the higher the noise level, the greater the probability of a response. For example, a study found that there was a 5 percent probability of subjects being awakened by peak levels of 40 dB and a 30 percent probability at 70 dB. If the number of sound peaks increases, an individual will take longer to fall asleep, even if the average sound level decreases. However, continuous or very frequent noise throughout the night, even as high as 95 dB, appears to cause little change in the average duration of the sleep stages, since such stages are disturbed more by peaks than by high continuous levels alone.

Subjective Response

Excessive noise exposure can result in a variety of psychological responses or symptoms in an individual. The physical attributes of noise that can affect an individual's subjective response include apparent loudness or intensity, spectral shape, presence of discrete frequency components,

abruptness or impulsiveness, intermittency, duration, and temporal variations. Other factors include the time of day, the activity interfered with, the ability to control the source and the information content, and personal factors.

Sounds of two KHz or higher are generally the most annoying and disruptive, although noises that are abrupt, intermittent, or fluctuate with time can be very annoying as well. In general, the louder the noise, the more annoying it is likely to be.

Community Response

Community response to noise is usually studied through social surveys. These studies attempt to predict, on an aggregate basis, the degree of annoyance or other effects that can be expected by the community at varying noise levels. Community response to noise is based on statistical averages, since it is known that response to noise varies greatly among individuals.

The most stable indicator of annoyance is the percentage of exposed persons who rate themselves as being highly annoyed. According to the U.S. EPA, there is a relationship between annoyance, complaints, and community reaction as a function of day-night sound levels. Approximately 17 percent of the population will be highly annoyed at an Ldn of 55 dB, and over 40 percent of the population will be highly annoyed if the Ldn exceeds 70 dB, which is the maximum safe level that the U.S. EPA has identified to protect against the risk of hearing loss. The relationship between noise and annoyance is based largely on the results of surveys around airports. These estimates have been criticized because aircraft noise is not present in many urban areas. In addition, complaints occur at a much lower rate than annoyance, and generally do not become evident until the noise levels are very high. For example, at an Ldn of 70 dB, approximately 10 percent of the population can be expected to complain, while 25 to 40 percent of the population will be annoyed.

Table 11.1 lists disturbances from excessive noise that range from minor sleep annoyance to potential hearing loss. Schools and hospitals, and other land uses that house sensitive receptors, or those at high risk of being affected by high noise levels, are considered noise-sensitive uses. In addition to the effects on human physiology and behavior, excessive noise impacts other species. For example, birds living in noisier environments tend to sing louder at night.

Table 11.1: Sources and Effects of Common Noise

dB	Effects	Observation	Source
130	Hearing loss	Pain threshold	Hard rock band Thunder
120		Deafening	
110			Jet take-off
100			Loud auto horn at 10 ft.
90		Very loud	Noisy city street
85			
80			School cafeteria
75			

70	Physiological effects	Loud	Vacuum cleaner at 10 ft.
65			
60	Interference with speech		Normal speech at 3 ft.
55			
50	Sleep interruption	Moderately loud	Average office Dishwasher in next room
45			
40	Sleep disturbance		Soft radio music Quiet residential area
35			
30		Faint	Interior of average residence
20			Average whisper at 6 ft.
10			Rustle of leaves in wind
5		Very faint	Human breathing
0	Audibility threshold		

Source: Compilation of scientific and academic literature, generated by FHWA and U.S. EPA.

Community Attitudes Toward Noise Impacts

Countywide outreach efforts for the General Plan reveal that both urban and rural communities experience neighborhood disturbances, such as barking dogs, leaf blowers, garbage trucks, buses, back-up alarms, permanent amplified noise (i.e., PA systems),and motorcycles. Urban residential areas seemed to be affected by commercial and industrial spillover noise, such as trucks making late night deliveries at neighborhood shopping centers. Virtually all communities objected to noise generated by freeways and major arterials. All communities reacted to aircraft noise to some extent, with the strongest reaction from those whose homes and businesses lie beneath the flight path of major airports.

In compliance with the County Noise Ordinance, the Los Angeles County Department of Public Health (DPH) has performed noise complaint assessments and surveys from 1996 through 1999. During this period, DPH responded to a total of 111 noise complaints under its statutory authority. It should be noted, however, that the quantification of complaints should not be used solely as a definitive expression of community response.

Regulatory Framework

The following section outlines federal, state and county noise-level standards.

Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce;
- Assisting state and local abatement efforts; and
- Promoting noise education and research.

The Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and inter-agency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The U.S. Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies, such as with the Federal Aviation Administration (FAA), which regulates noise generated by aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA), which requires that all rail systems receiving federal funding be constructed and operated in accordance with its regulations and specifications. The Federal Railroad Administration (FRA) sets forth and enforces safety standards, including noise emissions within railroad locomotive cabs. Transit noise is regulated by the FTA, while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). The FHWA has adopted and promulgated noise abatement criteria for highway construction projects. The federal government encourages local jurisdictions to use their land use regulatory authority to site new development to minimize potential noise impacts. For information on federal guidelines for acceptable environmental noise levels, please refer to Appendix G.

State Regulations

A major source of excessive noise is airports. Title 21 of the California Code of Regulations establishes the maximum acceptable level of aircraft noise in proximity to residences, schools, hospitals, and places of assembly at 65 dB CNEL. The County's Airport Land Use Plan was adopted by the Airport Land Use Commission (ALUC) in 1991 and contains noise contours based on the state standards for all public use airports within Los Angeles County. Figure 11.1 shows these noise contours, and includes updated noise contour data where available. The County's Airport Land Use Plan can be found on the Los Angeles County Department of Regional Planning's web site, located at http://planning.lacounty.gov/ALUC.

Figure 11.1: Airport Noise Contours Map

Additional state regulatory codes that relate to noise abatement include:

- Uniform Building Code: Title 24 of the California Code of Regulations requires certain noise insulation measures to be used in the design of all new residential construction other than detached, single family dwellings;
- Vehicle Code: Establishes maximum noise levels for motor vehicles; and
- California Code of Regulations: Establishes maximum acceptable levels of aircraft noise.

The California Department of Health Service's Office of Noise Control (ONC), established in 1973, was instrumental in developing regulatory tools to control and abate noise for use by local agencies. One significant model is the Land Use Compatibility for Community Noise Environments Matrix, which allows a local jurisdiction to clearly delineate the compatibility of sensitive uses with various incremental levels of noise. The County has adapted this matrix to develop the County's exterior noise standards, as seen in Table 11.2.

County Regulations

The County maintains the health and welfare of its residents with respect to noise through nuisance abatement ordinances and land use planning. The County Noise Control Ordinance, Title 12 of the County Code, was adopted by the Los Angeles County Board of Supervisors in 1977 "…to control unnecessary, excessive, and annoying noise and vibration.…" It declares that the purpose of the County policy is to "…maintain quiet in those areas which exhibit low noise levels and to implement programs aimed at reducing noise in those areas within the county where noise levels are above acceptable values." (Section 12.08.010 of the County Code).

On August 14, 2001, the Board of Supervisors approved an ordinance amending Title 12 of the County Code to prohibit loud, unnecessary, and unusual noise that disturbs the peace and/or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area. Regulations can include requirements for sound barriers, mitigation measures to reduce excessive noise, or the placement and orientation of buildings, and can specify the compatibility of different uses with varying noise levels, as shown in Table 11.2. For more information on noise barrier strategies, please see Appendix G.

Table 11.2: Los Angeles County Community Noise Criteria

			Level (dBA)				
Noise Zone	**Land Use of Receptor Property**	**Time**	**Std 1L5030 min/hr**	**Std 2L2515 min/hr**	**Std 3L8.35 min/hr**	**Std 4L1.71 min/hr**	**Std5L0 at no time**
I	Noise Sensitive	Anytime	45	50	55	60	65
II	Residential	10PM to 7AM	45	50	55	60	65
		7AM to 10PM	50	55	60	65	70
III	Commercial	10PM to 7AM	55	60	65	70	75
		7AM to 10PM	60	65	70	75	80
IV	Industrial	Anytime	70	75	80	85	90

Source: Section 12.08.390 of the Los Angeles County Code (a portion of the Noise Control Ordinance)

Noise Levels

Figure 11.2 shows the noise contours for major sources of noise. A discussion of current and projected levels for major sources of noise in the unincorporated areas can be found in Section 5.12 Noise and Vibration, and Appendix K of the General Plan Environmental Impact Report.

Figure 11.2: Noise Contours Map

III. Issues

Reducing Noise Impacts Through Planning

Since excessive noise affects quality of life, existing and future noise levels must be considered when making land use planning decisions to minimize exposure to excessive noise. Noise-sensitive uses, such as residences, hospitals, schools, childcare facilities, and places of assembly are especially vulnerable to excessive noises generated by airports, rail, freeways and primary arterials, heavy industry and warehousing facilities. As stated in the noise policies, planning for these noise-sensitive uses must include sufficient spatial separation or site design and construction to ensure compatibility with noise-generating uses.

Coordinated transportation and land use planning plays a critical role in the prevention and mitigation of excessive noise impacts. Federal and state laws, in many instances, preempt local laws from controlling certain sources by setting noise levels and operational procedures for aircraft, motor vehicles, and interstate carriers. Local governments can, whenever they have jurisdictional authority, address these noise problems through a combination of land use planning, building code and zoning regulations, and other policies where a noise abatement program is required.

As specified in Policy N 1.12, decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses.

In addition, the condition of road surfaces and traffic congestion can contribute to vehicle noise. Local roadway design features, traffic management, and traffic calming techniques can minimize noise from traffic speed and frequent vehicle acceleration and deceleration, while innovative roadway paving material can further reduce traffic noise.

IV. Goals and Policies

Goal N 1: The reduction of excessive noise impacts.	
Topic	**Policy**
Reducing Noise Impacts	Policy N 1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts.
	Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility.
	Policy N 1.3: Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT).

	Policy N 1.4: Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards.
	Policy N 1.5: Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contours.
	Policy N 1.6: Ensure cumulative impacts related to noise do not exceed health-based safety margins.
	Policy N 1.7: Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems.
	Policy N 1.8: Minimize noise impacts to pedestrians and transit-riders in the design of transportation facilities and mobility networks.
	Policy N 1.9: Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified.
	Policy N 1.10: Orient residential units away from major noise sources (in conjunction with applicable building codes).
	Policy N 1.11: Maximize buffer distances and design and orient sensitive receptor structures (hospitals, residential, etc.) to prevent noise and vibration transfer from commercial/light industrial uses.
	Policy N 1.12: Decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses.

V. Noise Element Implementation Program

- Countywide Noise Assessment Survey/County Noise Ordinance Update
- Countywide Noise Mapping
- Noise Abatement Program

For descriptions of these programs, please refer to Chapter 16: General Plan Implementation Programs.

Appendix G Service Provider Questionnaire Responses

Appendices

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COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

July 20, 2017

Frances Yau, AICP Associate
Placeworks
Planning Department
3 Macarthur Place
Santa Ana, CA 92707

Dear Frances Yau:

DRAFT ENVIRONMENTAL IMPACT REPORT, "SOUTHWEST LA: WEST ATHENS-WESTONT PROJECT," WOULD PERMIT DEVELOPMENT POTENTIAL OF UP TO 4,518 RESIDENTIAL UNITS, AND WOULD INCLUDE MULTI-MODAL ENHANCEMENTS FOR BICYCLIST, PEDESTRIANS, AND TRANSIT USERS, COMMUNITIES OF WEST ATHENS AND VERMONT, LOS ANGELES COUNTY, FFER 201700079

The Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

1. Please confirm or correct the following information we obtained from the Los Angeles County fire Department (LACoFD) website:

   a. The nearest LACoFD station to the project site is Station 14 at 1401 W. 108th Street, Los Angeles.

      Yes, that's correct.

b. The second closest (i.e., second-in) station to the project site is Station 162 at 12151 Crenshaw Boulevard, Hawthorne.

Yes, that's correct.

c. Additional fire stations that may serve the project site include station 170 at 10701 S. Crenshaw Boulevard in Inglewood and Station 159 at 2030 W. 13th Street.

Yes, that's correct; however, the address for Fire Station 159 is 2030 W. 135th Street, Gardena.

d. Stations 14 and 170 are in Division VI Battalion 20, while Stations 162 and 159 are in Division 1 Battalion 18.

Yes, that's correct.

Fire Stations serving the Project Site

Station	Equipment	Daily Staffing
14	*1 4-Person Paramedic Engine* *1 2-Person Paramedic Squad*	*6*
162	*1 3-Person Engine*	*3*
170	*1 4-Person Truck* *1 2-Person Engine* *(The two resources combine to form a Light Force)*	*6*
159	*1 3-Person Assessment Engine* *(An engine company with some limited paramedic capabilities)*	*3*

e. LACoFD participates in the California Fire Service and Rescue Emergency Mutual Aid System.

Yes, that's correct.

f. LACoFD's response time goals in urban areas are:

   i. Five minutes or less for the first responding unit for fire and emergency medical responses, and

      Yes, that's correct.

   ii. Eight minutes or less for the advanced life support (paramedic) unit.

      Yes, that's correct.

g. What were LACoFD's average response times in the latest year for which data is available for the primary fire stations serving the project site (i.e., Stations 14, 162, 170 and/or 159)?

   During 2016, the fire stations serving the site had average emergency response times as follows:

Fire Station 14	*4:19 minutes*
Fire Station 159	*5:14 minutes*
Fire Station 162	*5:06 minutes*
Fire Station 170	*4:18 minutes*

2. Are there any existing LACoFD deficiencies currently provided to the project site?

   Currently staff levels and facilities are adequate in the project area.

3. Please summarize any plans new or expanded for stations that would serve the project area.

   Currently there are no plans for facility expansion or new facilities in the project area.

4. Would the proposed project adversely impact LACoFD's ability to provide fire services in the project area? Please comment on any area of concern.

   While each additional development creates greater demands on existing resources, at this time it appears the project would not have a significant effect on service demands.

5. Would LACoFD be able to serve the proposed project in addition to all known cumulative developments?

   Yes.

6. Please provide any additional comments and/or information regarding fire service provision in the project site related to the proposed project.

   We have no further comments.

LAND DEVELOPMENT UNIT:

The proposed development within this area must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

Specific fire and life safety requirements will be addressed with further review of the proposed project.

Development in this area may require fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration. Final fire flows will be based on the size of buildings, the installation of an automatic fire sprinkler system, and the type(s) of construction used.

For any questions regarding the report, please contact FPEA Wally Collins at (323) 890-4243 or Wally.Collins@fire.lacounty.gov.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

The Los Angeles County Fire Department's Forestry Division has no further comments regarding this project.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments regarding the project fire services questionnaire.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac

1. Please confirm or correct the following information obtained from the Sanitation Districts of Los Angeles County (LACSD) website:

    a. LACSD provides wastewater treatment for the project site at its Joint Water Pollution Control Plant (JWPCP) in the City of Carson.
    Wastewater generated by the City of Carson is treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson.

    b. The JWPCP has capacity of 400 million gallons per day (mgd) and had average wastewater flows in 2015 of about 258 mgd.
    Districts' records indicate 2015 ended with an average wastewater flow of 258.4mgd.

2. Please summarize any plans for new or expanded wastewater treatment facilities that would serve the project area.

    In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted, and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

    a. What are the funding sources for the planned improvements?
    The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate proposed projects. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer and General Manager will determine the user category (e.g., condominium, single-family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

3. Would the proposed project adversely impact LACSD's ability to provide wastewater treatment to the project area? Please comment on any area of specific concern.
   LACSD should review individual developments within the scope of the project area in order to determine whether or not sufficient trunk sewer capacity exists to serve the project and if LACSD facilities will be affected by the project.

4. Would LACSD be able to serve known cumulative developments in addition to the proposed project?
   Availability of sewer capacity depends upon project size and timing of connection to the sewerage system. Because there are other proposed developments surrounding the project area, the availability of trunk sewer capacity should be verified as a project advances in order to be considered when planning future sewerage system relief and replacement projects.

   a. Please summarize any additional wastewater treatment capacity needed.
      The expected increase in average wastewater flow from the proposed project, described as a net increase of 1,061 dwelling units and 1,690,638 square feet of commercial space, is 825,317 gallons per day.

   b. What factors or standards are used to project these needs?
      For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.

Response Prepared By:

Adriana Raza	Customer Service Specialist
Name	**Title**
LACSD	July 21, 2017
Agency	**Date**

1. What is the approximately current student, staff, and faculty population at the campus?

   Approximately 15,500 students, faculty and staff

2. What are the projected student, staff, and faculty for the 2018/2019 school year?

   Approximately 15,500 students, faculty and staff

3. Does the campus have any expansion plans that would affect buildout of the project area?

   No

4. The information below provides a summary of the transit opportunities and bicycle connections that currently connect the project area to the Los Angeles Southwest College campus. The proposed project plans to enhance connections to the campus; please provide comments or suggestions for proposed connectivity.

Transit	**Distance from Campus/Closest Stop**
Rail	
Metro Vermont/Athens Station	1.0 mile
Bus	
GTrans2 *(City of Gardena)*	Imperial Hwy/Western Ave
The Link Athens Shuttle *(County of LA)*	Imperial Hwy/Western Ave; Western Ave/College Dr
Metro Bus 120	Imperial Highway/Denker Ave; Imperial Hwy/Western Ave
Metro Bus 206	Imperial Highway/Denker Ave; Imperial Hwy/Western Ave
Metro Bus 207	Imperial Hwy/Western Ave
Metro Bus 209	Imperial Hwy/Normandie Ave
Metro Rapid 757	Imperial Hwy/Western Ave
Bikeway Facilities	
Class II Bike Lane	Along Western Ave

5. Please provide any available information regarding student transit ridership to and from the Los Angeles Southwest College campus.

   Los Angeles Southwest College does not have any information regarding student transit ridership to the campus.

6. How does LASC promote transit use to its students and faculty (e.g., subsidized transit passes)?

   LASC does not currently promotes transit use to its students and faculty through subsidized transit passes.

7. Does LASC have any existing or future plans to improve transit use?

   LASC is currently improving transit stops on Western and Imperial. The Transit Improvement Project will be completed in winter 2017.

8. Please provide any additional comments and/or information regarding the campus as it relates to the proposed project.

   LASC is interested in improving transit opportunities and bicycle connections to the campus.

Response Prepared By:

Dean B. Hall	V.P. Admin Services
Name	**Title**
Los Angeles Southwest College	7/12/17
Agency	**Date**

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities Services Division

DATE: July 19, 2017

TO: Frances Yau, AICP
PLACEWORKS
3 Mac Arthur Place, Suite 1100
Santa Ana, CA 92707

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: ***SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT PROJECT,*** *THE PROPOSED PROJECT IS A TRANSIT ORIENTED SPECIFIC PLAN THAT WOULD PERMIT DEVELOPMENT POTENTIAL OF UP TO 4,518 RESIDENTIAL UNITS AND NONRESIDENTIAL LAND USES IN THE COMMUNITIES OF WEST ATHENS AND WESTMONT, LOS ANGELES, CA*

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools that have a resident attendance area and may be impacted by development project(s) located within the Community Plan Area referenced above. The report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity. Schools which do not have a resident attendance area may be shown on the attached map but will not be included in the Enrollments and Capacities Report. In some cases, school sites related to a resident attendance area may not show on the attached map.

Please note that *no new school construction is planned* and the data in this report *already take into account* portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools.

Additional information on LAUSD's Capital Improvement programs can be found on LAUSD's Facilities Services Division main webpage at www.laschools.org.

Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 for more information regarding fees and student generation rates.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. MAP OF SCHOOL SITES AND BOUNDARIES FOR SCHOOLS SERVING THE COMMUNITY PLAN AREA.
3. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Boundary descriptions for existing schools identified as serving the proposed project area

Sincerely,

Rena Perez, Director

V. MAFFEI
For R. Perez

Los Angeles Unified School District - Facilities Services Division: School Management Services, Master Planning and Demographics
333 S. Beaudry Ave., 23rd Floor, Los Angeles, CA 90017
Telephone (213) 241-0715 • Fax (213) 241-2077

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Southwest LA TOD Specific Plan for West Athens-Westmont Project. The Specific Plan area is located in the unicorporated community of West Athens and Westmont in Los Angeles County. The proposed project is a transit oriented district specific plan that would permit development potential of up to 4,518 residential units and nonresidential land uses in the communities of West Athens and Westmont, Los Angeles, CA.

SCHOOL YEAR: 2016-2017

(Current and projected enrollments/capacities reflect data from School Year (SY) 2016-17.)

1	2	3	4	5	6	7	8	9	10	11	12
Cost Center Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
1294501	Century Park El	1 TRK	338	377	312	(39)	**Yes**	304	384	(80)	**Yes**
1308201	Cimarron Ave El	1 TRK	335	187	288	148	**No**	302	201	101	**No**
1382201	Figueroa St El	1 TRK	496	443	448	53	**No**	446	448	(2)	**Yes**
1763001	Washington PC	1 TRK	168	147	146	21	**No**	168	142	26	**No**
1764401	West Athens El	1 TRK	853	888	720	(35)	**Yes**	768	854	(86)	**Yes**
1786301	Woodcrest El	1 TRK	909	1021	836	(112)	**Yes**	818	956	(138)	**Yes**
1892801	Washington Prep SH	1 TRK	2300	2570	958	(270)	**Yes**	2162	2472	(310)	**Yes**
a	**SCHOOL CHOICE AREA TOTALS (schools listed below)**	**-**	**1363**	**1066**	**1228**	**297**	**No**	**1267**	**1002**	**265**	**No**
	CLAY MS ANIMO ZONE OF CHOICE										
1518001	Animo Wheatley CMS*	1 TRK	666	-	597	-	-	619	-	-	-
1518101	Animo Western CMS*	1 TRK	697	-	631	-	-	648	-	-	-

[a] Schools & programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries.

The individual school and calculated total capacities and enrollments for school choice areas are reported to show current and projected seating overage/shortage and overcrowding (shaded green color).

If any of the school choice area schools is multi-track, then the service area is considered overcrowded.

Schools Planned to Relieve Known Overcrowding

NONE

see next page

NOTES:

[1] School's ID code.

[2] School's name

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school plus students enrolled at any on-site magnet centers.

-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.

-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including magnet students.

[7] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:

-School is currently on a multi-track calendar.

-There is currently a seating shortage.

-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 20 seats.

[9] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[11] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:

-School remains on a multi-track calendar.

-There is a seating shortage in the future.

-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 20 seats in the future.

* Independent Charter: Capacity and/or enrollment information may not be reported for some independent charters.

‡ Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected capacities and enrollments not reported.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business **S**ervices **D**ivision

LOC. CODE: 2945 **COST CENTER:** 1294501

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR CENTURY PARK SCHOOL EFFECTIVE JULY 1, 1991 (CLARIFIED 7-1-1993).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 1991. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

104TH STREET * DENKER AVENUE * 104TH STREET * NORMANDIE AVENUE * IMPERIAL HIGHWAY * WESTERN AVENUE * LOHENGRIN STREET * 111TH STREET * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

For assistance, please call Demographic and Boundary Unit, Business Services Division, at (213) 742-7596.

APPROVED: DAVID W. KOCH, Business Manager, Business Services Division

DISTRIBUTION:
School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
New **F**acilities **D**ivision

LOC. CODE: 3082 **COST CENTER:** 1308201

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR CIMARRON AVENUE SCHOOL EFFECTIVE JULY 1, 1991.

The area described below has been approved by the superintendent as the attendance area served by the above mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective September 1, 1967.

This is an official copy for your file.

(GRADES K - 5)

111TH STREET * LOHENGRIN STREET * WESTERN AVENUE * EL SEGUNDO BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

For assistance, please call Demographic and Boundary Section, New Facilities Division, at (213) 742-7596.

APPROVED: BONNIE R. JAMES, Division Administrator, New Facilities Division

DISTRIBUTION:
School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 3822 **COST CENTER:** 1382201

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR FIGUEROA STREET SCHOOL EFFECTIVE JULY 1, 2005 (CLARIFIED 3-28-2006) (UPDATED 7-1-2014).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2005 (clarified 3-28-2006). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 2 - 5)

105TH STREET * FIGUEROA STREET * 105TH STREET AND EXTENSION * BROADWAY * 111TH STREET * MAIN STREET * UNION PACIFIC RAILWAY * VERMONT AVENUE * IMPERIAL HIGHWAY * BERENDO STREET (BOTH SIDES) * 111TH STREET (BOTH SIDES) TO BUDLONG AVENUE * 111TH STREET (BOTH SIDES EXCLUDED) * BUDLONG AVENUE (BOTH SIDES EXCLUDED) * 110TH STREET (BOTH SIDES EXCLUDED) * VERMONT AVENUE * 109TH STREET * HOOVER STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 7630 **COST CENTER:** 1763001

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR WASHINGTON PRIMARY CENTER EFFECTIVE JULY 1, 2005 (NAME CHANGE 3-28-2006) (UPDATED 7-1-2014).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2005 (name change 3-28-2006). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 1)

105TH STREET * FIGUEROA STREET * 105TH STREET AND EXTENSION * BROADWAY * 111TH STREET * MAIN STREET * UNION PACIFIC RAILWAY * VERMONT AVENUE * IMPERIAL HIGHWAY * BERENDO STREET (BOTH SIDES) * 111TH STREET (BOTH SIDES) TO BUDLONG AVENUE * 111TH STREET (BOTH SIDES EXCLUDED) * BUDLONG AVENUE (BOTH SIDES EXCLUDED) * 110TH STREET (BOTH SIDES EXCLUDED) * VERMONT AVENUE * 109TH STREET * HOOVER STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
New **F**acilities **D**ivision

LOC. CODE: 7644

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR WEST ATHENS SCHOOL EFFECTIVE JULY 1, 1991

The area described below has been approved by the superintendent as the attendance area served by the above mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective September 12, 1949.

This is an official copy for your file.

(GRADES K-5)

IMPERIAL HIGHWAY * VERMONT AVENUE * PACIFIC ELECTRIC RAILWAY * FIGUEROA STREET * EL SEGUNDO BOULEVARD * WESTERN AVENUE.

For assistance, please call Demographic and Boundary Section, New Facilities Division, at 742-7596.

APPROVED: BONNIE R. JAMES, Division Administrator, New Facilities Division

DISTRIBUTION:

School	Demographic and Boundary Unit
Heritage School	School Traffic and Safety Education Section
Pupil Statistics	Department of Transportation, City of L. A.
Transportation Branch	

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 7863

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR WOODCREST STREET SCHOOL EFFECTIVE JULY 1, 2005.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 1995.

This is an official copy for your file.

(GRADES K - 5)

CENTURY BOULEVARD * HOOVER STREET * 109TH STREET * VERMONT AVENUE * 110TH STREET (BOTH SIDES) * BUDLONG AVENUE (BOTH SIDES) * 111TH STREET (BOTH SIDES) TO BUDLONG AVENUE * 111TH STREET (BOTH SIDES EXCLUDED) * BERENDO AVENUE (BOTH SIDES EXCLUDED) * IMPERIAL HIGHWAY * NORMANDIE AVENUE * 104TH STREET * A LINE NORTHERLY THROUGH AND EXCLUDING THE 1500 BLOCK ON 104TH STREET, 103RD STREET, 102ND STREET, 101ST STREET TO CENTURY BOULEVARD.

For assistance, please call Master Planning and Demographics, Facilities Services Division, at (213) 633-7606.

APPROVED: JAMES A. McCONNELL, JR., Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:

School	Master Planning and Demographics
Pupil Statistics	School Traffic and Safety Education Section
Transportation Branch	Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities **S**ervices **D**ivision

LOC. CODE: 5181 **COST CENTER:** 1518101

SUBJECT: NAME CHANGE OF ANIMO CHARTER MIDDLE SCHOOL No. 3 TO ANIMO WESTERN CHARTER MIDDLE SCHOOL EFFECTIVE JULY 1, 2011 (NAME CHANGE 8-20-2014).

This name change does not change the intent of the attendance area boundary as it was approved for July 1, 2011. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

ANIMO WESTERN CHARTER MIDDLE SCHOOL

(GRADES 6 - 8)

MANCHESTER AVENUE * WESTERN AVENUE * 92ND STREET * NORMANDIE AVENUE * CENTURY BOULEVARD * VERMONT AVENUE * UNION PACIFIC RAILROAD * FIGUEROA STREET * EL SEGUNDO BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: ANIMO WESTERN CHARTER MIDDLE SCHOOL, ANIMO PHILLIS WHEATLEY CHARTER MIDDLE SCHOOL, PEARY MIDDLE SCHOOL OR AVALON GARDENS ELEMENTARY SCHOOL

(GRADE 6)

EL SEGUNDO BOULEVARD * BROADWAY * ROSECRANS AVENUE * WESTERN AVENUE.

OPTIONAL: ANIMO WESTERN CHARTER, ANIMO PHILLIS WHEATLEY CHARTER, OR PEARY MIDDLE SCHOOLS

(GRADES 7 - 8)

EL SEGUNDO BOULEVARD * BROADWAY * ROSECRANS AVENUE * WESTERN AVENUE.

OPTIONAL: ANIMO WESTERN CHARTER, ANIMO PHILLIS WHEATLEY CHARTER, OR PEARY MIDDLE SCHOOLS

(GRADES 6 - 8)

EL SEGUNDO BOULEVARD * WESTERN AVENUE * ROSECRANS AVENUE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities **S**ervices **D**ivision

LOC. CODE: 5180 **COST CENTER:** 1518001

SUBJECT: NAME CHANGE OF ANIMO CHARTER MIDDLE SCHOOL No. 4 TO ANIMO PHILLIS WHEATLEY CHARTER MIDDLE SCHOOL EFFECTIVE JULY 1, 2011 (NAME CHANGE 8-20-2014).

This name change does not change the intent of the attendance area boundary as it was approved for July 1, 2011. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

ANIMO PHILLIS WHEATLEY CHARTER MIDDLE SCHOOL

(GRADES 6 - 8)

MANCHESTER AVENUE * WESTERN AVENUE * 92ND STREET * NORMANDIE AVENUE * CENTURY BOULEVARD * VERMONT AVENUE * UNION PACIFIC RAILROAD * FIGUEROA STREET * EL SEGUNDO BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: ANIMO PHILLIS WHEATLEY CHARTER MIDDLE SCHOOL, ANIMO WESTERN CHARTER MIDDLE SCHOOL, PEARY MIDDLE SCHOOL OR AVALON GARDENS ELEMENTARY SCHOOL

(GRADE 6)

EL SEGUNDO BOULEVARD * BROADWAY * ROSECRANS AVENUE * WESTERN AVENUE.

OPTIONAL: ANIMO PHILLIS WHEATLEY CHARTER, ANIMO WESTERN CHARTER, OR PEARY MIDDLE SCHOOLS

(GRADES 7 - 8)

EL SEGUNDO BOULEVARD * BROADWAY * ROSECRANS AVENUE * WESTERN AVENUE.

OPTIONAL: ANIMO PHILLIS WHEATLEY CHARTER, ANIMO WESTERN CHARTER, OR PEARY MIDDLE SCHOOLS

(GRADES 6 - 8)

EL SEGUNDO BOULEVARD * WESTERN AVENUE * ROSECRANS AVENUE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8928 **COST CENTER:** 1892801

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR GEORGE WASHINGTON PREPARATORY HIGH SCHOOL EFFECTIVE JULY 1, 2012 (UPDATED 7-1-2013).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2012. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

76TH STREET * NORMANDIE AVENUE * 79TH STREET * NEW HAMPSHIRE AVENUE * 79TH STREET * VERMONT AVENUE * EL SEGUNDO BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: WASHINGTON PREPARATORY, CRENSHAW STEMM MAGNET AND HAWKINS HIGH SCHOOLS

62ND STREET * DENKER AVENUE * 76TH STREET * WESTERN AVENUE.

OPTIONAL: WASHINGTON PREPARATORY AND HAWKINS HIGH SCHOOLS

62ND STREET * VERMONT AVENUE * 79TH STREET * NEW HAMPSHIRE AVENUE * 79TH STREET * NORMANDIE AVENUE * 76TH STREET * DENKER AVENUE.

OPTIONAL: WASHINGTON PREPARATORY AND LOCKE COLLEGE PREPARATORY ACADEMY HIGH SCHOOLS

CENTURY BOULEVARD * HOOVER STREET * IMPERIAL HIGHWAY * VERMONT AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
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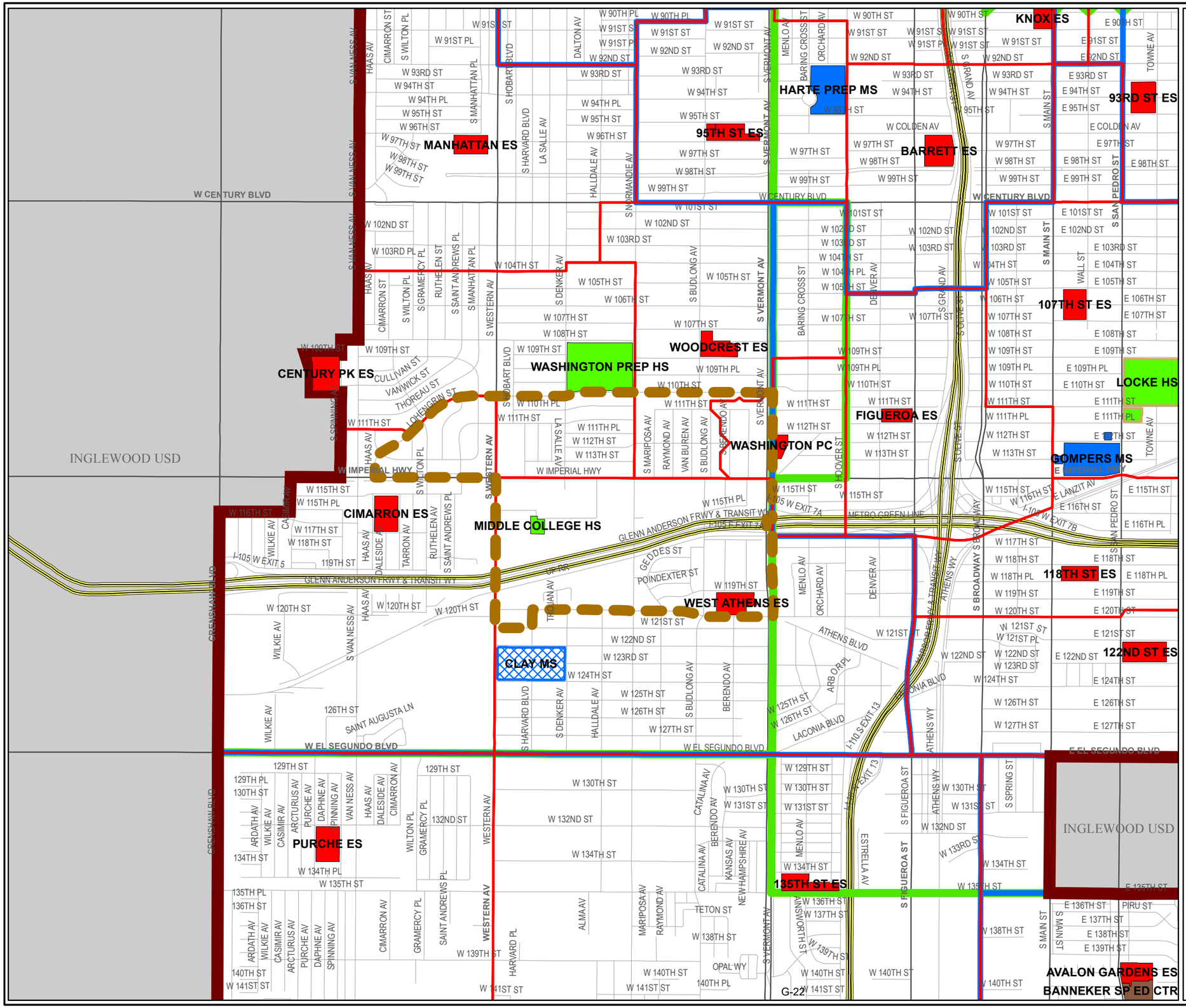
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT PROJECT (COLA-19)

Project Area



STUDY AREA

Elementary School Attendance Boundary

Middle School Attendance Boundary

High School Level Attendance Boundary

LAUSD Boundary

Elementary School

Middle School

High School

Span School

Self Contained Magnet School:
Fill color indicates grade level

Self Contained Charter School:
Fill color indicates grade level

Area Outside of LAUSD Boundary

N

0 0.125 0.25 0.5 Miles

All data displayed herein is current as of 2016-17 School Year, unless otherwise noted.

Prepared By:
Master Planning & Demographics
Facilities Services Division

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COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
John Wicker, Director Norma E. Garcia, Chief Deputy Director

July 13, 2017

Sent via email: fyau@placeworks.com

Ms. Frances Yau
Associate
PlaceWorks
3 MacArthur Place, Suite 1100
Santa Ana, CA 92707

Dear Ms. Yau:

REQUEST FOR INFORMATION REGARDING PARKS AND RECREATION FOR THE CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT PROJECT

Thank you for your request dated June 22, 2017 for information regarding parks and recreation for the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont. Please find below the Department of Parks and Recreation (DPR)'s responses to your questions:

1. **Please confirm or correct the following information we obtained from the Los Angeles County Department of Parks and Recreation *Parks Locator* website:**

   a. **There is one County park in the project area, Helen Keller Park at 1045 W. 126th Street.**

   Yes, there is only one County park in the project area which is Helen Keller Park.

      i. **Helen Keller Park is approximately 7 acres and has a basketball court, children's play area, community recreation center, lighted softball/baseball fields, a multipurpose field, picnic areas with barbecue grills, and a swimming pool.**

      Helen Keller Park is 6.99 acres in size. Yes, the park includes 1 office, 1 community building with multipurpose room & computer lab, 1 swimming pool and bath house, 1 restroom, 1 group picnic shelter, 1 lighted softball/baseball field, 1 multipurpose field, 1 fitness zone, 1 basketball court, 1 tot lot play area (2 to 5-year-old), 1 playground (5 to 12-year-old), picnic tables, barbecues, drinking fountains, and security lighting.

   b. **One other County park is located in the West Athens-Westmont community—the Jesse Owens Community Regional Park (not**

including the Maggie Hathaway Golf Course and Washington Golf Course).
Jesse Owens Community Regional Park and Maggie Hathaway Golf Course are DPR facilities which are located within the City of Los Angeles just outside the boundaries of West Athens-Westmont.
Chester Washington Golf Course is located within West Athens-Westmont park planning area. It is an 18-hole golf course operated by Los Angeles County. The golf course is public but there are fees to use the course or to hold events at the facility. The golf course serves as one of the largest green spaces in the West Athens-Westmont area.

c. **The West Athens-Westmont community is in Park Planning Area 19.** Yes, the unincorporated community of West Athens-Westmont is in Park Planning Area 19 per the County's Quimby Code (Section 21.24.340)

d. **The parkland obligation for residential subdivisions in Park Planning Area 19 is as shown in the following table:** Please see the following table for updated (2017/18) Average Household Size figures per the County's Quimby Code.

Table 5.10-1 West Athens-Westmont PPA 19 – Parkland Obligation for Residential Subdivisions

Residential Unit Type	Average Household Size	Acres per Resident	Acres per Residential Unit
Single-Family (detached or attached)	~~3.32~~ 3.45	0.003	~~0.00996~~ 0.01035
Multi-Family (2-4 units)	~~2.50~~ 2.54	0.003	~~0.0075~~ 0.00762
Multi-Family (5+ units)	~~2.80~~ 2.76	0.003	~~0.0084~~ 0.00828
Mobile Home	~~3.89~~ 3.73	0.003	~~0.01167~~ 0.01119
Source: Los Angeles County Ordinance Section 21.24.340.			

a. **Policy 3.1 in the Parks and Recreation Element of the Los Angeles County 2035 General Plan sets forth the following goals for acres of parkland per population: four acres of local parkland per 1,000 residents in the unincorporated areas and six acres of regional parkland per 1,000 residents of the total population of Los Angeles County.**
Yes, that is correct.

b. **The current population to parkland ratio in West Athens-Westmont is 7 acre of parkland per 40,582 population [2010 US Census], for a ratio of 0.17 acres per 1,000 residents.**
According to the Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment (2016) Park Metrics section for West

Athens-Westmont, the current population to parkland ratio is 7 acres of parkland per 41,288 population, which translates to 0.2 park acres per 1,000 people. This is significantly below the County average of 3.3 acres per 1,000 residents and the County General Plan goal of 4 acres per 1,000 residents. Also, just 16 percent of West Athens-Westmont residents are within walking distance (half-mile) of a park, as compared to the County average of 49 percent. Please see http://lacountyparkneeds.org/FinalReportAppendixA/StudyArea_022.pdf.

2. Are there any current plans for new or expanded parks that would serve the project site?

Yes, DPR completed the West Athens-Westmont Community Parks and Recreation Plan (CPRP) (http://file.lacounty.gov/SDSInter/dpr/240519_WestAthensWestmontCommunityPlanReduced.pdf) in February 2016 which analyzes and addresses the need for new and improved parks in the community. Figure 5.1 on page 5-3 of the CPRP is a Green Vision Map which identifies various potential parkland and trail opportunities in West Athens-Westmont which may be developed in the future. Two projects that are currently in the planning stage are the Normandie Avenue Pocket Park and the Woodcrest Learning Center.

Normandie Avenue Pocket Park: As part of the process of developing the CPRP, DPR searched for potential parkland, and identified a 0.16-acre privately-owned, vacant site located at 9501 South Normandie Avenue that would be suitable for park purposes. The site was acquired by the County in 2016. The CPRP included various alternative concept designs for vacant or underutilized small parcels of land of similar character to the site. The designs were developed with community input and incorporate features such as a basketball or futsal court, a small skate park, play space for younger children with a shade structure, picnic tables, community art, a splash pad, exercise equipment with bikes, grass areas, a running/walking path, and/or benches. DPR will soon be conducting additional outreach to determine the community's specific desires and needs for the site.

Woodcrest Learning Center: This project was also conceived as part of the CPRP process and involves the repurposing of an underused entry plaza to the Woodcrest Library located at 1340 West 106th Street. The Woodcrest Learning Center project marries the library and a park with the goal of creating a unique "sense of place" for a community lacking safe and attractive public spaces. The Learning Center will feature musical instruments, educational panels, sensory and physical play equipment, exercise equipment, an aromatic pollinating garden, a story telling node, power towers for internet connection, shaded seating, and a drinking fountain. This project is unique and critical as it serves as a model of a partnership between the Los Angeles County Library and DPR.

3. **Would the proposed project adversely impact DPR's ability to provide park services in the project area? Please comment on any area of specific concern.**
   The proposed project could adversely impact DPR's ability to provide park services in the project area if it results in the development of additional housing units without a corresponding increase in parks and recreational services. The Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment (2016) has identified West Athens-Westmont as an area with "Very High" park need. An increase in population and density could increase the use of Helen Keller Park and other nearby recreational amenities such that physical deterioration of the facilities could occur or be accelerated. Residential subdivisions, such as condominium units, are subject to the County's Quimby Code (Sections 21.24.340, 21.240.350, 21.28.140) and are required to provide parkland and/or pay an in-lieu fee to mitigate impacts on parks and recreation.

4. **Would the DPR be able to serve known cumulative developments in addition to the proposed project?**
   DPR cannot respond to this question without knowing what other developments are proposed in the area in addition to the proposed project.

If you have any questions, please contact me at jjung@parks.lacounty.gov or (213) 738-2812.

Sincerely,

Jennifer Jung, LEED AP BD+C
Park Planner

JJ:/Placeworks Request for Information for West Athens-Westmont

c: Parks and Recreation (K. King, C. Lau)

761551N25A - SH - AD - 32A (2/72)

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

"A Tradition of Service Since 1850"

OFFICE CORRESPONDENCE

DATE: July 25, 2017

FILE NO:

FROM: APRIL L. TARDY, CAPTAIN
SOUTH LOS ANGELES STATION

TO: TRACEY JUE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: **REQUEST FOR SERVICE INFORMATION – CONNECT SOUTHWEST LA**

The attached information to the Questionnaire (8 questions) is provided by the South Los Angeles Sheriff's Station in response to a Request for Service Provider Information, dated June 22, 2017, from Placeworks.

The Requestor, in coordination with Los Angeles County, will prepare an Environmental Impact Report (EIR) for the Connect Southwest LA Project: a Transit Oriented District (TOD) Specific Plan for West Athens-Westmont Project. The proposed project would permit development of up to 4,518 residential units and 3.5 million square feet of nonresidential land uses. The buildout of the proposed Project could result in a net increase of approximately 1,061 residential units (or 3,204 in population) and 1.7 million square feet of nonresidential land uses (commercial/employment) over existing conditions.

Thank you for including the Station in the preparation of environmental review process for the proposed Project. If you have questions regarding the Station's responses to the Questionnaire, please feel free to contact my Operations Lieutenant, Eric Strong at (323) 820-6714 or ElStrong@lasd.org

ALT:EIS:eis

1. Please confirm or correct the following information we obtained from the Los Angeles County Sheriff's Department (LASD) website:

    a. The project site is in the service area of LASD Central Patrol Division's South Los Angeles Station at 1310 W. Imperial Highway, Los Angeles.

    b. What is the staffing assigned to the South Los Angeles Station:

        i. Sworn officers: 156

        ii. Civilian positions: 51

        iii. Approximately how many officers patrol the West Athens-Westmont community? Per shift - 6

2. What are the response time goals and the current average response times (latest year for which data is available) for the South Los Angeles Station service area for the three listed categories of service calls?

Table 1 LASD South Los Angeles Station Response Times

	Response Time Goal	Actual Response Time
Emergency	7 minutes	3 – 5 minutes
Priority	12 minutes	6.3-9.3 minutes
Routine	55	30.5-40 minutes

3. Are there any existing LASD deficiencies (staff, equipment) currently provided to the project site? No

4. Please summarize any plans for police service improvements plans or expanded capacity (personnel, equipment) that would serve the project area.

    N/A

    a. What are the funding sources for the planned improvements? Unknown

5. Would the proposed project adversely impact LASD's ability to provide police services in the project area? Please comment on any area of specific concern.

   Yes, response times will increase due to population increase and project site developments.

6. Would buildout of the proposed project require construction of new or expanded police facilities? No

7. Would the LASD be able to serve known cumulative developments in addition to the proposed project? Not enough information. It would depend on the size of the additions.

   a. Please summarize any additional resources (stations, equipment, personnel) needed.
      9.7920 sworn personnel are required to staff the three two-man units. An increase of 4 deputies (two- 2 person cars) to maintain the same service levels.

   b. What factors or standards are used to project these needs?

      Population increase for both residents and workers.

8. Please provide any additional comments and/or information regarding fire service provision in the project site related to the proposed project.

   Unknown

Note: *The above responses are estimates based on current information and consultation with Contract Law.*

Response Prepared By:

Eric Strong, Lieutenant

Name **Title**

Los Angeles Sheriff's Department 07/24/17

Agency **Date**

1. Please confirm the following information from GSWC's Urban Water Management Plan (UWMP):

   a. Water supply sources for GSWC Southwest System include imported water, groundwater and recycled water.

   Response: Confirmed.

   b. In 2015, GSWC's water supply consisted of approximately 77 percent imported water, 22 percent groundwater, and 1 percent recycled water.

   Response: Section 6 of the GSWC 2015 UWMP Southwest states "In 2015, imported water made up approximately 77 percent of the available supply, 22 percent of the supply is from GSWC groundwater pumping and 1 percent is provided by recycled water sources."

   c. In compliance with SBX7-7, GSWC has a 2015 interim target of 124 gallons per capita per day (GPCD) and a 2020 target of 121 GPCD.

   Response: Yes, confirmed per GSWC Southwest System's 2015 UWMP.

2. Will GSWC be able to meet projected water demands through 2040?

   Response: Yes

3. Did GSWC meet the 2015 interim target per capita rate identified in the UWMP?
   Response:
   Yes (2015 Compliance Year GPCD is 87, 2015 Interim Target is 124)

4. Would the proposed project adversely impact GSWC's ability to provide water supply services to the project area? Please comment on any area of specific concern.
   Response: The project area will be adding demand to the GSWC Southwest system's Athens - Normandie Gradient. Based on the recent 2016 Southwest Water Master Plan, supply for the Southwest system and its Athens - Normandie Gradient will be able to meet demand for current and 2040 conditions.

5. Would GSWC Southwest System be able to serve known cumulative developments in addition to the proposed project?
   Response:

   Based on 121 GPCD gross demand target in UWMP the additional demand from the 32,014 net increases in customers can be estimated at 434 acre-feet per year or an average day demand of about 270 gallons per minute. There is sufficient supply for the Athens-Normandie Gradient and system wide to meet these increased demands. It

appears that the entire Specific Plan area is within our service area. GSWC will evaluate any piping needs on a project by project basis.

a. Please summarize any additional resources (e.g., water supplies or treatment capacity) needed.

Response: see response in above.

6. What water conservation measures would you recommend for this proposed Specific Plan?

Response: Indoor: It is recommended that the most current California Plumbing Code standards (Chapter 4) be followed and implemented. In-Line with current California Plumbing Code 1601.1.1 - Alternate Water Sources for Non-Potable Applications – Allowable Use of Alternate Water, the use of Gray Water systems should be considered. EPA WaterSense devices and appliances should be included to help reduce water and energy usage.

Outdoor: It is recommended that the most current Model Water Efficient Landscape Ordinance (MWELO) be followed and implemented. The most water efficient irrigation devices should be incorporated and implemented as well as low-water and drought-resistant plants. To help offset the amount of potable water needed, the project should consider incorporating rain catchment systems for Rain-Fall/Run-Off, Non-Potable Cistern Water and Urban Run-Off Water: http://heytanksla.com/resources/h2o-storage-container-requirements.

7. Please provide any additional comments and/or information regarding water supply services in the project site related to the proposed project.

Response Prepared By:

Joseph Zhao	Southwest District Operations Engineer
Name	**Title**
Golden State Water Company	7/11/2017
Agency	**Date**

County of Los Angeles Public Library
7400 East Imperial Hwy., Downey, CA 90242 • (562) 940-8400 • colapublib.org

County of Los Angeles Public Library
Skye Patrick
County Librarian

August 24, 2017

Frances Yau
Associate, PlaceWorks
9701 Las Tunas Drive
Temple City, CA 91780

Dear Ms. Yau:

RESPONSE TO YOUR REQUEST FOR SERVICE PROVIDER INFORMATION FOR THE ENVIRONMENTAL IMPACT REPORT FOR THE CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT PROJECT (COLA-19)

Attached is the County of Los Angeles Public Library's response to your request for library service information for the above referenced project.

If you have any questions or need additional information, please feel free to contact Elsa Muñoz, Head, Support Services, Library at (562) 940-8450 or emunoz@library.lacounty.gov.

Very best,

Skye Patrick
County Librarian

SP:YDR:EB:EM:ss
U:\STAFFSERVICES\EIR\Connect Southwest LA TOD Specific Plan\Library Questionnaire\Cover Letter - 20170816 .docx

Attachments

c: Ting Fanti, Departmental Finance Manager, Budget and Fiscal Services, Public Library
Jesse Walker-Lanz, Library Administrator, Adult Services, Public Library

COUNTY OF LOS ANGELES SUPERVISORS

Hilda Solis
1st District

Mark Ridley-Thomas
2nd District

Sheila Kuehl
3rd District

Janice Hahn
4th District

Kathryn Barger
5th District

1. Please confirm or correct the following information we obtained from the Woodcrest Library's webpage:

   a. The Woodcrest Library is approximately 7,254 square feet, has 12 public computers, and children and teen services.

      Response: Above statement is accurate.

   b. What is the Woodcrest Library's collection size?

      Response: The library has a collection of 30,304 books and other library materials as of June 30, 2017.

   c. The Los Angeles County Public Library is a member of the Southern California Library Cooperative, a consortium of 38 independent city, county and special district public libraries in Los Angeles and Ventura counties which cooperate in providing library service to the residents of all participating jurisdictions.

      Response: Above statement is accurate.

2. Are there any existing deficiencies in the library service currently provided to the project site?

   Response: Based on the Public Library's service level guidelines, the Woodcrest Library has a 13,613 square foot facility size deficit, 114,766 collection deficit, and a 30 computer deficit.

3. Please summarize any plans new or expanded library facilities that would serve the project area.

   Response: Currently, there are no plans to renovate Woodcrest Library without increasing the existing square footage.

   a. What are the funding sources for the planned improvements?

      Response: The Public Library is a special fund department under the jurisdiction of the County Board of Supervisors. The County Library system is financed primarily by a dedicated share of property tax from its service areas, with other revenues including a general fund contribution, a parcel tax, grants, and fees. The Project Site is subject to County Library's special tax rate of $30.97 per parcel for FY 2017-18. The special tax may increase annually on July 1. The County Library's special tax currently affects the unincorporated areas excluding the unincorporated area within the boundaries of the Altadena Library District and the Palos Verdes Library District, and 10 cities served by the County Library."

In addition, the Public Library collects one-time Library Facilities Mitigation fee on new construction within unincorporated Los Angeles County to help offset demand for library services due to population growth. The subject area is currently within the Public Library's Southwest area (Planning Area 6). The current fee for the Public Library Southwest area is $916 per new residential unit in FY 2017-18.

4. Does the County utilize a service ratio (e.g., persons per square feet or number of books/materials per resident)?

Response: The Public Library uses the following library service level guidelines to determine needs:

- Building size: 0.5 gross square feet per capita
- Land size: 2 gross square feet per capita
- Collection: 2.75 items per capita
- Computer: 1 computer per 1,000 capita

5. Would the proposed project adversely impact the County of Los Angeles Public Library's ability to provide library services in the project area? Please comment on any area of specific concern.

Response: The proposed project will generate 1,061 residence units. The population will create a significant impact to library services, which will require the developer to pay a library mitigation fee, in the amount of $916.00 per dwelling unit, a total of $971,876 ($916 X 1,061 dwelling units) for Fiscal Year 2017-18, to offset the demand for services generated by the project per Section 22.72.030 of the County Code.

6. Would the Woodcrest Library be able to serve known cumulative developments in addition to the proposed project?

Response: Any increased population from the implementation of developments in addition to the proposed project will impact library resources.

a. Please summarize any additional resources (facilities, personnel, collections) needed.

Response: Based on the Public Library's service level guidelines, the Woodcrest Library has a 13,613 square foot facility size deficit, 114,766 collection deficit, and a 30 computer deficit.

b. What factors or standards are used to project these needs?

Response: The Public Library uses the following library service level guidelines to determine needs:

- Building size: 0.5 gross square feet per capita
- Land size: 2 gross square feet per capita
- Collection: 2.75 items per capita
- Computer: 1 computer per 1,000 capita

7. Please provide any additional comments and/or information regarding library service provision in the project site related to the proposed project.

Response: No additional comments.

Response Prepared By:

Elsa Muñoz	Head, Support Services
Name	**Title**
County of Los Angeles, Public Library	8/21/2017
Agency	**Date**

Appendix H Traffic Impact Analysis

Appendices

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TECHNICAL MEMORANDUM

WEST ATHENS-WESTMONT TOD SPECIFIC PLAN

TRAFFIC IMPACT STUDY

Prepared for County of Los Angeles
by IBI Group

September 15, 2017

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1 INTRODUCTION

1.1 STUDY PURPOSE

This traffic analysis report has been prepared as part of the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont Environmental Impact Report (EIR). The purpose of this traffic study is to document the forecast traffic conditions within the study area with development proposed in the Specific Plan, to identify potential impacts to local and regional facilities based on the presiding agency's performance standards, and to formulate measures to mitigate those impacts where appropriate.

1.2 REPORT ORGANIZATION

This report is organized into the following thirteen sections:

- Introduction
- Project Description
- Analysis Methodology
- Existing Year (2017) Conditions
- Future Year (2035) Forecast Modeling
- Future Year (2035) No Project
- Project Traffic
- Existing Year (2017) With Project
- Future Year (2035) With Project
- Mitigation Measures
- Conclusions
- Bibliography
- Appendices

Section 1 provides a brief introduction to the study purpose and report organization. Section 2 provides a summary of the background history, existing land uses, and future land uses under the Specific Plan. Section 3 includes the methodology utilized in the analysis and the referenced standards. The study area roadways and Existing Year (2017) intersection geometry, turning movement volumes, and level of service are presented in Section 4. The Future Year (2035) forecast modeling methodology is provided in Section 5. Section 6 describes the Future Year (2035) No Project condition and provides the roadway segment and intersection level of service results. Section 7 describes the project trip generation, distribution, and assignment. Section 8 describes the Existing Year (2017) With Project scenario and provides the roadway segment and intersection level of service results. Section 9 describes the Future Year (2035) With Project scenario and provides the roadway segment and intersection level of service results. Section 10 presents the mitigation measures to address facilities operating at an unacceptable level of service. Findings and conclusions from this study are presented in Section 11. A bibliography is provided in Section 12. Lastly, the appendices are provided in Section 13.

2 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

The West Athens–Westmont community is located in the southwestern portion of the County of Los Angeles Metro Planning Area, as shown in Figure 2.1. The local context is shown in Figure 2.2. The proposed project is a Transit Oriented Development (TOD) Specific Plan that would permit development potential of up to 4,518 residential units and approximately 3.5 million sq. ft. of nonresidential land uses in the plan area in the unincorporated communities of West Athens and Westmont. Also, the Specific Plan would designate the following ten zoning districts for the 473 acres of developable project area: Single-Family Residence, Residential Planned Development, Two-Family Residence, Limited Multiple Residence, Mixed Use 1, Mixed Use 2, Neighborhood Commercial, Civic Center, Public-Institutional, and Buffer Strip.

2.2 EXISTING LAND USE ZONING

The West Athens–Westmont TOD Specific Plan is comprised of a number of existing land uses including commercial, manufacturing, residential, and retail. Figure 2.3 illustrates the existing zoning for the Specific Plan area, while Table 2.1 provides the land use characteristics.

TABLE 2.1: EXISTING LAND USES

Land Use	Land Use Subtype	1000 Sq. Feet	Dwelling Units	Population / Employees
Residential	Single - Family	-	1,448	5,074
Residential	Multi - Family	-	2,009	6,084
Commercial	Hotel	131.242	-	202
Commercial	Bowling Alley	25.54	-	39
Commercial	Private School (K-12)	53.247	-	53
Commercial	Church	81.88	-	82
Commercial	Cemetery	2.212	-	2
Commercial	Lodge/Fraternal Organization	11.343	-	15
Commercial	Nursing Home	10.97	-	11
Commercial	General Office Building	355.55	-	293
Retail	Shopping Center	388.55	-	536
Retail	Specialty Retail Center	94.90	-	146
Retail	Supermarket	6.35	-	10
Retail	High-Turnover (sit-Down) Restaurant	13.03	-	20
Retail	Gasoline/Service Station w/ Convenience	1.53	-	2
Commercial	Government Parcel	580.00	-	-
TOTAL		**1756.334**	**3457**	**12,569**

FIGURE 2.1: REGIONAL CONTEXT

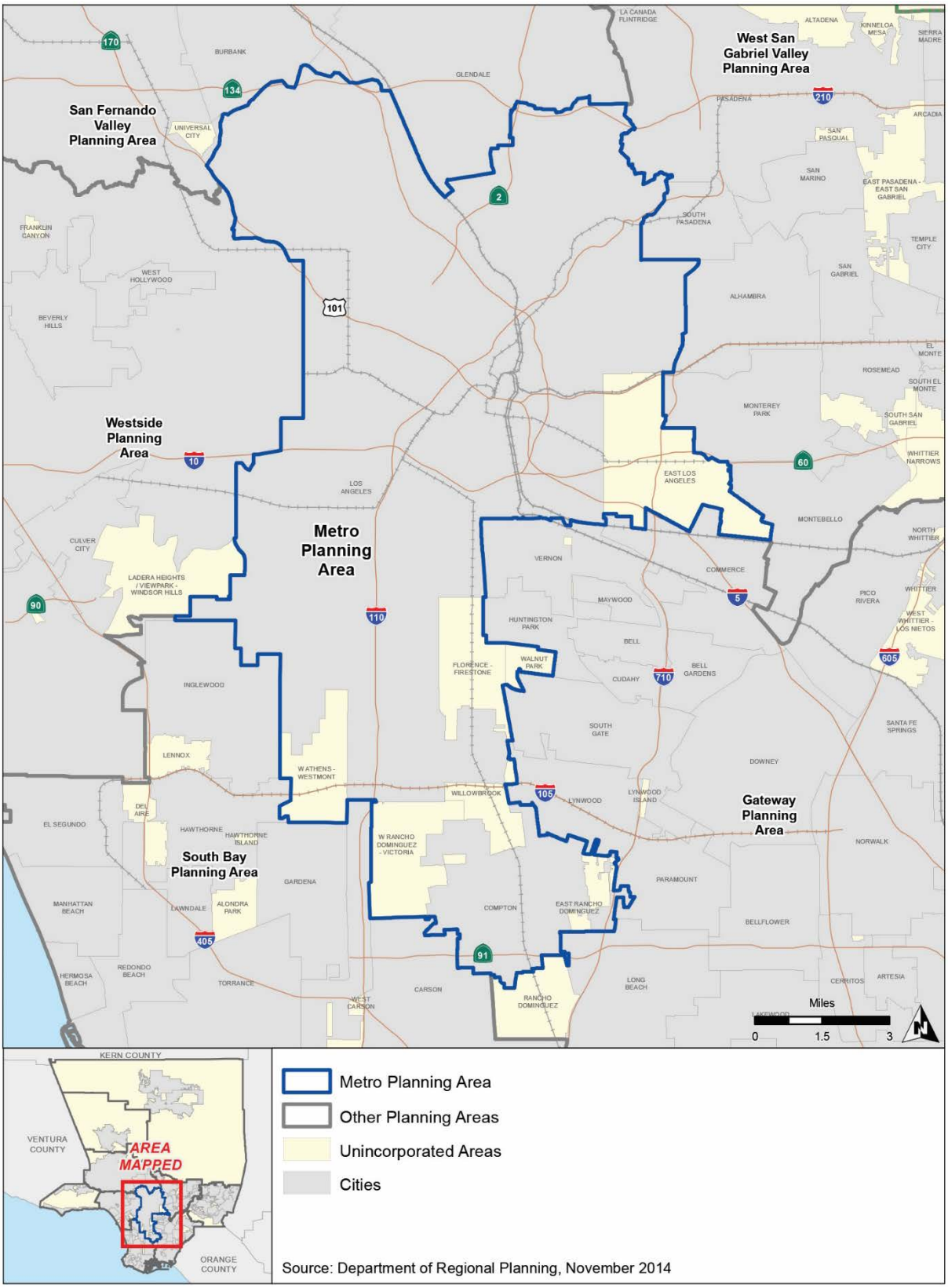
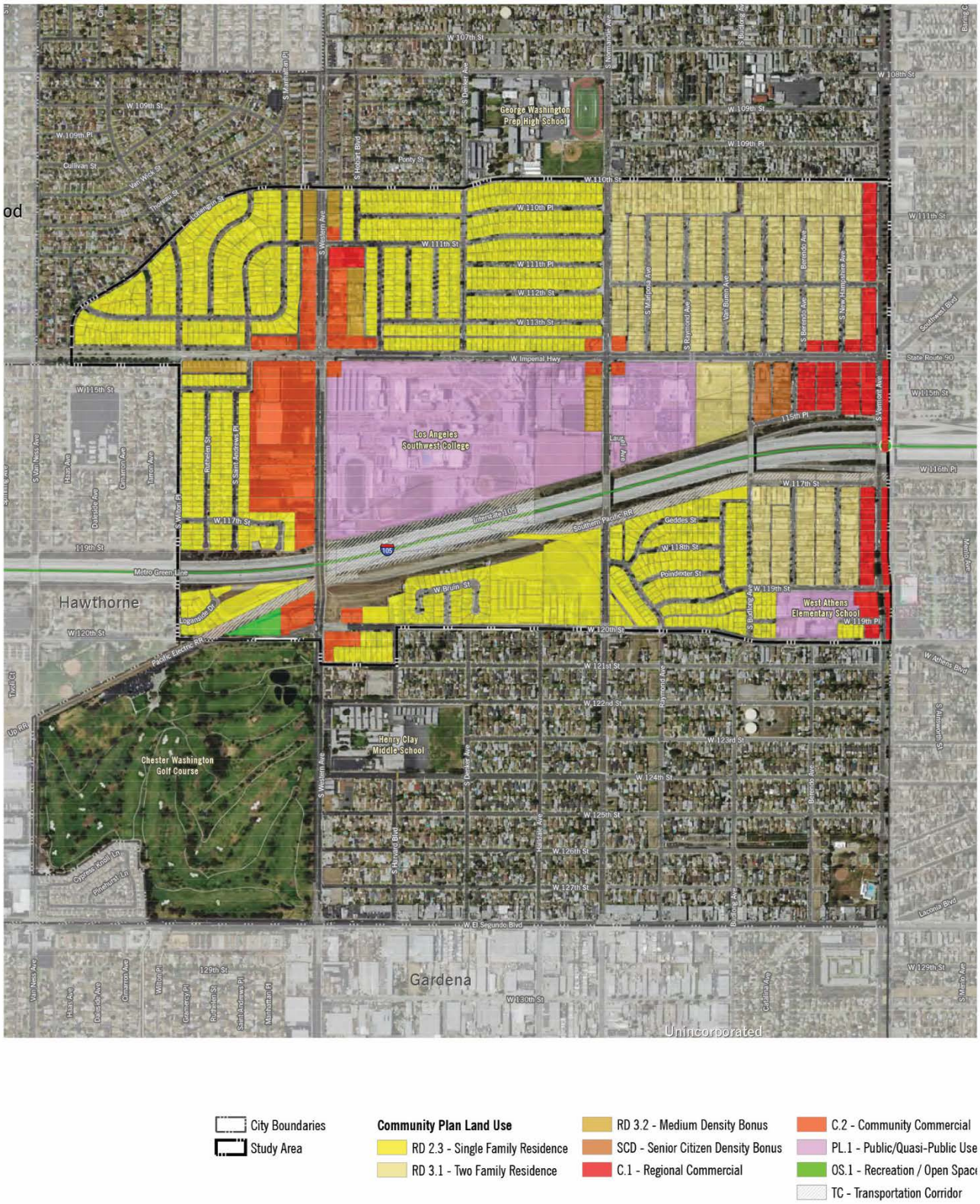


FIGURE 2.2: LOCAL CONTEXT

Source: Connect Southwest LA: A TOD Specific Plan for West Athens – Westmont

FIGURE 2.3: EXISTING LAND USE ZONING



Source: Connect Southwest LA: A TOD Specific Plan for West Athens – Westmont

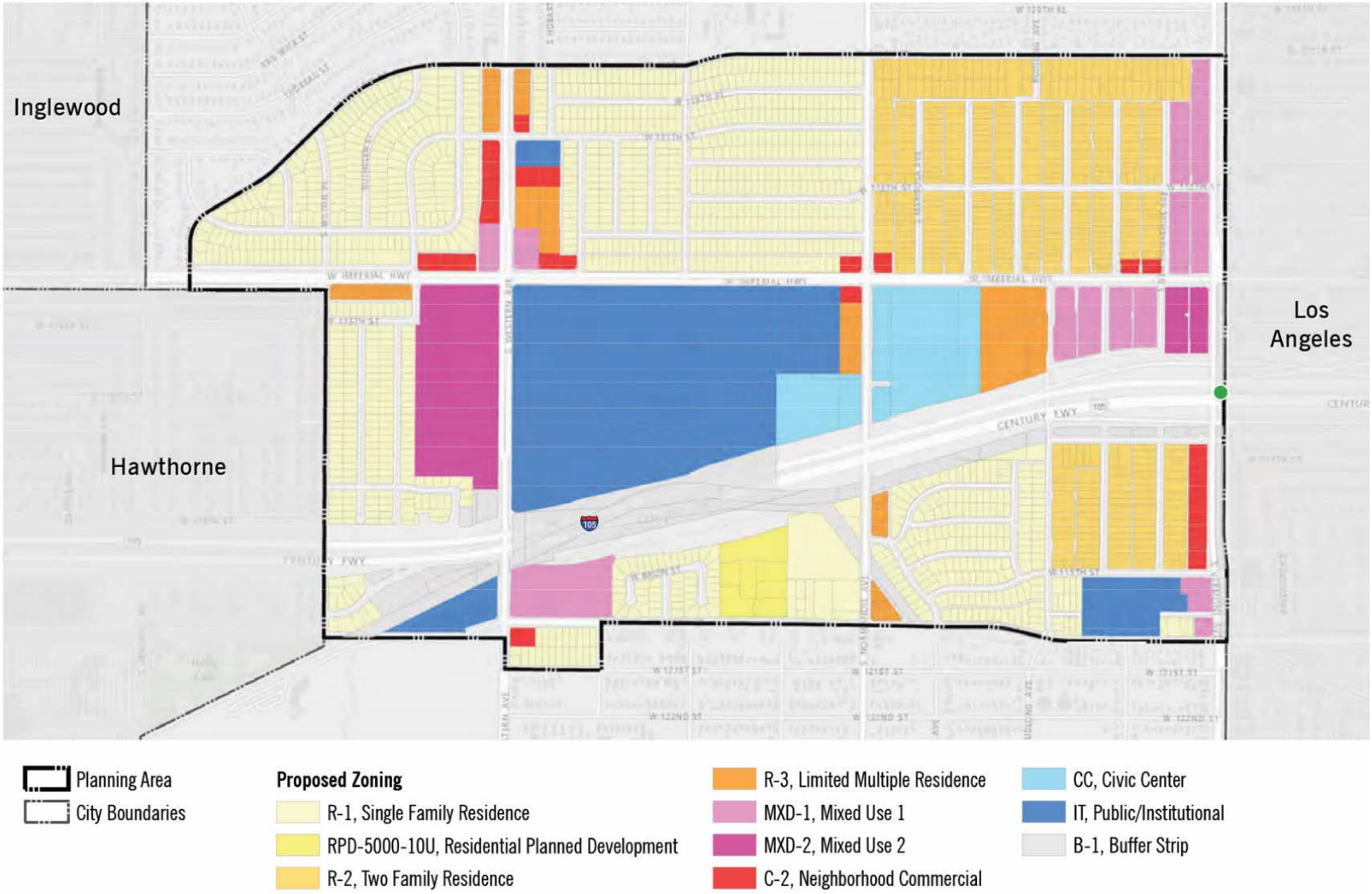
2.3 PROPOSED LAND USE ZONING

Figure 2.4 illustrates the proposed land use zoning for the Specific Plan area. Table 2.2 summarizes the square footage, dwelling units, and estimated employees for each land use. The noticeable reduction in detailed land use subtypes, in comparison to the existing land use zoning, is due to the fact that the Specific Plan only specifies regulations for a limited amount of land uses per zone. Given this, it was necessary to assign land use subtypes which appropriately represent the characteristics of the permitted land uses in the study area.

TABLE 2.2: PROPOSED SPECIFIC PLAN AREA LAND USES

Land Use	Land Use Subtype	1000 Sq. Feet	Dwelling Units	Population / Employees
Residential	Single - Family	-	1,345	4,654
Residential	Multi - Family	-	3,173	9,708
Commercial	General Office Building	2644.40	-	1,449
Retail	Specialty Retail Center	830.65	-	3,765
TOTAL		**3475.046**	**4,518**	**19,576**

FIGURE 2.4: PROPOSED LAND USE ZONING



Source: Connect Southwest LA: A TOD Specific Plan for West Athens – Westmont

3 ANALYSIS METHODOLOGY

The traffic analysis to be prepared for the Connect Southwest LA: A TOD Specific Plan for West Athens – Westmont Environmental Impact Report follows the requirements and guidelines set forth by the County of Los Angeles, City of Los Angeles, City of Gardena, and Caltrans. The intersection analysis methodology and performance criteria used in this analysis conform to the County and City requirements for traffic impact studies prepared consistent with the California Environmental Quality Act (CEQA) guidelines.

The traffic analysis conducted for the Specific Plan includes an assessment of traffic conditions for 52 existing intersections and 24 roadway segments located within the unincorporated areas of West Athens and Westmont, the City of Gardena, the City of Hawthorne, City of Inglewood, and the City of Los Angeles (Figure 3.1 and Figure 3.2). Additionally, 10 freeway mainline segments were assessed as part of the assessment of regional impacts; of the 10 locations, 3 were also designated CMP monitoring station locations. Analysis scenarios and horizon years are summarized in Table 3.1.

TABLE 3.1: ANALYSIS SCENARIOS

ANALYSIS YEAR	ANALYSIS SCENARIO
2017	Existing Year (2017) No Project
2017	Existing Year (2017) With Project
2035	Future Year (2035) No Project
2035	Future Year (2035) With Project

3.1 TRAFFIC COUNT DATA

The existing intersection turning movement counts were taken on Tuesday, May 16, 2017 at the 52 study intersections during the morning peak period (7:00 AM to 9:00 AM) and the afternoon peak period (4:00 PM to 6:00 PM). The AM and PM peak analyses are based on the hour of highest total intersection volume during the morning and afternoon periods. Average daily traffic volumes were also conducted on Tuesday, May 16, 2017 at the 24 roadway segments. The daily segment and peak hour intersection count data sheets are included in Appendix A of this report.

3.2 TRAVEL DEMAND FORECASTING

The horizon year 2035 volumes are derived based on the Southern California Association of Governments (SCAG) regional model. The SCAG regional model is the accepted regional model for forecasting travel demand in Los Angeles County. The SCAG regional model was used to develop Future Year (2035) No Project scenario volumes. A growth rate between the base year (2017) and future year (2035) was developed and applied to existing turning movement volumes to determine future year turning movement volumes. A growth factor of 1.04 was developed; an equivalent compound annual growth rate (CAGR) is 0.22%.

3.3 PEAK HOUR LINK LEVEL OF SERVICE ANALYSIS

The peak hour link level of service analysis was conducted by calculating the traffic volume in each direction for a specified link segment. Link volumes were derived from the peak hour turning movement volumes between the two adjacent study intersections. A volume-to-capacity (V/C) ratio was taken and respective letter grade assigned at each location using the range of V/C values shown in Table 3.2. LOS D is generally taken to be the minimum. Link volumes and the associated LOS are presented for informational purposes only.

TABLE 3.2: ICU AND LINK LEVEL OF SERVICE DEFINITION

LEVEL OF SERVICE	RANGE OF V/C RATIOS	DEFINITION
A	0.00 – 0.60	**Free Flow:** Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	0.61 – 0.70	**Stable Flow:** The ability to maneuver within the traffic stream is only slightly restricted and control delay at intersections is not significant. The travel speed is between 67% and 85% of base free-flow speed.
C	0.71 – 0.80	**Stable Flow:** The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	0.81 – 0.90	**Approaching Unstable Flow:** Small increases in flow may cause substantial increases in delay and decreases in travel speed. The travel speed is between 40% and 50% of the base free-flow speed.
E	0.91 – 1.00	**Unstable Flow:** Significant delay is commonly experienced. The travel speed is between 30% and 40% of the base free-flow speed.
F	> 1.00	**Forced Flow:** Congestion is likely occurring at intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed.

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

FIGURE 3.1: PROJECT SITE LOCATION AND STUDY INTERSECTION LOCATIONS

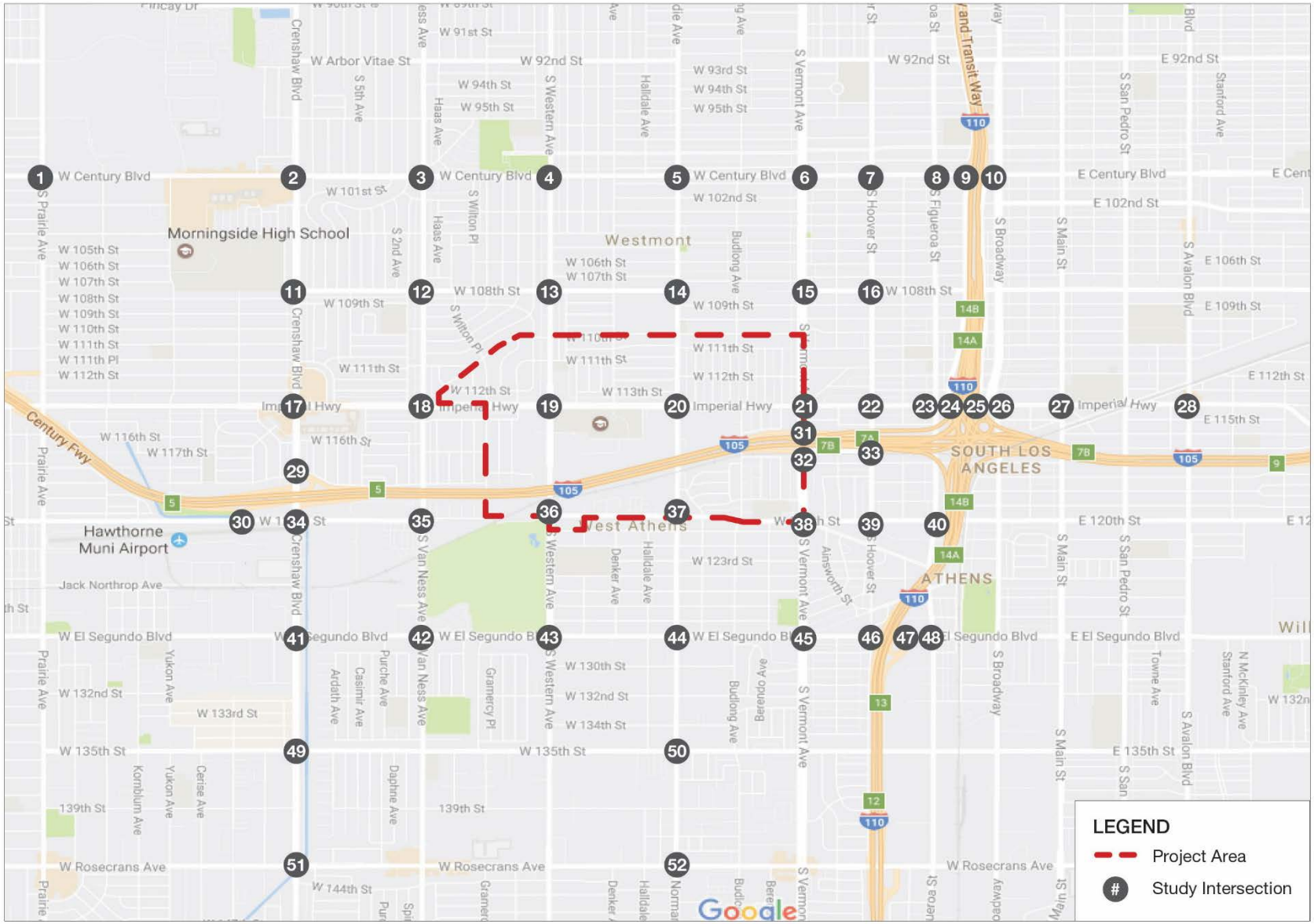
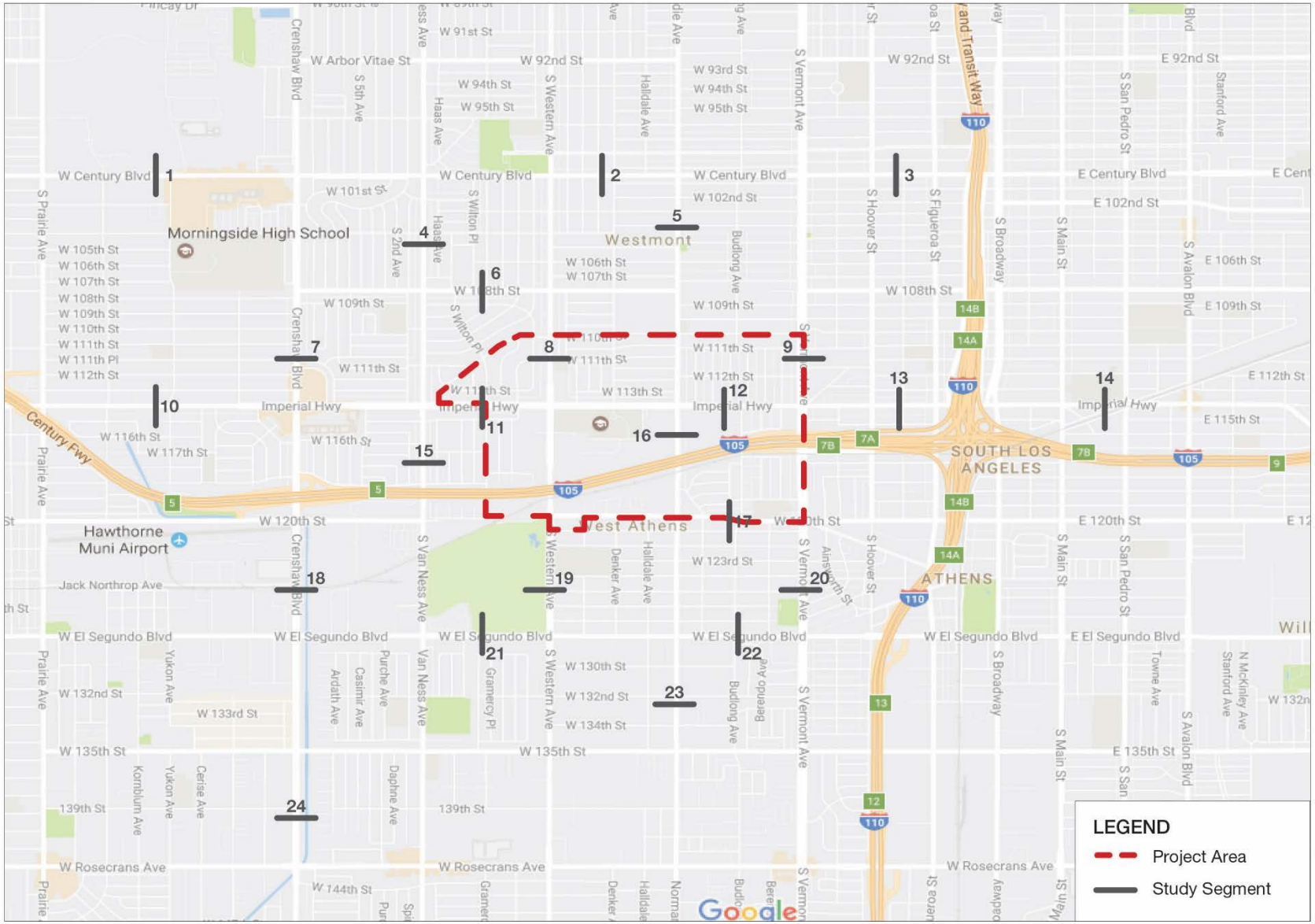


FIGURE 3.2: PROJECT SITE LOCATION AND STUDY LINK LOCATIONS



3.4 INTERSECTION LEVEL OF SERVICE ANALYSIS AND IMPACT CRITERIA

This section summarizes the methods by which the study intersection performance and impacts were assessed. The jurisdictions in which the study intersections are located are the City of Los Angeles, City of Hawthorne, City of Gardena, City of Inglewood, County of Los Angeles, and Caltrans. Intersections were assessed utilizing all applicable jurisdiction assessment criteria. Study intersections were selected for analysis based on the forecasted project trip generation and distribution, particularly in consideration of each agency's guidelines in determining need for analysis based on the forecasted amount of project trips traveling to each intersection. The Los Angeles County Department of Public Works (LACDPW) reviewed and approved the proposed study intersections locations. The analysis also considered a comment letter provided to the County by Caltrans District 7 during the Notice of Preparation (NOP) comment period. Caltrans-controlled intersections have been included as study locations based on a review of Caltrans guidelines of forecast trip generation. In cases where intersections or freeway segments suggested by Caltrans for analysis are not included, the project team conducted discussions with Caltrans regarding existing level of service and the insignificant number of project trips expected at these locations which warranted exclusion.

3.4.1 COUNTY OF LOS ANGELES

Although the project is located in the unincorporated area of Los Angeles County, it was found that many of the presiding cities have not developed their own traffic impact analysis guidelines or implement County guidelines. These include the City of Hawthorne and City of Inglewood. Per the County guidelines, signalized intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU method is based on intersection volume-to-capacity (V/C) ratios. The V/C value for each movement is the observed or forecast volume divided by the saturation flow volume. The intersection ICU value is the sum of the V/C values for the critical movement on each leg, where critical movements are the pairs of conflicting movements with the highest combined V/C values. ICU is expressed as a decimal value (e.g. 0.740), where 1.00 represents the saturated condition in which the volume of traffic flow is equal to the capacity. This study uses saturation volumes of 1,600 vehicles per hour per lane (VPHPL) for turning and through lanes; a lane saturation value of 2,880 VPHPL was used for dual left-turn lanes. A 10% clearance interval is accounted for by adding to 0.100 to the calculated V/C ratios. Additionally, a 7% and 10% increase in intersection saturation was established when accounting for the implementation of ATSAC and ATSAC+ATCS, respectively.

The County of Los Angeles traffic study guidelines do not specify a method for assessing unsignalized intersections. In these instances, the Highway Capacity Manual (HCM) 2010 All-Way Stop Control (AWSC) method was employed using the Synchro 9 software.

The efficiency of traffic operations is measured in terms of Level of Service (LOS). The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of intersections involves the assignment of grades from "A" to "F," with LOS "A" representing the highest level operating conditions and LOS "F" representing extremely congested and restricted operations. Each letter grade corresponds to a range of V/C or delay values, as described in Table 3.2. LOS D is generally the minimum level of service for both signalized and unsignalized intersections.

In conformance with the County guidelines, intersection performance for the following scenarios were assessed in order to determine impacts:

- Existing Year (2017) No Project
- Existing Year (2017) With Project
- Future Year (2035) With Project

It should be noted that County of Los Angeles specifies use of the Existing Year (2017) No Project as a baseline for comparison to the Existing Year (2017) With Project and Future Year (2035) With Project scenarios; thus, County intersection impacts in the Future Year (2035) With Project scenario were determined using the Existing Year (2017) No Project conditions as a base. The County of Los Angeles criteria for impact thresholds are shown below in Table 3.3.

TABLE 3.3: COUNTY OF LOS ANGELES SIGNIFICANT IMPACT TRESHOLD CRITERIA

LEVEL OF SERVICE	RANGE OF V/C RATIO	SIGNIFICANT IMPACT THRESHOLD PROJECT V/C INCREASE OR RESULTANT V/C
A	0 - .600	0.750
B	> 0.600 - 0.700	0.750
C	> 0.700 - 0.800	0.04 or more
D	> 0.800 - 0.900	0.02 or more
E	> 0.900 - 1.000	0.01 or more
F	> 1.000	0.01 or more

Source: Los Angeles County Department of Public Works Traffic Impact Analysis Report Guidelines, 2013.

3.4.2 CITY OF LOS ANGELES

Per the traffic impact study guidelines set forth by the City of Los Angeles, the Critical Movement Analysis (CMA) method was utilized to assess intersection performance and impacts. The method was implemented with the Department of Transportation's (LADOT) CalcaDB software (CMA worksheets). Lane capacities vary due to the intersection phasing serving as the base upon which capacities are determined. Per correspondence with LADOT, the number of phases input was determined to be the amount of phase movements and not individual phases; the opposed phasing input was taken to be split phasing. A 7% and 10% increase in flow rate is taken into account within the worksheet when accounting for the implementation of ATSAC and ATSAC+ATCS, respectively.

The efficiency of traffic operations is measured in terms of Level of Service (LOS). The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of intersections involves the assignment of grades from "A" to "F," with LOS "A" representing the highest level operating conditions and LOS "F" representing extremely congested and restricted operations. Each letter grade corresponds to a range of V/C values, as described in Table 3.2. LOS D is generally the minimum level of service for both signalized and unsignalized intersections.

Intersection performance in the following scenarios were assessed in order to determine impacts:

- Existing Year (2017) No Project
- Existing Year (2017) With Project
- Future Year (2035) No Project
- Future Year (2035) With Project

LADOT outlines guidelines for threshold criteria to determine significant traffic impacts. The thresholds are outlined in Table 3.4.

TABLE 3.4: CITY OF LOS ANGELES SIGNIFICANT IMPACT THRESHOLD CRITERIA

LEVEL OF SERVICE	RANGE OF V/C RATIO	SIGNIFICANT IMPACT THRESHOLD PROJECT V/C INCREASE
C	0.71 - 0.80	0.04 or more
D	0.81 - 0.90	0.02 or more
E / F	> 0.90	0.01 or more

Source: City of Los Angeles Transportation Impact Analysis Study Guidelines – Los Angeles Department of Transportation (LADOT), 2016.

3.4.3 CITY OF GARDENA

Per the guidelines put forth in City of Gardena Circulation Element, signalized intersections were evaluated using the Intersection Capacity Utilization (ICU) method. This study uses saturation volumes of 1,600 vehicles per hour per lane (VPHPL) for turning and through lanes; a lane saturation value of 2,880 VPHPL was used for dual left-turn lanes. A 10% clearance interval is accounted for by adding to 0.100 to the calculated V/C ratios. Additionally, a 7% and 10% increase in intersection saturation was established when accounting for the implementation of ATSAC and ATSAC+ATCS, respectively.

The efficiency of traffic operations is measured in terms of Level of Service (LOS). The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of intersections involves the assignment of grades from “A” to “F,” with LOS “A” representing the highest level operating conditions and LOS “F” representing extremely congested and restricted operations. Each letter grade corresponds to a range of V/C or delay values, as described in Table 3.2. LOS D and E are the minimum level of service for residential and commercial intersections, respectively. A significant impact was assumed to occur if the ICU exceeded LOS D for residential and LOS E for commercial intersections. For intersections operating at LOS F, an impact was taken to be an increase in ICU of 0.010 or more.

Intersection performance for the following scenarios were assessed in order to determine impacts:

- Existing Year (2017) No Project
- Existing Year (2017) With Project
- Future Year (2035) No Project
- Future Year (2035) With Project

3.4.4 CALTRANS

Caltrans assesses facility performance and impacts utilizing the Highway Capacity Manual (HCM) 2010 method. Facilities evaluated with this method include freeway terminals (intersections) and off-ramps (queues). The Synchro 9 software was used to implement this method. Standard settings were utilized. A 7% and 10% increase in flow rate was established when accounting for

the implementation of ATSAC and ATSAC+ATCS, respectively. The efficiency of traffic operations is measured in terms of Level of Service (LOS). The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of intersections involves the assignment of grades from "A" to "F," with LOS "A" representing the highest level operating conditions and LOS "F" representing extremely congested and restricted operations. LOS C is the minimum level of service for signalized intersections at ramps. Caltrans traffic impact analysis guidelines do not specify a minimum LOS for unsignalized intersections, therefore LOS C was taken to be the minimum as well. LOS designations for signalized intersections is presented in Table 3.5.

Intersection performance in the following scenarios were assessed in order to determine impacts:

- Existing Year (2017) No Project
- Existing Year (2017) With Project
- Future Year (2035) No Project
- Future Year (2035) With Project

Caltrans traffic impact analysis guidelines do not explicitly define a significant impact in terms of existing level of service and change in that level of service; therefore, a significant impact is considered to occur when:

- The addition of project trips causes a change from LOS C or better to LOS D or worse; or
- The addition of project trips causes a change from LOS D or worse to degrade to a lower LOS.
- If the intersection is operating at LOS F in the baseline condition, any increase in vehicle delay is taken to be an impact; LOS should be returned to, at least, the pre-project conditions.

TABLE 3.5: SIGNALIZED INTERSECTIONS LEVEL OF SERVICE

LOS	CONTROL DELAY PER VEHICLE
A	≤ 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

Source: Caltrans, Guide for the Preparation of Traffic Impact Studies, State of California Department of Transportation (2002)

3.5 STATE HIGHWAY ANALYSIS

Peak hour analyses for basic freeway segments and freeway off-ramps were conducted at locations designated by Caltrans as appropriate in order to assess the regional impacts on freeway facilities by project traffic. As a result, CMP monitoring station, freeway mainline, and freeway on-/off-ramp queue analyses were performed. The CMP monitoring station analysis was performed in compliance with the traffic impact analysis procedures outlined in the *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, October 2010). The freeway mainline analysis was performed using the procedure outlined in the HCM 2010. Lastly, the freeway on-/off-ramp queue analysis was performed in compliance with the procedure provided by Caltrans.

3.5.1 FREEWAY MAINLINE ANALYSIS

A freeway mainline analysis was conducted at the ten study locations listed in Table 3.6. The HCM 2010 methodology used to assess the freeway segments was implemented using the HCS7 modeling software. The standard settings used are: a peak-hour factor of 0.94; level terrain; trucks and buses passenger-car equivalent of 2.0; and a free flow speed of 70 miles per hour (design speed taken from Caltrans PeMS). Additional inputs such as the segment volume (vehicles per hour) and percent of trucks and buses varied by location; these values were determined using traffic count data provided by the Caltrans Traffic Census Program for the year 2015. Freeway volumes were derived by applying the peak hour (K) and directional (D) factors to the annual average daily traffic (AADT) volumes for a given location. In the instance that data was not available for a location within reasonable range to a study location or the location data was believed to be inconsistent with the adjacent locations, the average of the upstream and downstream locations was taken. Volumes were then grown using the general traffic volume growth factor of 1.013 presented in the 2010 Congestion Management Program for Los Angeles County to generate the year 2017 base volumes. However, the percent of truck traffic calculated from the year 2015 data was not altered, as this value was observed to remain constant from the previous year (2014).

TABLE 3.6: FREEWAY MAINLINE STUDY LOCATIONS

ID	Freeway	Location	California Postmile	Absolute Postmile	Direction
1	I-105	at Hawthorne Boulevard	R3.1	3.1	EB
					WB
2	I-105	at Western Avenue	R5.5	5.5	EB
					WB
3	I-105	at Wilmington Avenue	R9.7	9.7	EB
					WB
4	I-105	w/o I-710 (Harris Avenue)	R12.6	12.6	EB
					WB
5	I-110	s/o I-10 (at Adams Boulevard)	20.6	20.5	NB
					SB
6	I-110	at Manchester Avenue	15.88	15.8	NB
					SB
7	I-110	n/o I-105 (at 110th Street)	14.29	14.2	NB
					SB
8	I-110	s/o I-105 (at 126th Street)	13.13	13.1	NB
					SB
9	I-110	at 135th Street	12.24	12.2	NB
					SB
10	I-110	n/o SR-91 (Gardena Boulevard)	10.71	10.6	NB
					SB

The HCM 2010 methodology utilizes lane density (pc/mi/ln) as the measure to determine a freeway segment's level of service. The designation of LOS based upon the density observed is outlined in Table 3.7. Caltrans maintains that the target LOS is the transition between LOS C and LOS D. It should be noted that because there is a linear relationship between freeway mainline density and queues, estimates for freeway mainline densities cannot be provided for conditions of extreme magnitude. Such is the case for instances in which exceptionally large volumes are experienced. When freeway demand conditions exceed capacity, forced flow results and the corresponding formulas used to estimate density will not be appropriate. As a result, estimates for freeway mainline density are not provided for severe LOS F conditions; an overcapacity (OVR) designation is assigned in these cases.

TABLE 3.7: BASIC FREEWAY SEGMENTS LEVEL OF SERVICE DEFINITION

LOS	DENSITY (VEHICLES PER LANE-MILE)	DESCRIPTION
A	≤ 11	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
B	11 - 18	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.
C	18 - 26	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.
D	26 - 35	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.
E	35 - 45	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.
F	> 45	Represents a breakdown in flow.

Source: Highway Capacity Manual, Transportation Research Board (2010).

Significant impacts are determined as follows:

- The addition of project trips causes a change from LOS C or better to LOS D or worse; or
- The addition of 50 or more project trips to a freeway mainline segment operating at LOS F in the No Project scenario (based on discussions with Caltrans staff).

3.5.2 CMP MONITORING STATION ANALYSIS

Peak hour traffic conditions at six CMP monitoring stations were analyzed utilizing the procedures outlined in the CMP. The CMP method assesses a freeway segment based on the density-to-capacity ratio in the No Project and With Project scenarios for an analysis year. A summary of the CMP monitoring station locations analyzed is provided in Table 3.8. The designation of LOS based on the density to capacity ratio observed is summarized in Table 3.9. LOS F(1) through F(3) designations are assigned where severely congested conditions prevail for more than an hour.

TABLE 3.8: CMP MONITORING STATION LOCATIONS

ID	Freeway	Segment	Station
2	I-105	at Western Avenue	1042
4	I-105	w/o I-710 (at Harris Avenue)	1043
6	I-110	at Manchester Avenue	1046

TABLE 3.9: CMP LEVEL OF SERVICE SUMMARY

LOS	V/C RATIO	LOS	V/C RATIO
A	0.00 - 0.35	F(0)	> 1.00 - 1.25
B	> 0.35 - 0.54	F(1)	> 1.25 - 1.35
C	> 0.54 - 0.77	F(2)	> 1.35 - 1.45
D	> 0.77 - 0.93	F(3)	> 1.45
E	> 0.93 - 1.00		

Source: 2010 Congestion Management Plan for Los Angeles County, Los Angeles Metropolitan Transportation Authority (October 2010)

Per the CMP, a significant impact is defined as:

- An increase in the V/C of 0.02 or more, causing LOS F (V/C > 1.00); or
- An increase in the V/C of 0.02 or more when the freeway segment operates at LOS F (V/C > 1.00) in the No Project scenario.

3.5.3 FREEWAY ON-RAMP QUEUE ANALYSIS

Per a response from Caltrans to the NOP for the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont DEIR, it was advised that the traffic study analyze the storage for left-turn pockets at on-ramps where appropriate. As a result, left-turn queue capacities and forecasted queues were assessed at freeway on-ramp locations. No “safety factor” was taken into consideration when presenting the queue capacity length for the left-turn pockets. Freeway on-ramp queue analysis summaries are provided in the respective scenario section. Synchro queue reports are provided in Appendix G.

3.5.4 FREEWAY OFF-RAMP QUEUE ANALYSIS

Per Caltrans traffic study guidelines, a queue analysis for freeway off-ramps at study intersections is provided. The queue analysis was performed at off-ramps identified by Caltrans as having the potential to be significantly affected by the addition of project traffic; the analysis was performed in accordance with the methodology produced from correspondence with Caltrans in which 85% of the measured queue length is to be used as the threshold for determining a significant impact. The analysis was conducted by measuring the storage capacity of off-ramps from scaled online images (Google Maps). Utilizing the Synchro 9 traffic modeling software, a queue analysis report was generated for each scenario; 95th percentile queue lengths were taken from these reports. Queue analysis summaries are provided in the respective scenario section. Synchro queue reports are provided in Appendix G.

3.6 VEHICLE MILES TRAVELED (VMT) ANALYSIS

The VMT analysis is conducted using the California Emissions Estimator Model (CalEEMod), a statewide land use emissions model used to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both the construction and operation of a project. The model calculates these emissions based on the amount of direct and indirect vehicle miles traveled during the construction and operation of the project. Additionally, CalEEMod identifies emission-reducing mitigation measures and calculates the potential benefits of those measures selected.

The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with California Air Districts. Default data such as emission factors and trip lengths are provided by various air districts in order to take into account local requirements and conditions.

For the purposes of this report, CalEEMod was used to demonstrate the benefits of the TOD-associated development benefits in the existing year and future year scenarios. In particular, the model will be used to assess the change in total VMT and VMT per capita for the No Project, With Project, and With Project + Pass-By and Project Design Features Trip Reduction scenarios. The proposed scenarios developed for air quality analysis are listed below:

- Existing Year (2017)
- Existing Year (2017) w/ Project
- Existing Year (2017) w/ Project + Internal Capture and Pass-By Reductions
- Future Year (2035) No Project
- Future Year (2035) w/ Project
- Future Year (2035) w/ Project + Internal Capture, Pass-By, and Project Design Features Trip Reductions

The With Project scenarios for each analysis year listed above were evaluated using the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* released by the Governor's Office of Planning and Research (OPR) in January 2016. The document outlines OPR's recommendations regarding methodology for conducting VMT analysis and establishing thresholds for significant transportation impacts as part of the CEQA analysis for new projects. These recommendations include:

- Vehicle miles traveled is the primary metric for determining transportation impacts across the state;
- Land use development near transit or in VMT-efficient areas should be presumed to cause a less than significant impact;

- Transit, active transportation, and rehabilitation projects that do not add motor vehicle capacity should also be presumes to cause a less than significant impact; and
- Implementation of a VMT metric should be done within two years of OPR's adoption of the guidelines; during this period, VMT analysis is to remain optional as OPR monitors implementation and evaluates the needs for updates.

The County of Los Angeles has yet to adopt a metric for assessing significant impacts with regards to VMT due to the addition of various types of development projects. Thus, significant impacts and mitigation measures for these impacts, if applicable, are not identified as of the time which this report was produced. The VMT analysis is presented for environmental analysis purposes only.

4 EXISTING YEAR (2017) NO PROJECT

This section presents the Existing Year (2017) No Project scenario conditions of the project study area; this scenario will serve as the base for which all upcoming scenarios are assessed. The study area encompasses arterial roadways and signalized intersections within the project area as well as within a reasonable vicinity. Descriptions of the existing roadway network and intersection level of service analysis results for the Existing Year (2017) No Project scenario are included in this section.

4.1 EXISTING ROADWAY NETWORK

Selected arterials that are located in the vicinity of the project corridor are described in this section. Items of note include existing geometry, pedestrian and bicycle facilities, speed limit, and adjacent land uses. The selected arterials are as follows:

CENTURY BOULEVARD

Century Boulevard is classified as a Major Highway in the County Highway Plan and runs east-west within the Specific Plan boundary. The lane use adjacent to the corridor is comprised of small business, mixed use, light industrial, and primarily residential housing. The posted speed limit is 35 to 40 miles per hour. The roadway consists of three travel lanes in each direction. On-street parking is permitted along most, but not all of the corridor within the project area. Metro operates bus lines along the corridor.

108TH STREET

108th Street is classified as a Collector Street on the County Highway Plan and runs east and west within the Specific Plan boundary. Businesses, mixed use, and predominantly residential housing surrounds the corridor. The posted speed limit is 35 miles per hour. The roadway is comprised of one travel lane in each direction with a dedicated auxiliary lane in the center. Class II and Class III bike lanes are present along the roadway in each direction. On-street parking can be located all along the corridor within the project area.

IMPERIAL HIGHWAY

Imperial Highway is classified as a Major Highway in the City of Los Angeles's Mobility Plan which runs east and west within the project area. The corridor is surrounded by a variety of land uses including residential, mixed use, light industrial, and public space. The posted speed limit is 35 to 40 miles per hour. Within the project boundary, the roadway consists of three travel lanes in each direction with a dedicated auxiliary as well as median strips along the center of the corridor. On-street parking is permitted along most, but not all of the corridor. Torrance Transit, Gardena Municipal, and Metro operates bus lines along the corridor.

EL SEGUNDO BOULEVARD

El Segundo Boulevard is classified as a Major Highway in the City of Los Angeles's Mobility Plan and the City of Gardena's General Plan which runs east and west. The corridor is surrounded by a variety of land uses including residential, mixed use, light industrial, and public space. The posted speed limit within the study boundary is 40 miles per hour. There is three lanes in each travel direction along the roadway with a dedicated auxiliary in the center. On-street parking is limited, but is permitted in certain areas of the corridor. Torrance Transit and Gardena Municipal operate bus lines along the roadway.

120TH STREET

120th Street is classified as a Secondary Highway in the County Highway Plan which runs east and west within the project boundary. The corridor is surrounded by a variety of land uses including

mixed use, light industrial, public space, and predominantly residential. The posted speed limit is 30 to 40 miles per hour. Within the project area, the roadway is comprised of two lanes in each direction which is then reduced to one lane further west of the street. There is a dedicated auxiliary in the center of the roadway. Additionally, Class II bike lanes exists with a striped buffer between the general travel lanes and the bike lanes. On-street parking can be found along most of the roadway. The Torrance Transit route operates along the street as well.

CRENSHAW BOULEVARD

Crenshaw Boulevard is classified as a Major Highway in the County Highway Plan and runs north and south. The corridor is surrounded by a variety of land uses such as residential, mixed use, light industrial, and public space. The posted speed limit is 40 miles per hour. There are three lanes running in each travel direction with a dedicated auxiliary as well as median strips along the street. On-street parking can be found on much of the roadway. Torrance Transit and Metro operate bus routes along the corridor.

VAN NESS AVENUE

Van Ness Avenue is classified as a Secondary Highway in the County Highway Plan and runs north and south within the project boundary. The corridor is surrounded by a variety of land uses including residential, mixed use, light industrial, and public space. The posted speed limit is 35 miles per hour. The roadway consists of two lanes in each direction where on-street parking is permitted along much, but not all of the corridor. Torrance Transit, Gardena Municipal, and Metro operate bus lines along the roadway.

WESTERN AVENUE

Western Avenue is classified as a Major Highway in the County Highway Plan and the City of Gardena's General Plan which runs north and south of the project area. The corridor is surrounded by a variety of land uses such as residential, mixed use, light industrial, and public space. The posted speed limit is 40 miles per hour. The roadway comprises of two travel lanes in each direction with a dedicated auxiliary in the center as well as median strips. On-street parking is permitted along much, but not all of the corridor. Gardena Municipal and Metro operate bus lines along the corridor.

HOOVER STREET

Hoover Street is classified as a Collector Street in the City of Los Angeles's Mobility Plan which runs north and south in the project boundary. The land use surrounding the corridor consists of predominantly residential housing where on-street parking is available and permitted. The posted speed limit is 25 to 35 miles per hour. There is one travel lane in each direction with a dedicated auxiliary in the center of the roadway. Additionally, there are dedicated Class II bike lanes as well as Class III bike lanes.

135TH STREET

135th Street is classified as a Secondary Highway in the City of Los Angeles's Mobility Plan and the City of Gardena's General Plan which runs east and west. The corridor is surrounded by a variety of land uses such as residential, mixed used, light industrial, and public space. The posted speed limit is 40 miles per hour. There are two lanes in each direction of the roadway. On-street parking is available and permitted along most, but not all of the corridor. Gardena Municipal and Metro operate bus lines along the corridor.

VERMONT AVENUE

Vermont Avenue is classified as a Major Highway on the County Highway Plan and runs north and south within the Specific Plan boundary. The corridor is surrounded by a variety of land uses including residential, mixed use, light industrial, and public space. The posted speed limit is 40 miles per hour. Within the project area, the roadway consists of two travel lanes in each direction with a dedicated auxiliary lane in the center. Class II striped bike lanes also exist in each direction

within the project area. On-street parking is permitted along much, but not all of the corridor within the project area. Gardena Municipal and Metro operate bus lines along the corridor.

NORMANDIE AVENUE

Normandie Avenue is classified as a Secondary Highway on the County Highway Plan and runs north and south within the Specific Plan boundary. The corridor is surrounded by a variety of land uses including residential, mixed use, and public space. The posted speed limit is 40 to 45 miles per hour. Within the project area, the roadway consists of two travel lanes in each direction with a dedicated auxiliary lane in the center. On-street parking is permitted along most, but not all of the corridor within the project area. Gardena Municipal and Metro operate bus lines along the corridor.

FIGUEROA STREET

Figueroa Street is a Major Highway that runs north and south and is surrounded by commercial and residential land uses. The corridor is surrounded by a variety of land uses including residential, mixed use, and public space. The posted speed limit ranges from 35 to 45 miles per hour. Within the project area, the roadway consists of two travel lanes in each direction divided by a center median. On street parking is permitted along most, but not all of the corridor. Dedicated Class II bikes lanes are present along the corridor. Torrance Transit and Metro operate bus routes along the corridor.

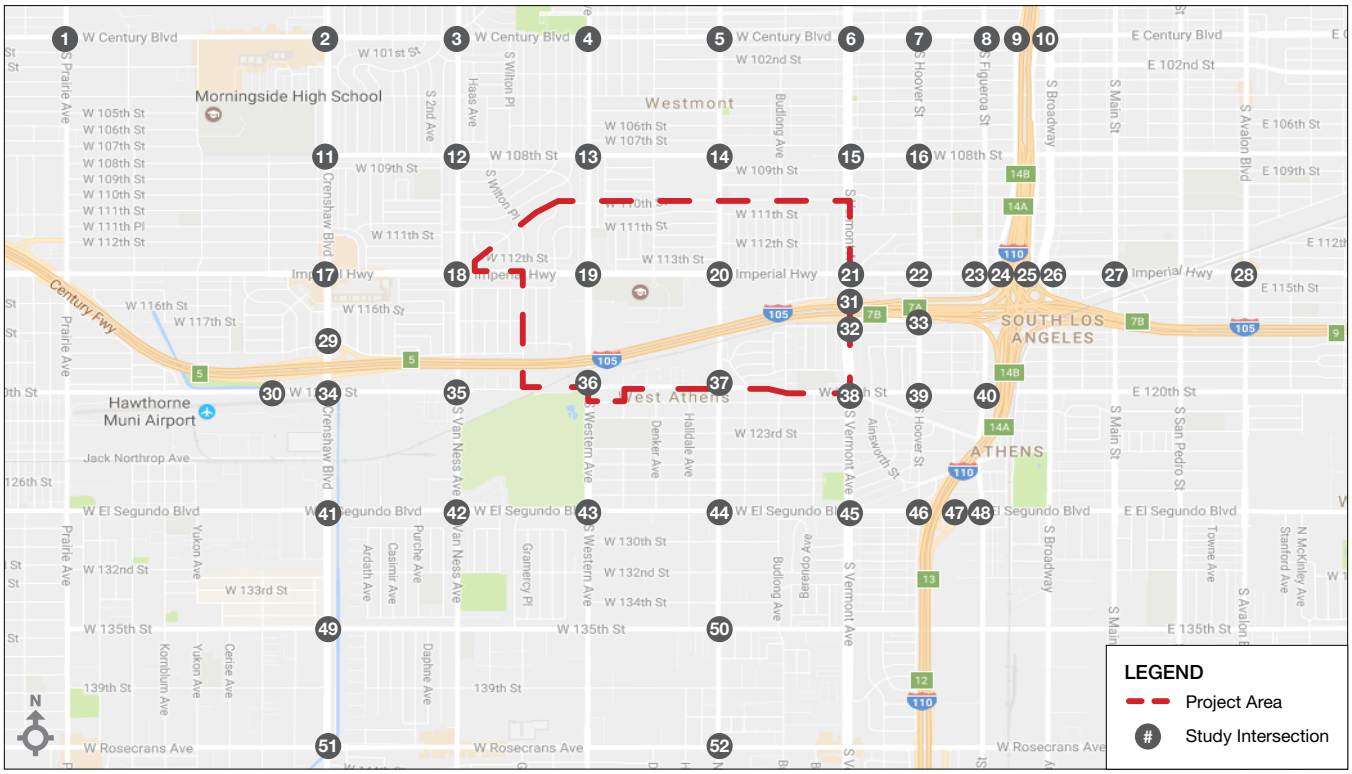
4.2 STUDY INTERSECTION GEOMETRY AND PEAK HOUR VOLUMES

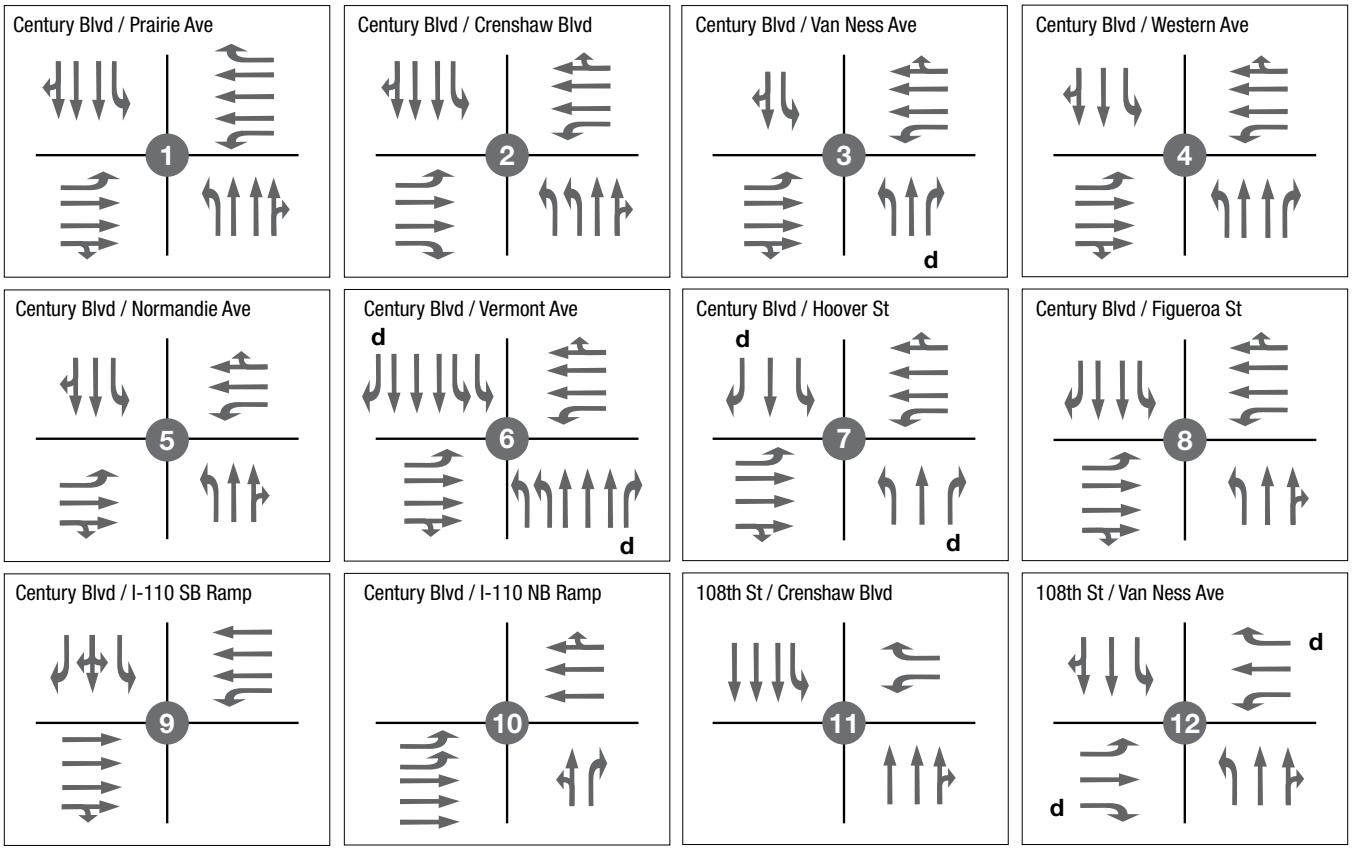
Thirty-seven existing intersections were selected in consultation with the County of Los Angeles for analysis based on potential traffic impacts and vehicle volumes. Existing study intersection geometries are shown in Figure 4.1. Additionally, Existing Year (2017) No Project AM peak hour turning movement volumes are shown in Figure 4.2, and the PM peak hour volumes are shown in Figure 4.3. The Existing Year (2017) No Project study intersections are as follows:

1. Century Boulevard and Prairie Avenue
2. Century Boulevard and Crenshaw Boulevard
3. Century Boulevard and Van Ness Avenue
4. Century Boulevard and Western Avenue
5. Century Boulevard and Normandie Avenue
6. Century Boulevard and Vermont Avenue
7. Century Boulevard and Hoover Street
8. Century Boulevard and Figueroa Street
9. Century Boulevard and I-110 SB Off-Ramp / Grand Avenue
10. Century Boulevard and I-110 NB On-Ramp / Olive Street
11. 108th Street and Crenshaw Boulevard
12. 108th Street and Van Ness Avenue
13. 108th Street and Western Avenue
14. 108th Street and Normandie Avenue
15. 108th Street and Vermont Avenue

16. 108th Street and Hoover Street
17. Imperial Highway and Crenshaw Boulevard
18. Imperial Highway and Van Ness Avenue
19. Imperial Highway and Western Avenue
20. Imperial Highway and Normandie Avenue
21. Imperial Highway and Vermont Avenue
22. Imperial Highway and Hoover Street
23. Imperial Highway and Figueroa Street
24. Imperial Highway and Grand Avenue / I-110 SB On-Ramp
25. Imperial Highway and Olive Street / I-110 NB Off-Ramp
26. Imperial Highway and Broadway
27. Imperial Highway and Main Street
28. Imperial Highway and Avalon Boulevard
29. I-105 WB Off-Ramp / 118th Place and Crenshaw Boulevard
30. I-105 WB Ramps and 120th Street
31. I-105 WB Ramps and Vermont Avenue
32. I-105 EB Off-Ramp / 116th Place and Vermont Avenue
33. I-105 EB On-Ramp / 116th Place and Hoover Street
34. 120th Street and Crenshaw Boulevard
35. 120th Street and Van Ness Avenue
36. 120th Street and Western Avenue
37. 120th Street and Normandie Avenue
38. 120th Street and Vermont Avenue
39. 120th Street and Hoover Street
40. 120th Street and Figueroa Street
41. El Segundo Boulevard and Crenshaw Boulevard
42. El Segundo Boulevard and Van Ness Avenue
43. El Segundo Boulevard and Western Avenue
44. El Segundo Boulevard and Normandie Avenue
45. El Segundo Boulevard and Vermont Avenue
46. El Segundo Boulevard and I-110 SB Ramps
47. El Segundo Boulevard and I-110 NB Ramps
48. El Segundo Boulevard and Figueroa Street
49. 135th Street and Crenshaw Boulevard
50. 135th Street and Normandie Avenue
51. Rosecrans Avenue and Crenshaw Boulevard
52. Rosecrans Avenue and Normandie Avenue

FIGURE 4.1: EXISTING YEAR (2017) INTERSECTION GEOMETRY

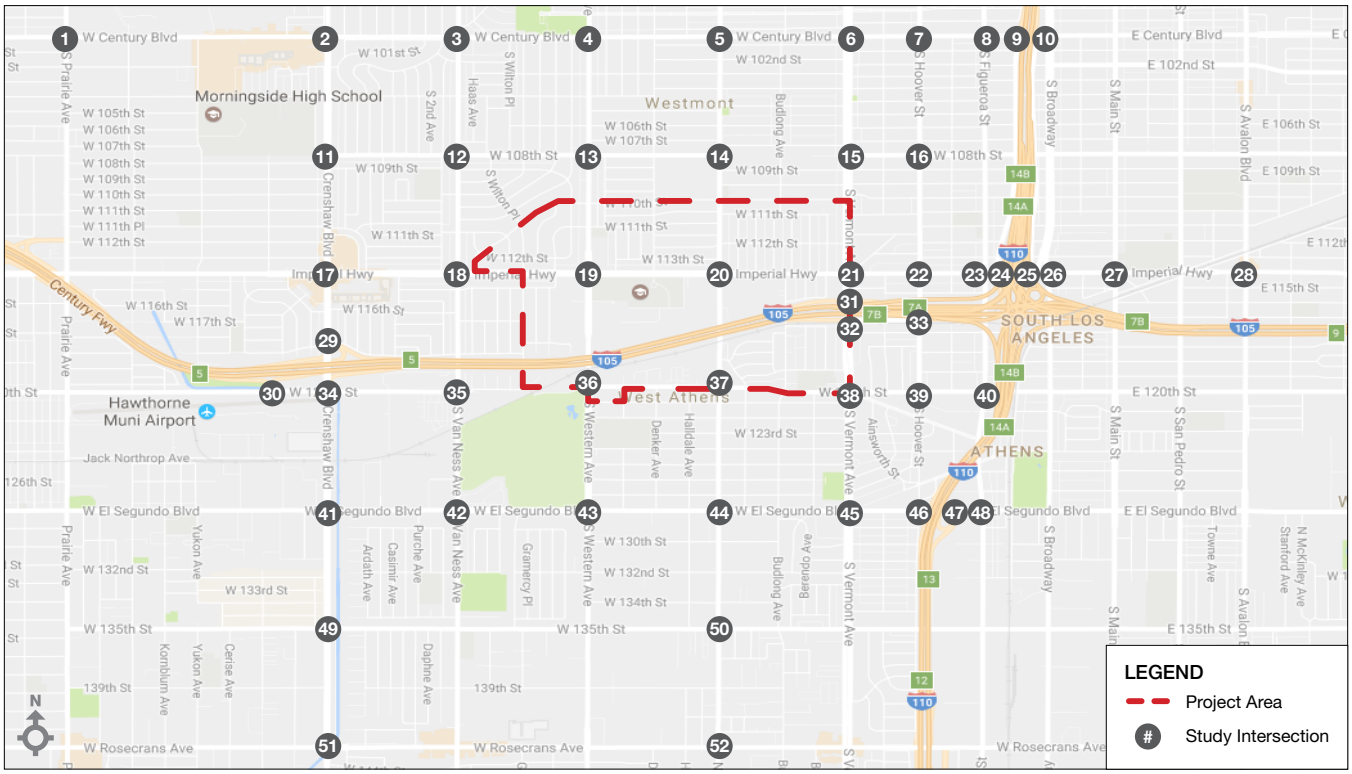


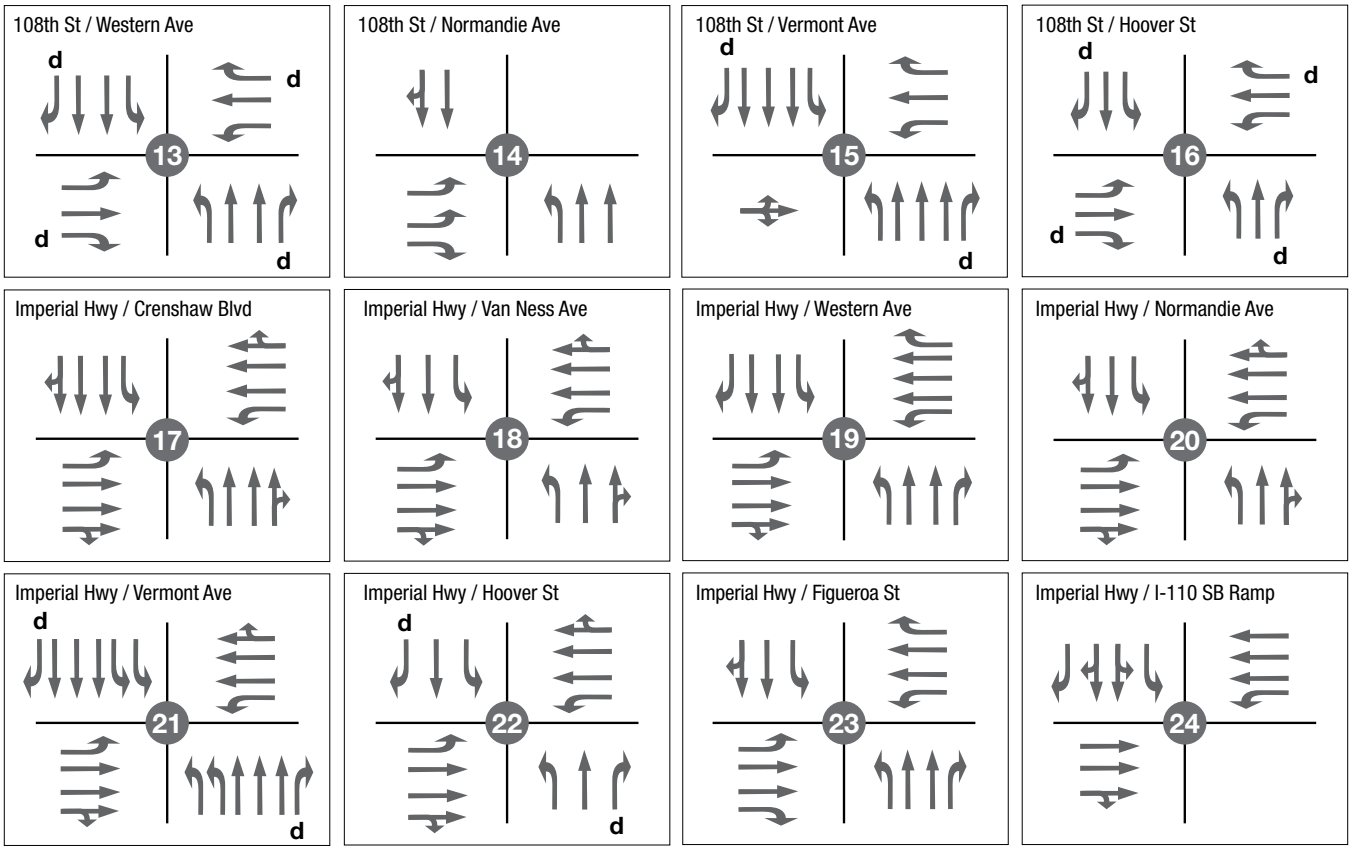


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry
- d De Facto Right-Turn Lane

FIGURE 4.1: EXISTING YEAR (2017) INTERSECTION GEOMETRY





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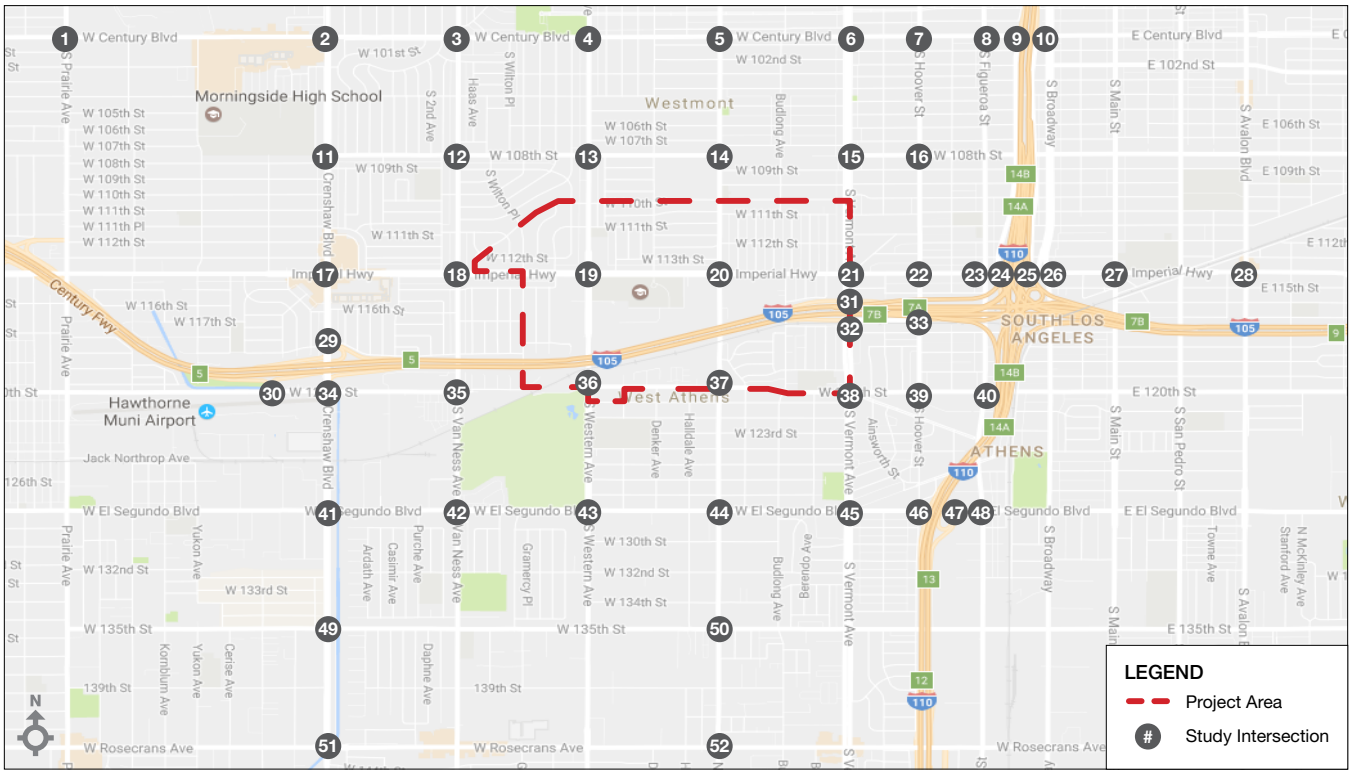
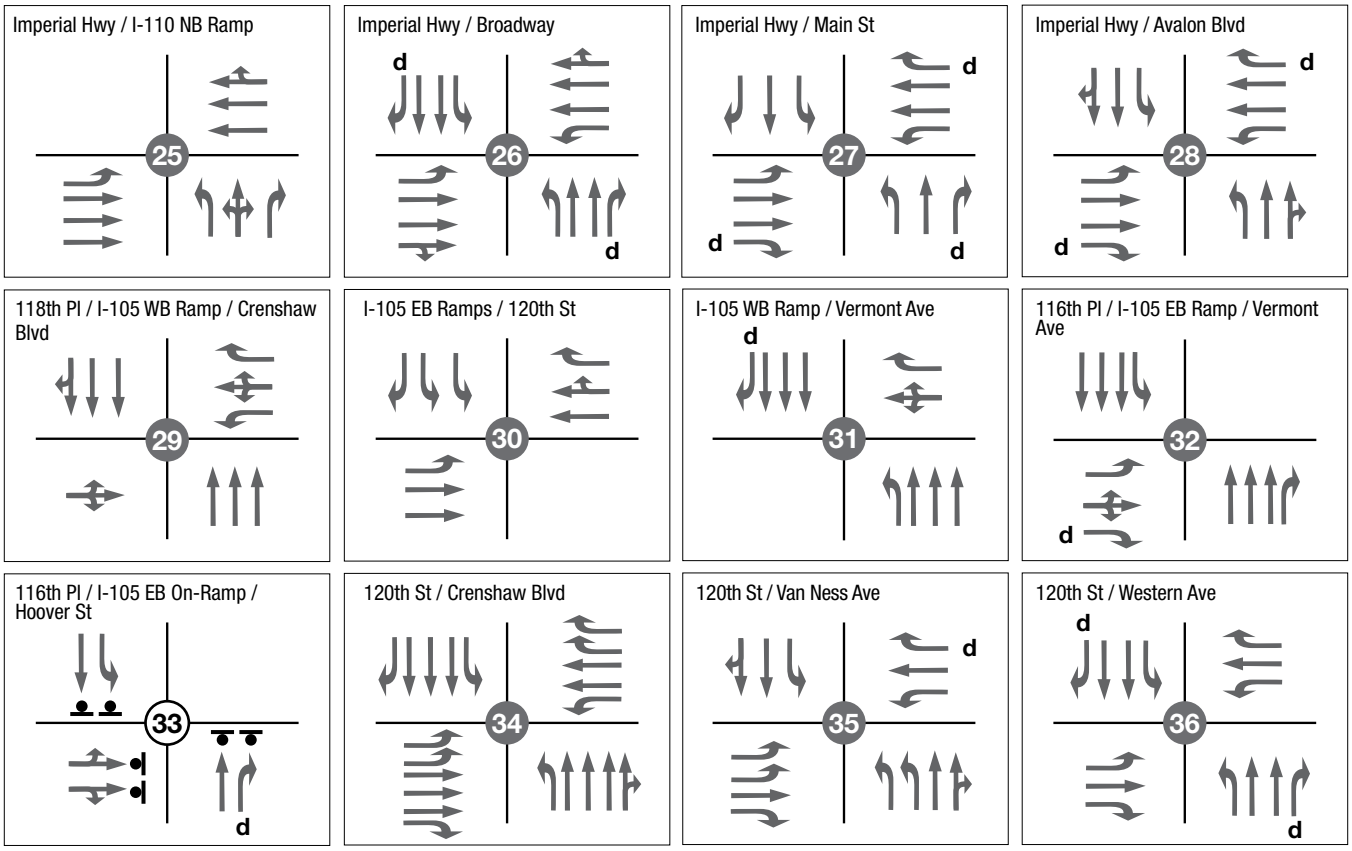
Signalized Intersection | Unsignalized Intersection | Lane Geometry | d De Facto Right-Turn Lane

FIGURE 4.1: EXISTING YEAR (2017) INTERSECTION GEOMETRY





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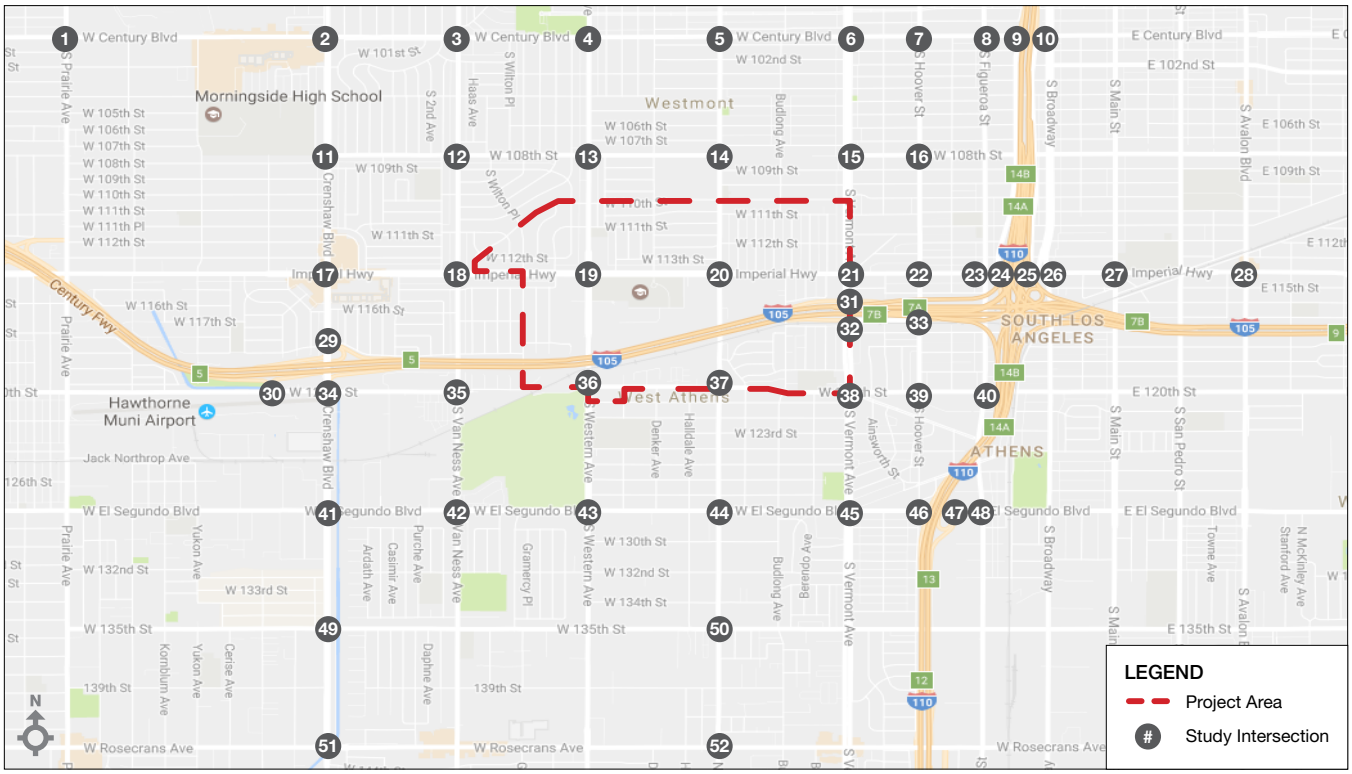
Signalized Intersection | Unsignalized Intersection | Lane Geometry | d De Facto Right-Turn Lane

FIGURE 4.1: EXISTING YEAR (2017) INTERSECTION GEOMETRY



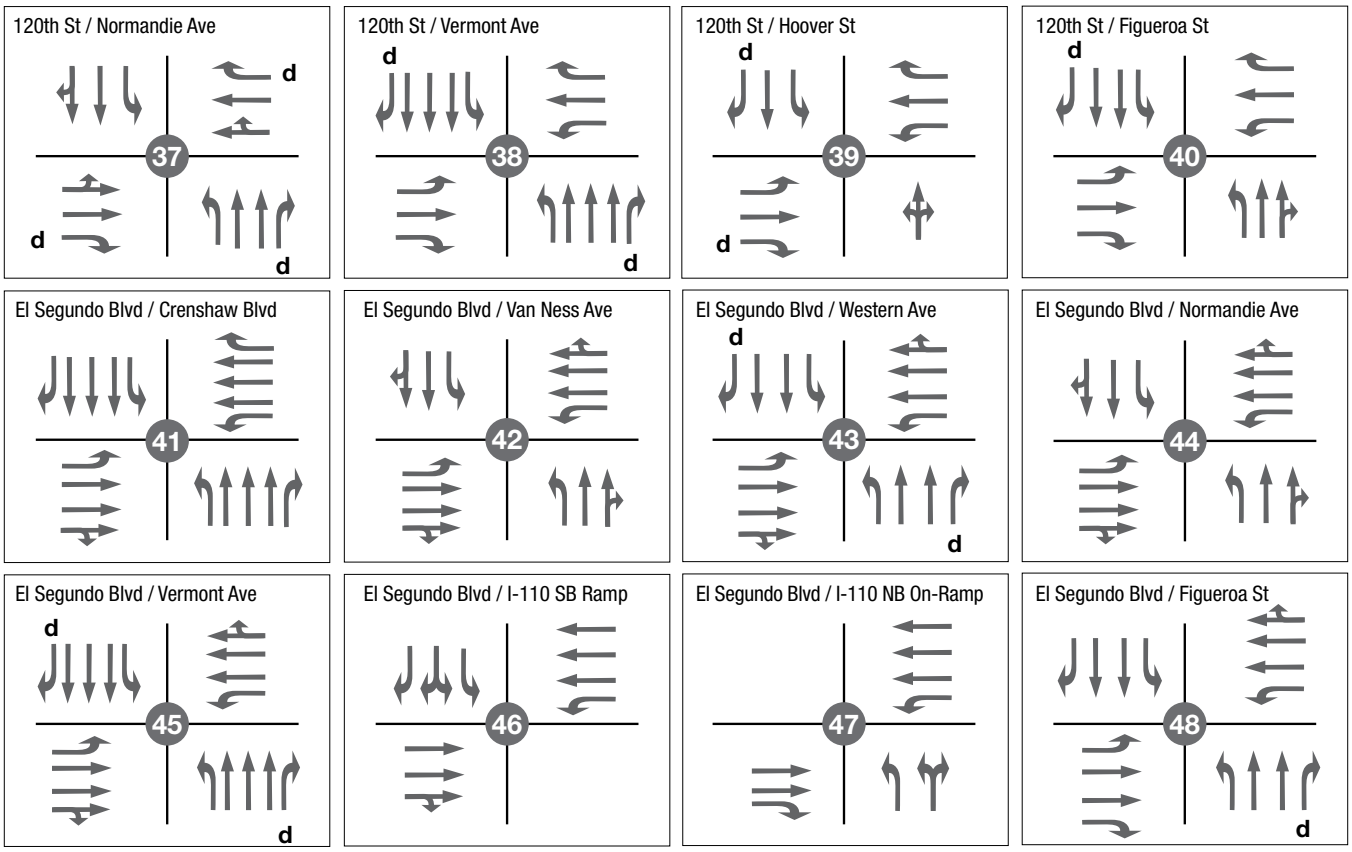
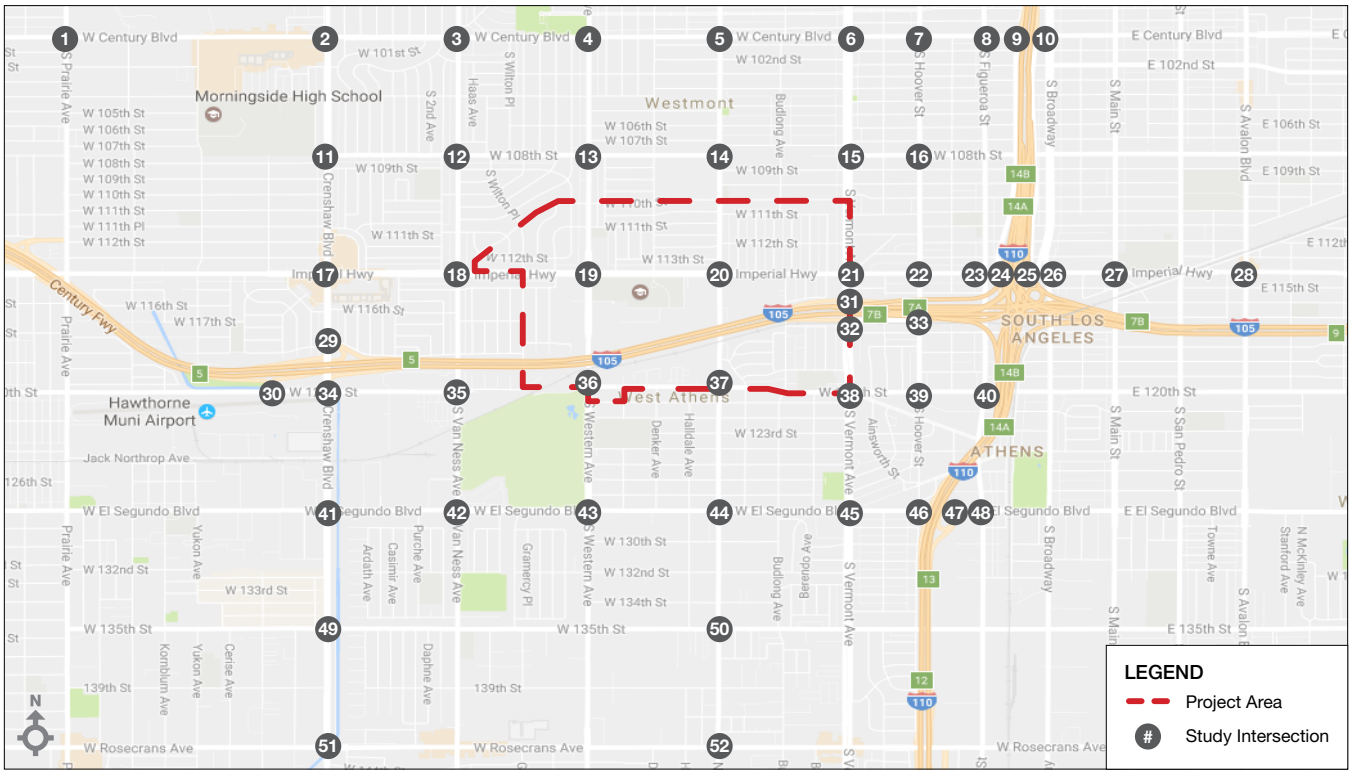
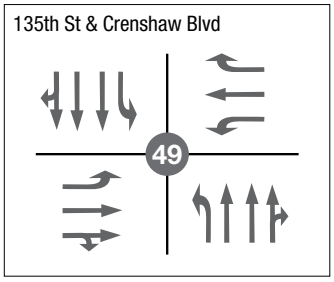
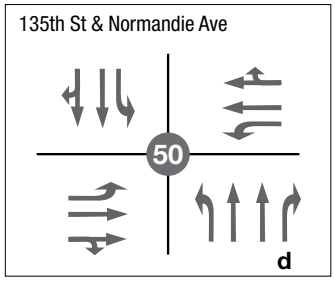
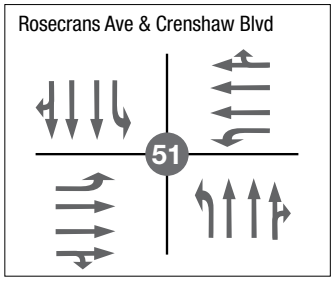


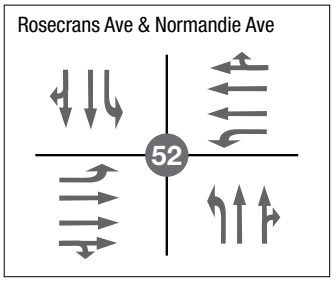
FIGURE 4.1: EXISTING YEAR (2017) INTERSECTION GEOMETRY











Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry
- **d** De Facto Right-Turn Lane

4.3 AVERAGE DAILY TRAFFIC

The average daily traffic volumes for the roadway segments for the Existing Year (2017) No Project scenario are summarized in Table 4.1. Road segment volumes have been included for noise and air quality purposes. Existing road segment volumes are extracted from 24-hour counts which can be found in Appendix A.

TABLE 4.1: EXISTING YEAR (2017) NO PROJECT ROADWAY SEGMENT DATA COLLECTION SUMMARY

ID	ROADWAY	SOURCE	EXISTING NP ADT
1	Century Blvd between Prairie Ave and Crenshaw Blvd	AimTD, May 2017	29,254
2	Century Blvd between Western Ave and Normandie Ave	AimTD, May 2017	29,596
3	Century Blvd between Hoover St and Figueroa St	AimTD, May 2017	32,537
4	Van Ness Ave between Century Blvd and 108th St	AimTD, May 2017	19,854
5	Normandie Ave between Century Blvd and 108th St	AimTD, May 2017	23,586
6	108th St between Van Ness Ave and Western Ave	AimTD, May 2017	8,685
7	Crenshaw Blvd between 108th St and Imperial Hwy	AimTD, May 2017	31,929
8	Western Ave between 108th St and Imperial Hwy	AimTD, May 2017	27,334
9	Vermont Ave between 108th St and Imperial Hwy	AimTD, May 2017	35,852
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	AimTD, May 2017	29,643
11	Imperial Hwy between Van Ness Ave and Western Ave	AimTD, May 2017	33,264
12	Imperial Hwy between Normandie Ave and Vermont Ave	AimTD, May 2017	33,986
13	Imperial Hwy between Hoover St and Figueroa St	AimTD, May 2017	34,449
14	Imperial Hwy between Main St and San Pedro St	AimTD, May 2017	29,362
15	Van Ness Ave between Imperial Hwy and 120th St	AimTD, May 2017	23,071
16	Normandie Ave between Imperial Hwy and 120th St	AimTD, May 2017	17,854
17	120th St between Normandie Avenue and Vermont Ave	AimTD, May 2017	10,464
18	Crenshaw Blvd between 120th St and El Segundo Blvd	AimTD, May 2017	43,639
19	Western Ave between 120th St and El Segundo Blvd	AimTD, May 2017	24,337
20	Vermont Ave between 120th St and El Segundo Blvd	AimTD, May 2017	20,564
21	El Segundo Blvd between Van Ness Ave and Western Ave	AimTD, May 2017	40,862
22	El Segundo Blvd between Normandie Ave and Vermont Ave	AimTD, May 2017	39,304
23	Normandie Ave between El Segundo Blvd and 135th St	AimTD, May 2017	18,987
24	Crenshaw Blvd between 135th St and Rosecrans Ave	AimTD, May 2017	31,471

4.4 PEAK HOUR LINK LEVEL OF SERVICE

AM and PM peak hour link analyses are presented in Table 4.2 and 4.3, respectively. The peak hour link volumes are derived from the peak hour turning movement volumes; more specifically, they are derived from arriving and departing volumes between two intersections that the link of interest joins. If the departures of one intersection did not equal the arrivals of the second intersection, an average of the two volumes was taken to be the link volume experienced in that direction. A loss, or even gain, in volumes between two intersections is not uncommon, especially in situations where additional intersections or driveways are present between the intersections of interest. All links are expected to operate at an acceptable level of service with the exception of:

- El Segundo Boulevard between Van Ness Avenue and Western Avenue
- El Segundo Boulevard between Normandie Avenue and Vermont Avenue

TABLE 4.2: EXISTING YEAR (2017) NO PROJECT AM PEAK HOUR LINK ANALYSIS

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,034	870	0.646	0.544	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	783	1,266	0.489	0.791	A	C
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,012	1,594	0.422	0.664	A	B
4	Van Ness Avenue	Century Boulevard	108th Street	Seconday Highway	800	2	2	830	973	0.519	0.608	A	B
5	Normandie Avenue	Century Boulevard	108th Street	Seconday Highway	800	3	3	991	949	0.413	0.395	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	343	527	0.429	0.659	A	B
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,088	1,097	0.453	0.457	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,240	1,140	0.775	0.713	C	C
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,358	1,573	0.566	0.655	A	B
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	746	1,590	0.311	0.663	A	B
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	954	1,736	0.398	0.723	A	C
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	861	1,595	0.359	0.665	A	B
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	912	1,439	0.380	0.600	A	A
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	747	1,287	0.311	0.536	A	A
15	Van Ness Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	891	1,079	0.557	0.674	A	B
16	Normandie Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	896	871	0.560	0.544	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	Seconday Highway	800	2	2	410	643	0.256	0.402	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	1,973	1,085	0.822	0.452	D	A
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	946	947	0.591	0.592	A	A
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	863	935	0.360	0.390	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,067	2,408	0.445	**1.003**	A	**F**
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	989	2,303	0.412	**0.960**	A	**E**
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	706	777	0.441	0.486	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Seconday Highway	800	3	3	1,254	983	0.523	0.410	A	A

Bold and shaded = Unacceptable LOS.

TABLE 4.3: EXISTING YEAR (2017) NO PROJECT PM PEAK HOUR LINK ANALYSIS

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,098	935	0.686	0.584	B	B
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	1,221	910	0.763	0.569	C	A
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,428	1,009	0.595	0.420	A	A
4	Van Ness Avenue	Century Boulevard	108th Street	Seconday Highway	800	2	2	896	788	0.560	0.493	A	A
5	Normandie Avenue	Century Boulevard	108th Street	Seconday Highway	800	3	3	971	875	0.405	0.365	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	574	283	0.718	0.354	C	A
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,250	1,062	0.521	0.443	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,116	1,014	0.698	0.634	B	B
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,557	1,226	0.649	0.511	B	A
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	1,447	921	0.603	0.384	B	A
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,478	1,008	0.616	0.420	B	A
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	1,435	1,120	0.598	0.467	A	A
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,352	1,007	0.563	0.420	A	A
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	1,451	948	0.605	0.395	B	A
15	Van Ness Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	1,041	949	0.651	0.593	B	A
16	Normandie Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	871	707	0.544	0.442	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	Seconday Highway	800	2	2	570	396	0.356	0.248	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	1,389	1,666	0.579	0.694	A	B
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	1,059	888	0.662	0.555	B	A
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	861	895	0.359	0.373	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,898	1,242	0.791	0.518	C	A
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	2,053	1,092	0.855	0.455	D	A
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	925	607	0.578	0.379	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Seconday Highway	800	3	3	1,122	1,360	0.468	0.567	A	A

Bold and shaded = Unacceptable LOS.

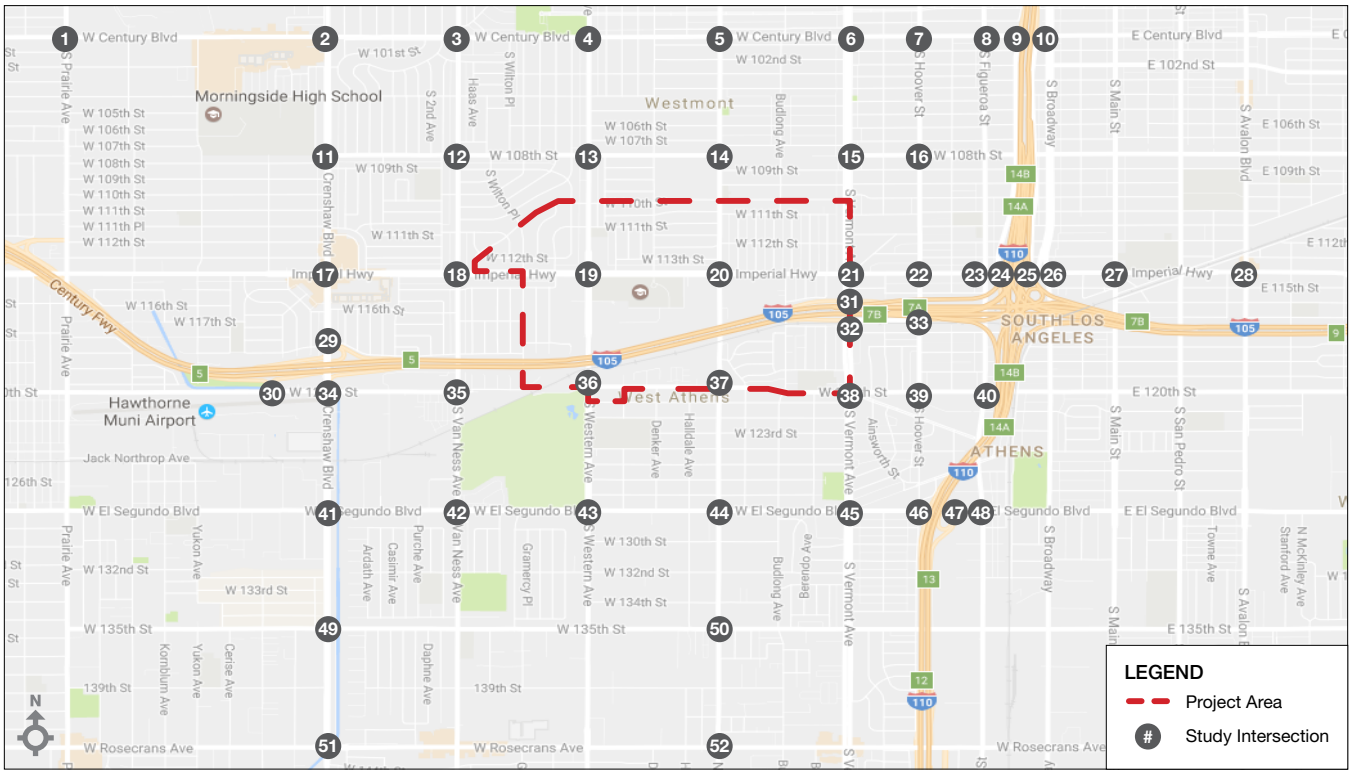
4.5 INTERSECTION LEVEL OF SERVICE

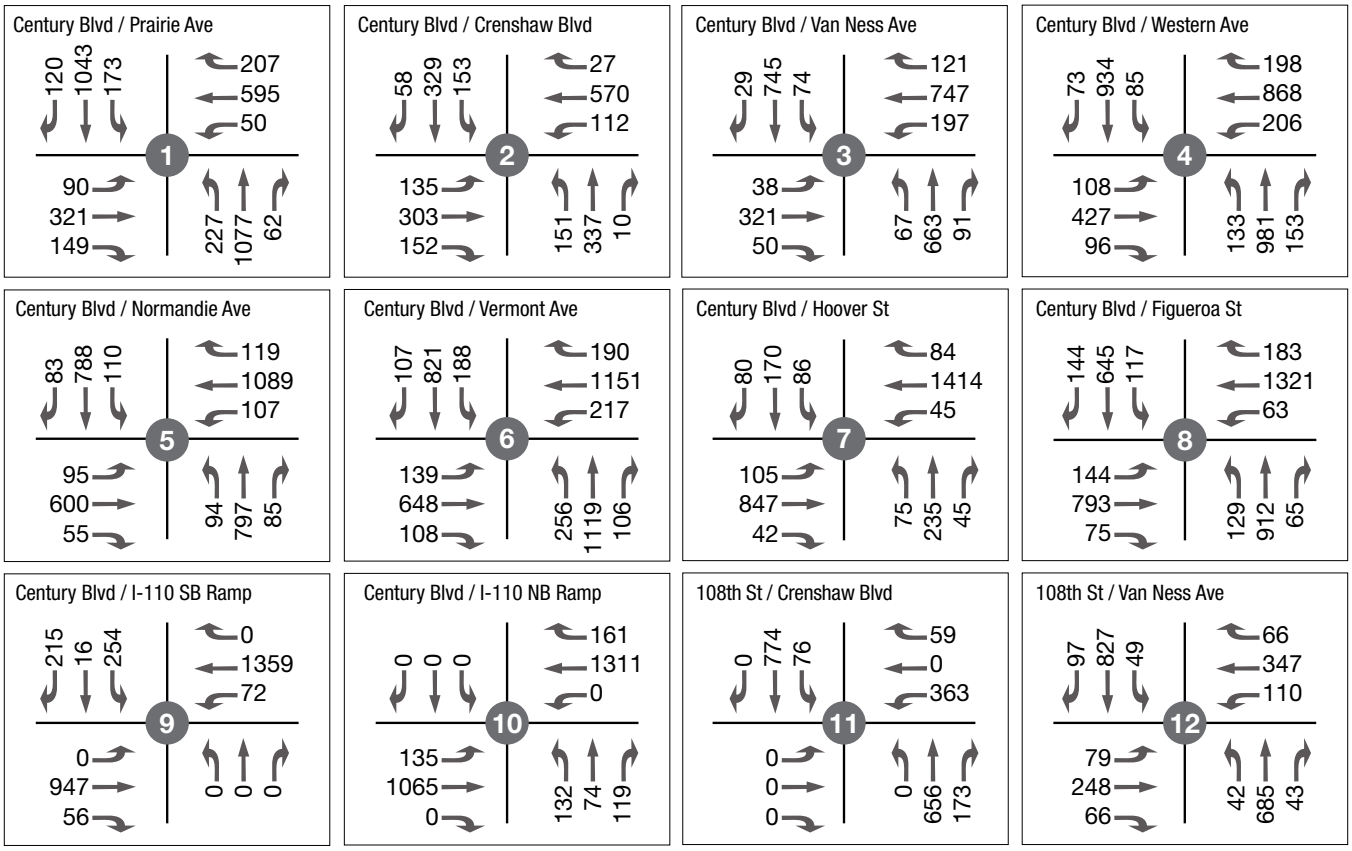
The peak hour turning movement volumes presented in Figure 4.2 and 4.3 were utilized to assess intersection performance. Intersection performance was determined using the methods outlined in Section 3. A summary of the AM and PM peak hour intersection level of service analysis results for the Existing Year (2017) No Project scenario is presented in Table 4.4.

All fifty-two study intersections currently operate at an acceptable level of service during both peak hours with the exception of:

- Crenshaw Boulevard and I-105 WB Ramps / 118th Place
- Vermont Avenue and I-105 EB Off-Ramp / 116th Place
- Van Ness Avenue and 120th Street
- Van Ness Avenue and El Segundo Boulevard
- I-110 SB Ramps and El Segundo Boulevard

FIGURE 4.2: EXISTING YEAR (2017) NO PROJECT VOLUMES - AM PEAK HOUR





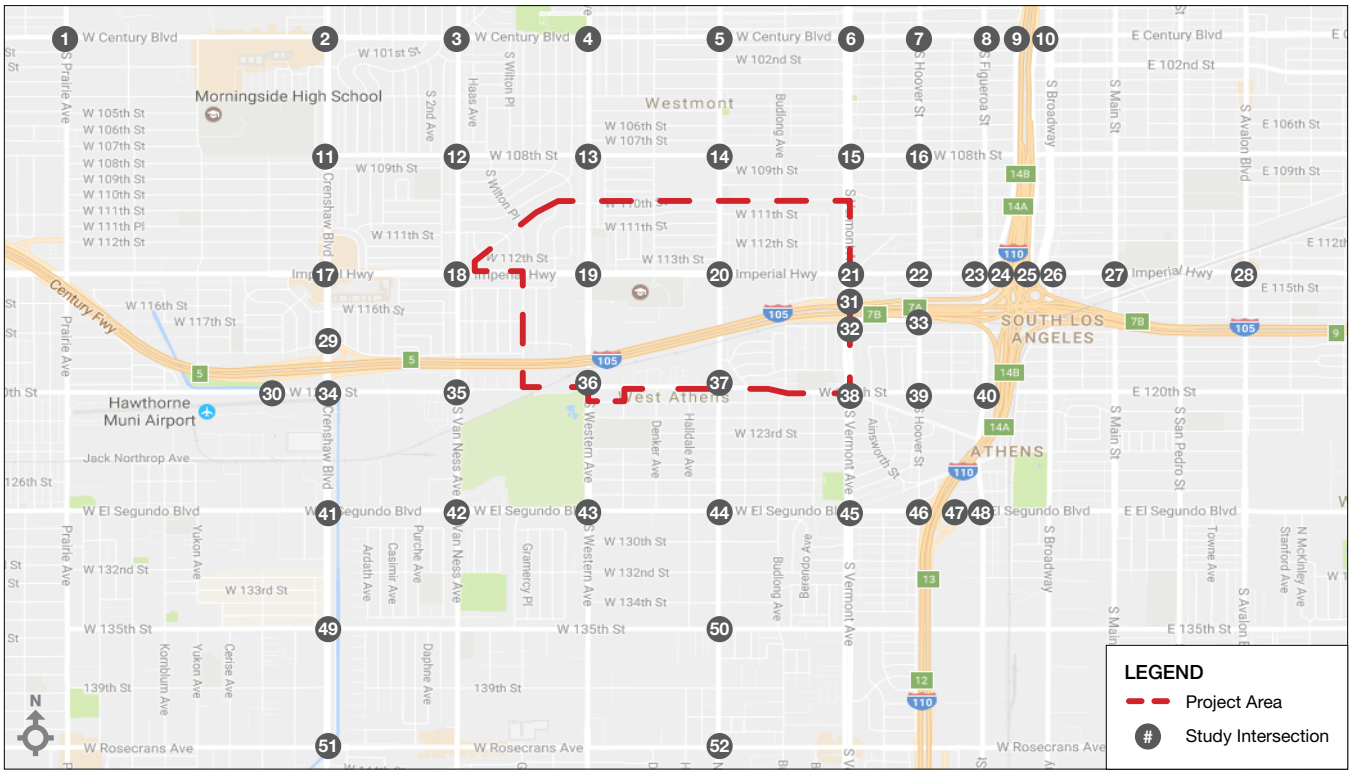
Legend

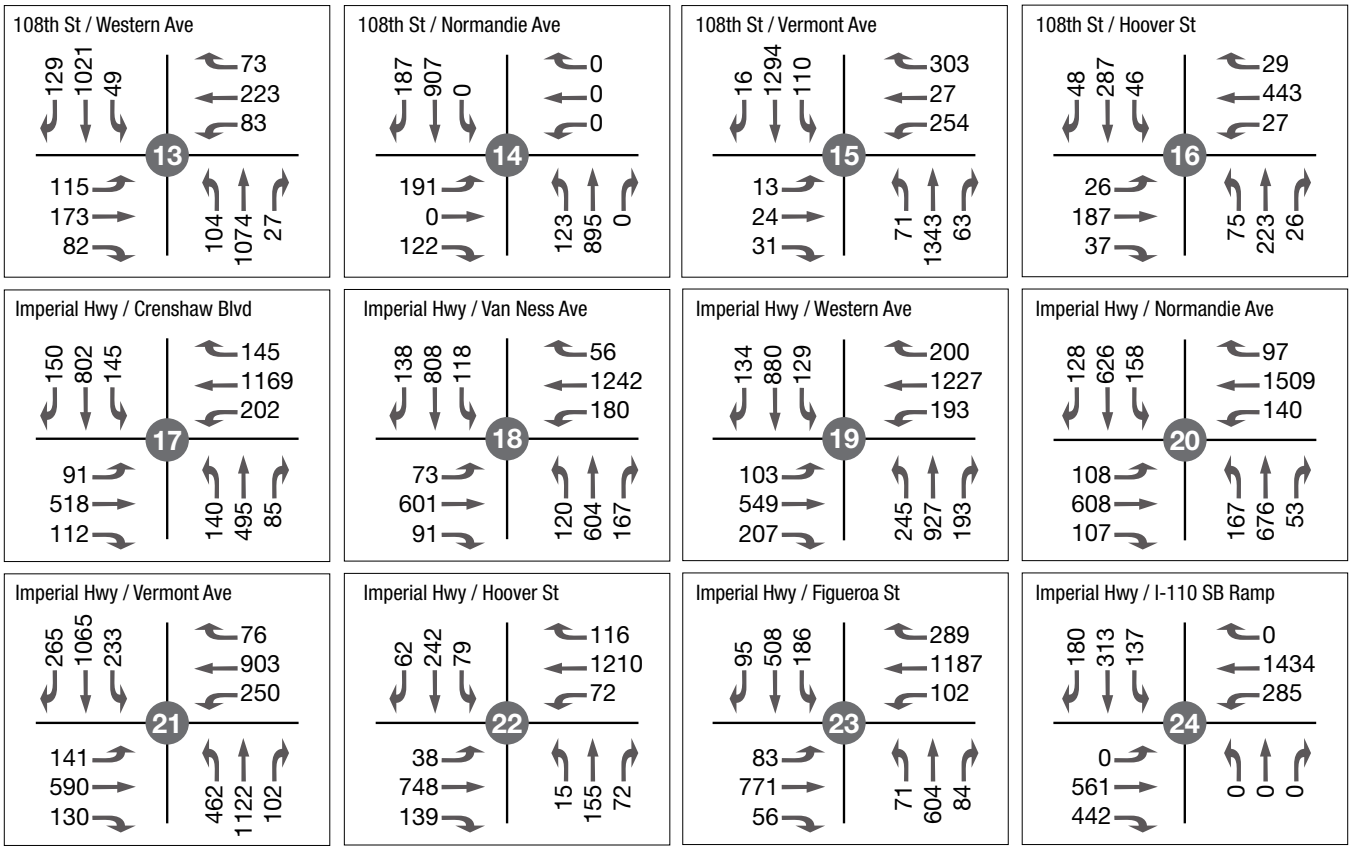
Signalized Intersection

Unsignalized Intersection

Lane Geometry

FIGURE 4.2: EXISTING YEAR (2017) NO PROJECT VOLUMES - AM PEAK HOUR





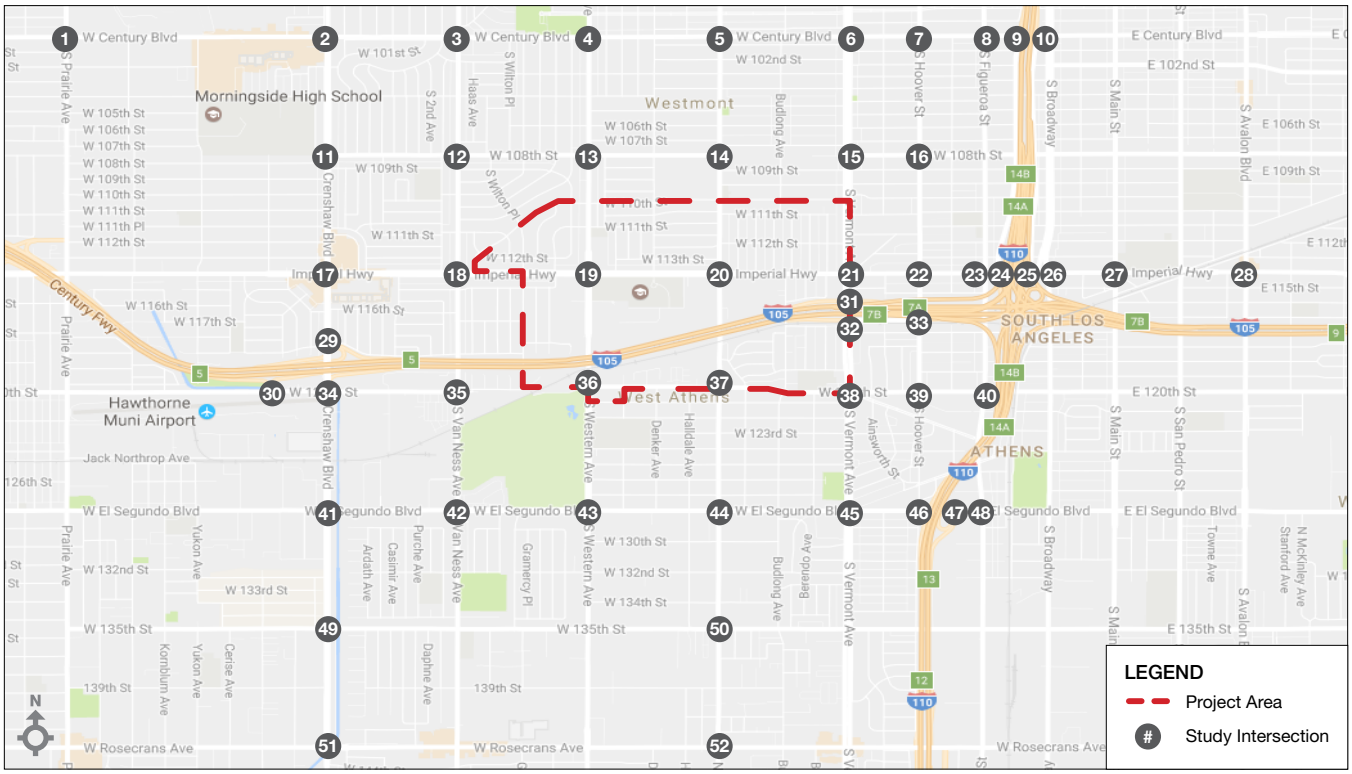
Legend

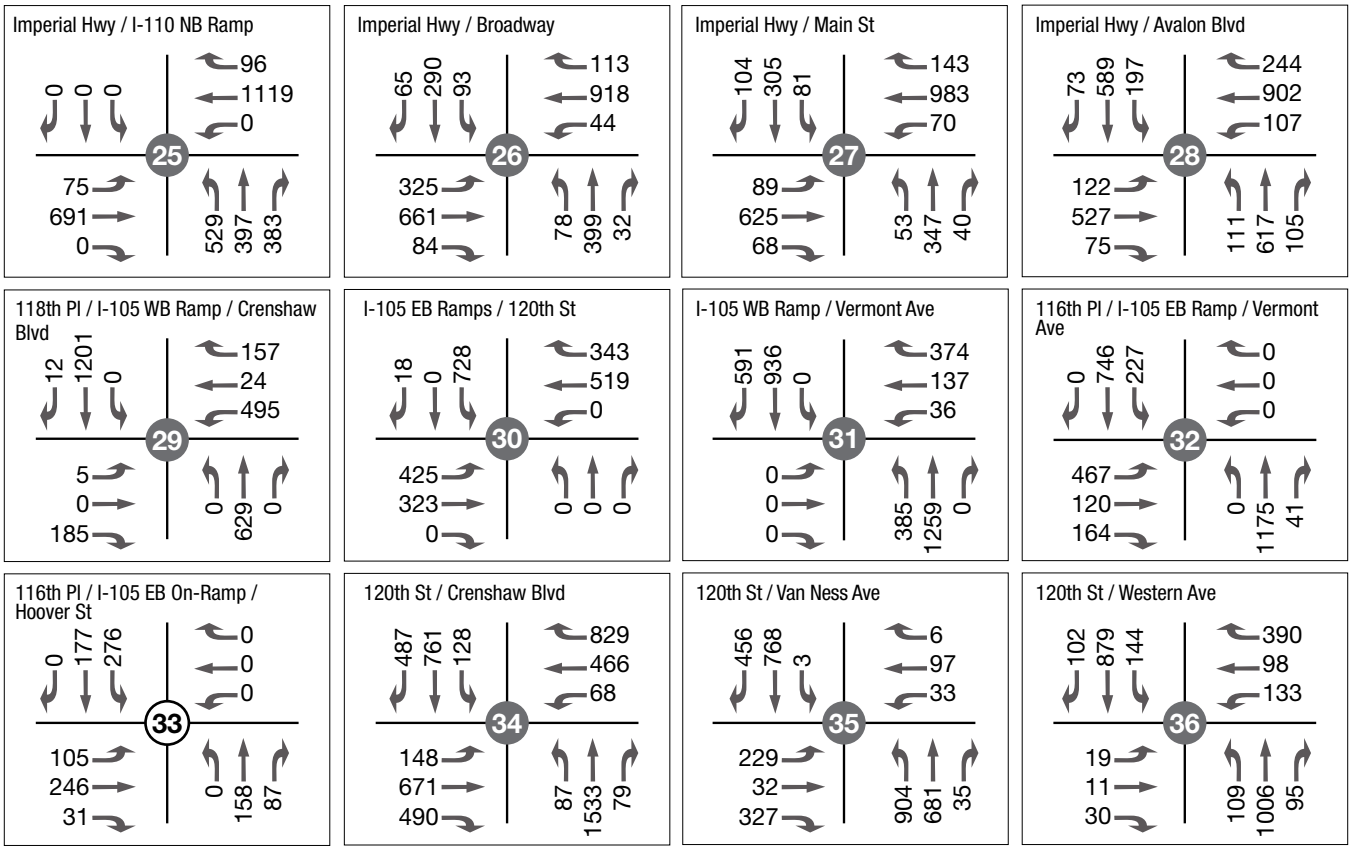
Signalized Intersection

Unsignalized Intersection

Lane Geometry

FIGURE 4.2: EXISTING YEAR (2017) NO PROJECT VOLUMES - AM PEAK HOUR

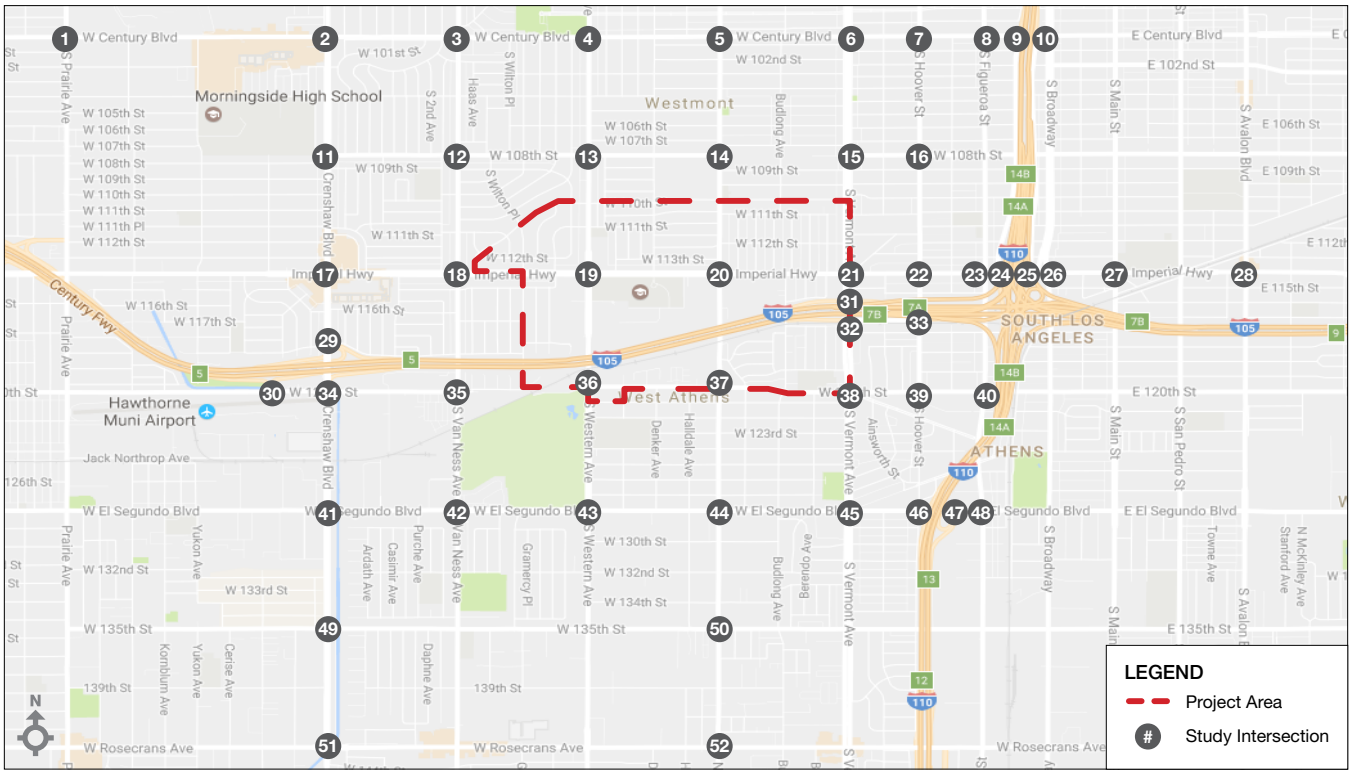


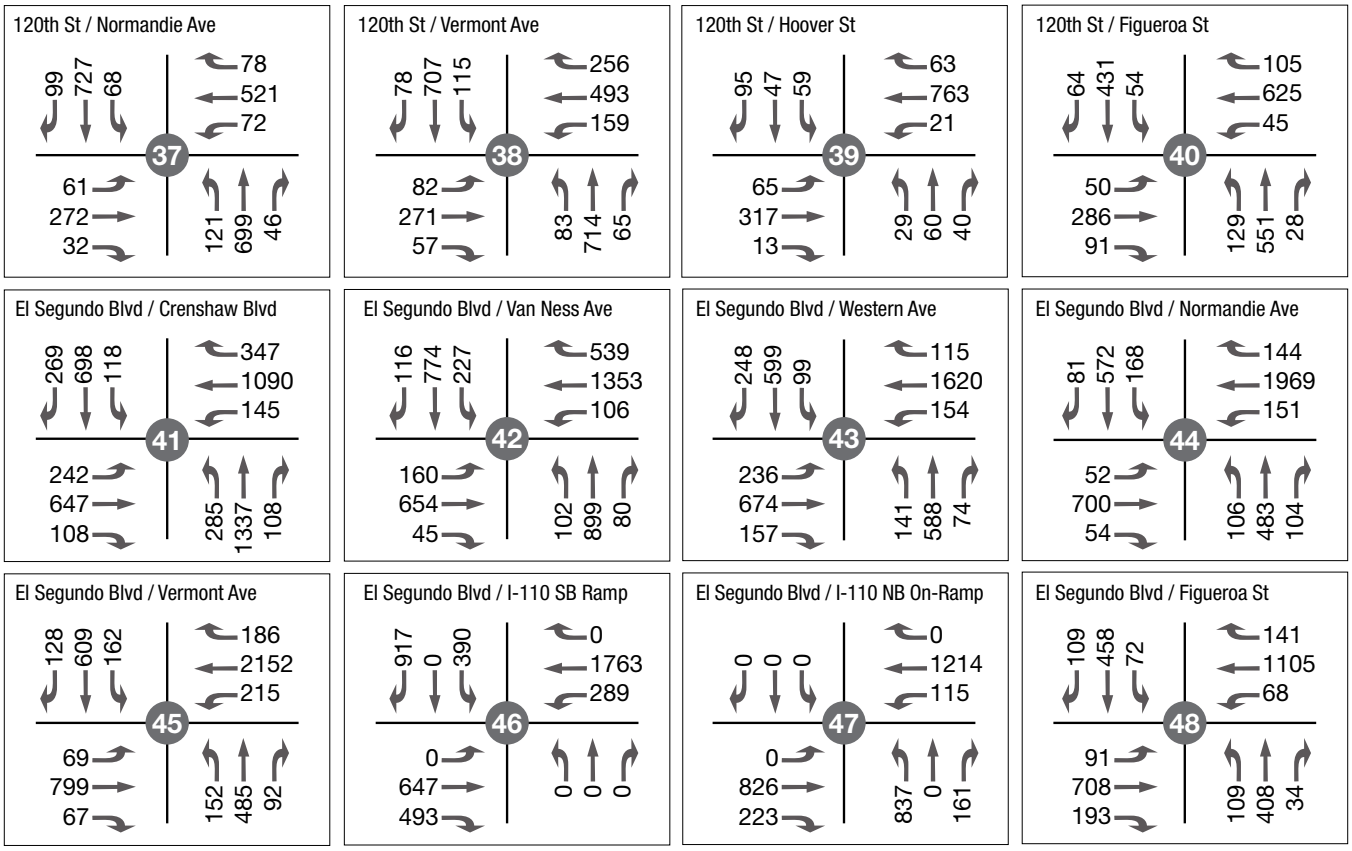


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry

FIGURE 4.2: EXISTING YEAR (2017) NO PROJECT VOLUMES - AM PEAK HOUR

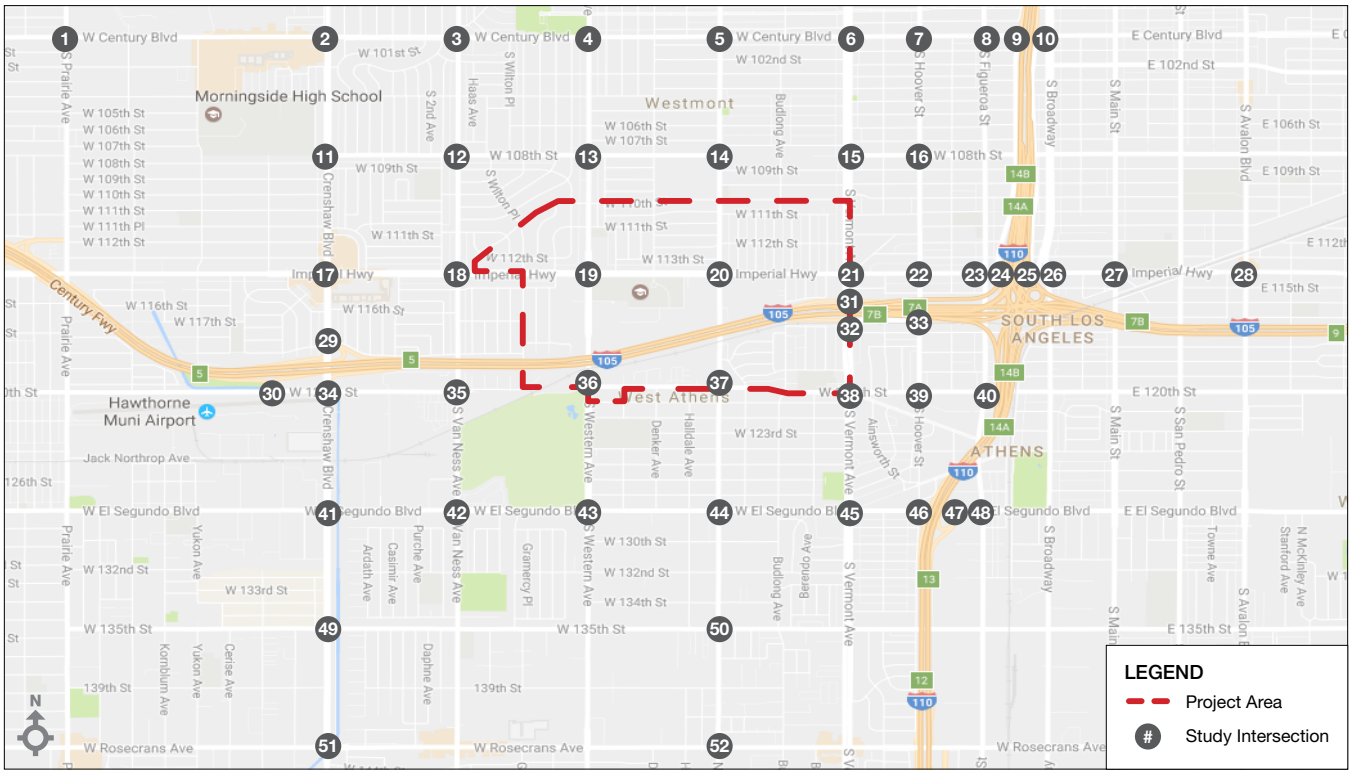


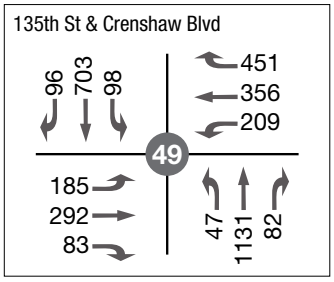


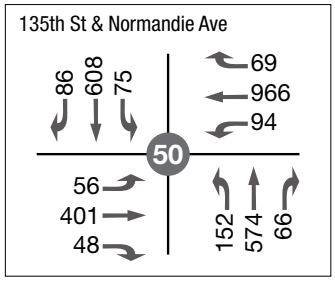
Legend

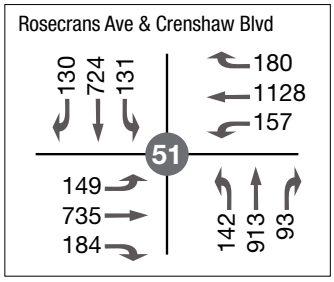
Signalized Intersection Unsignalized Intersection Lane Geometry

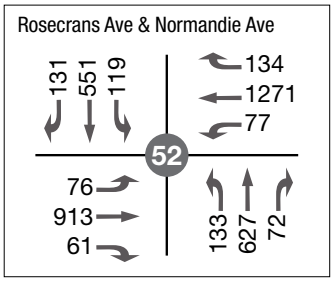
FIGURE 4.2: EXISTING YEAR (2017) NO PROJECT VOLUMES - AM PEAK HOUR







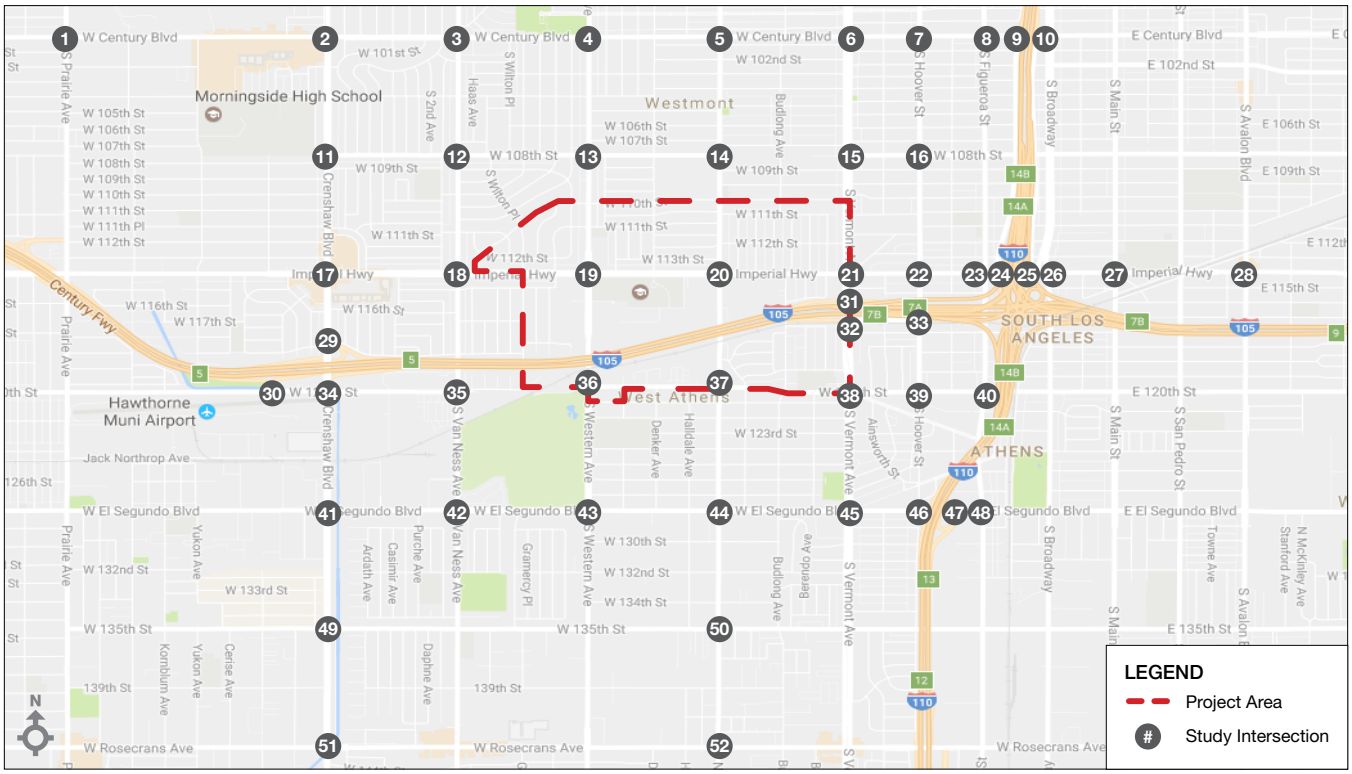


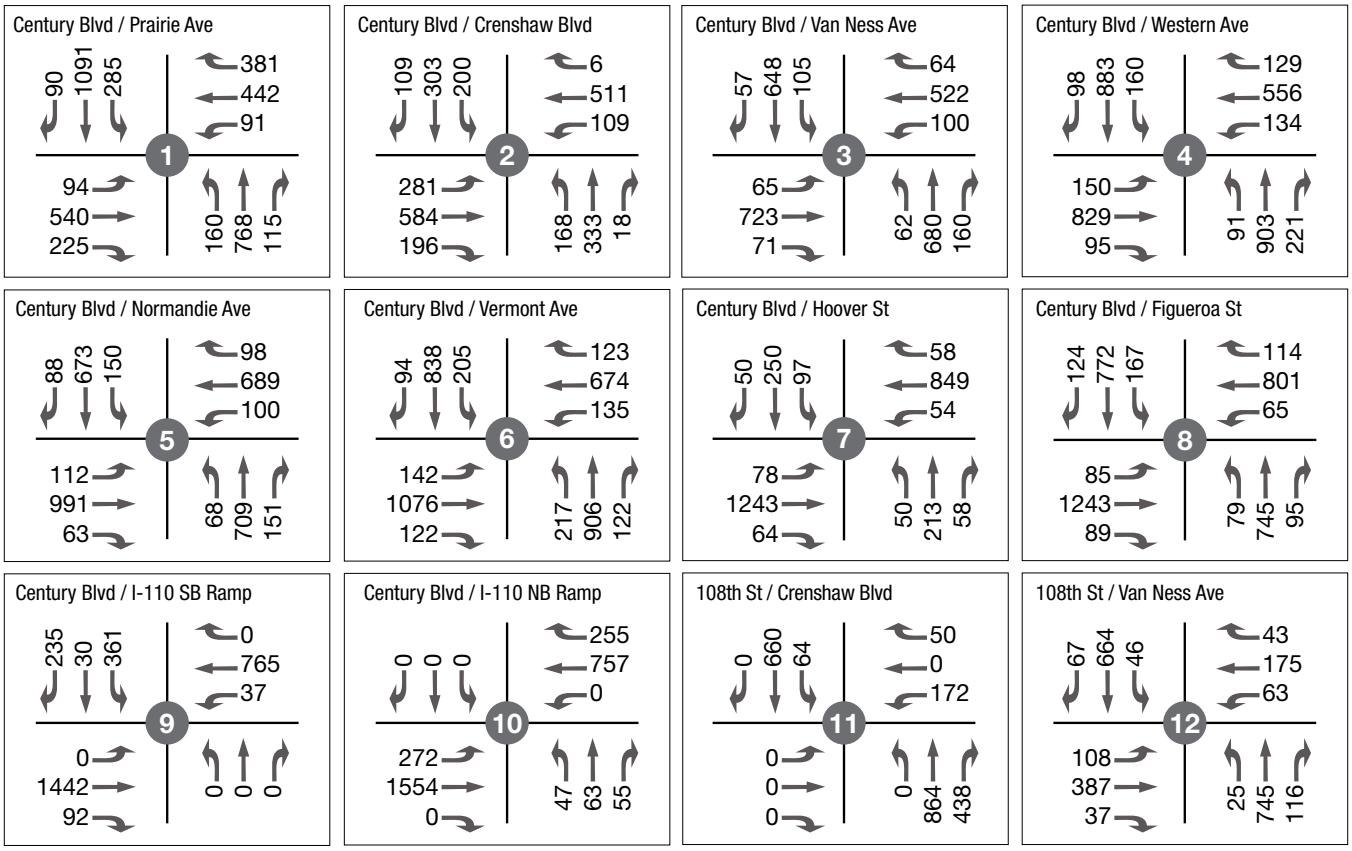


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 4.3: EXISTING YEAR (2017) NO PROJECT VOLUMES - PM PEAK HOUR

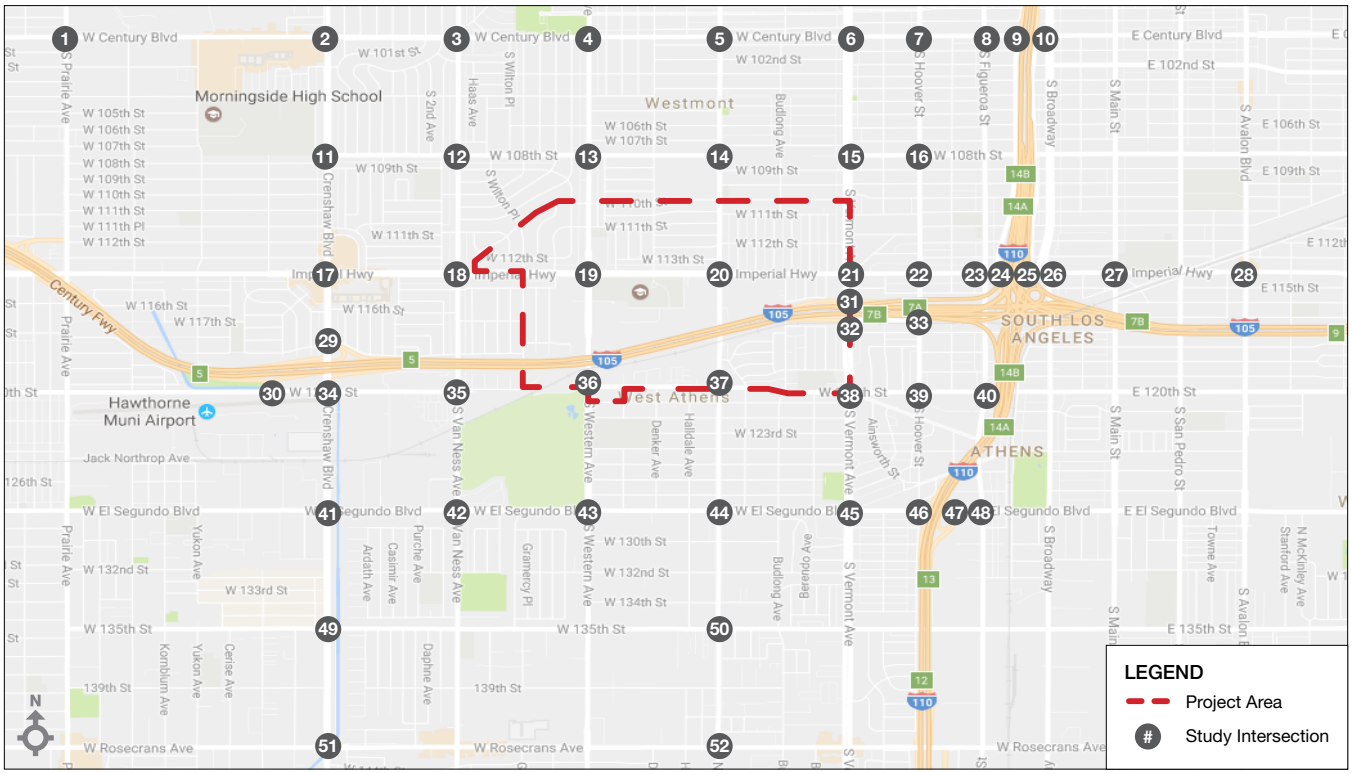


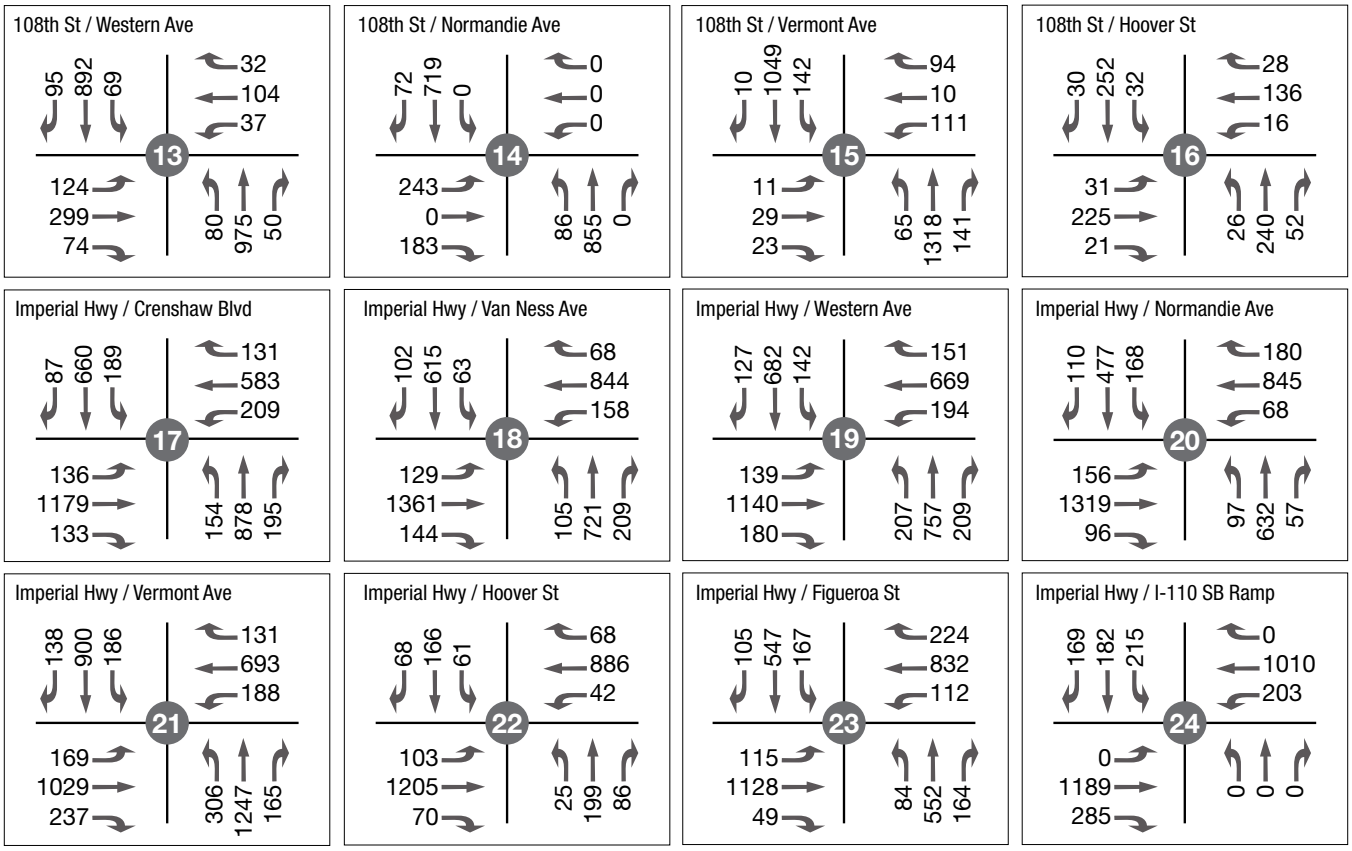


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 4.3: EXISTING YEAR (2017) NO PROJECT VOLUMES - PM PEAK HOUR

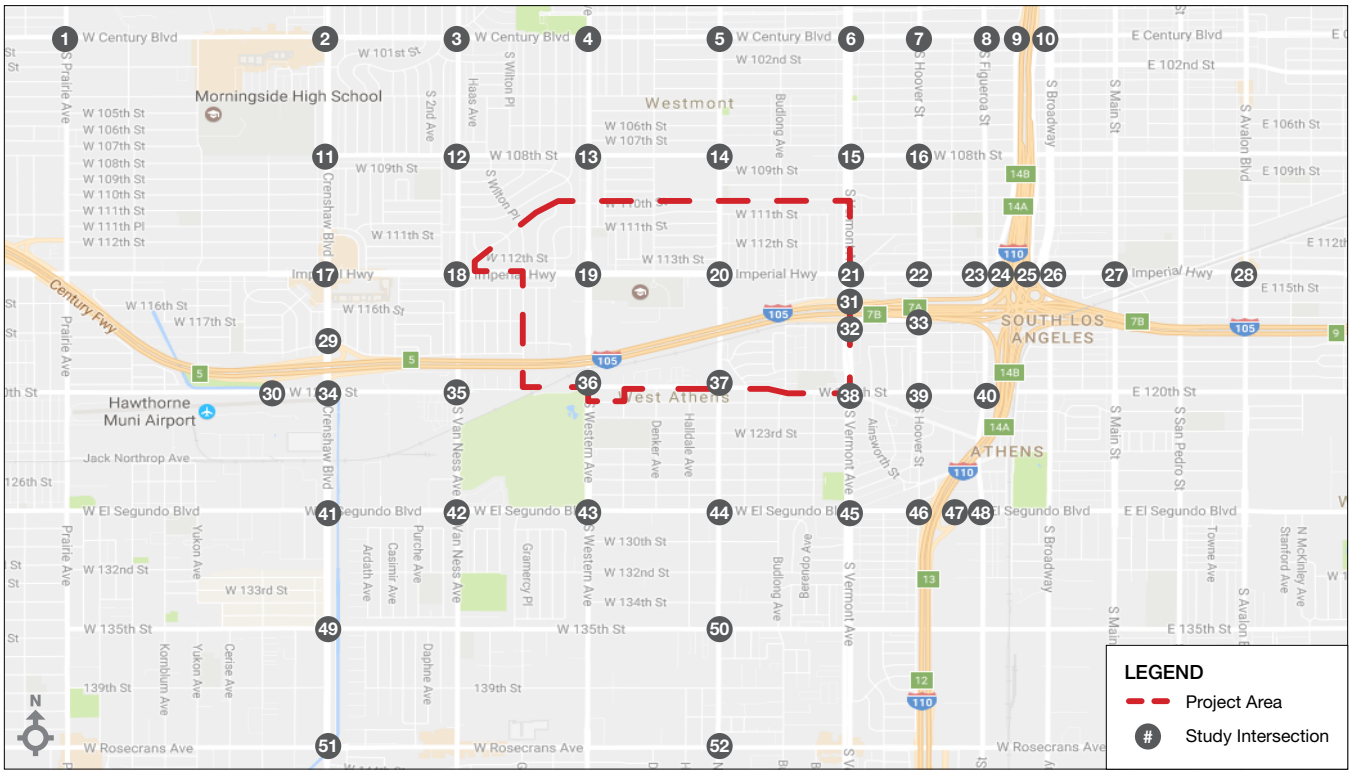


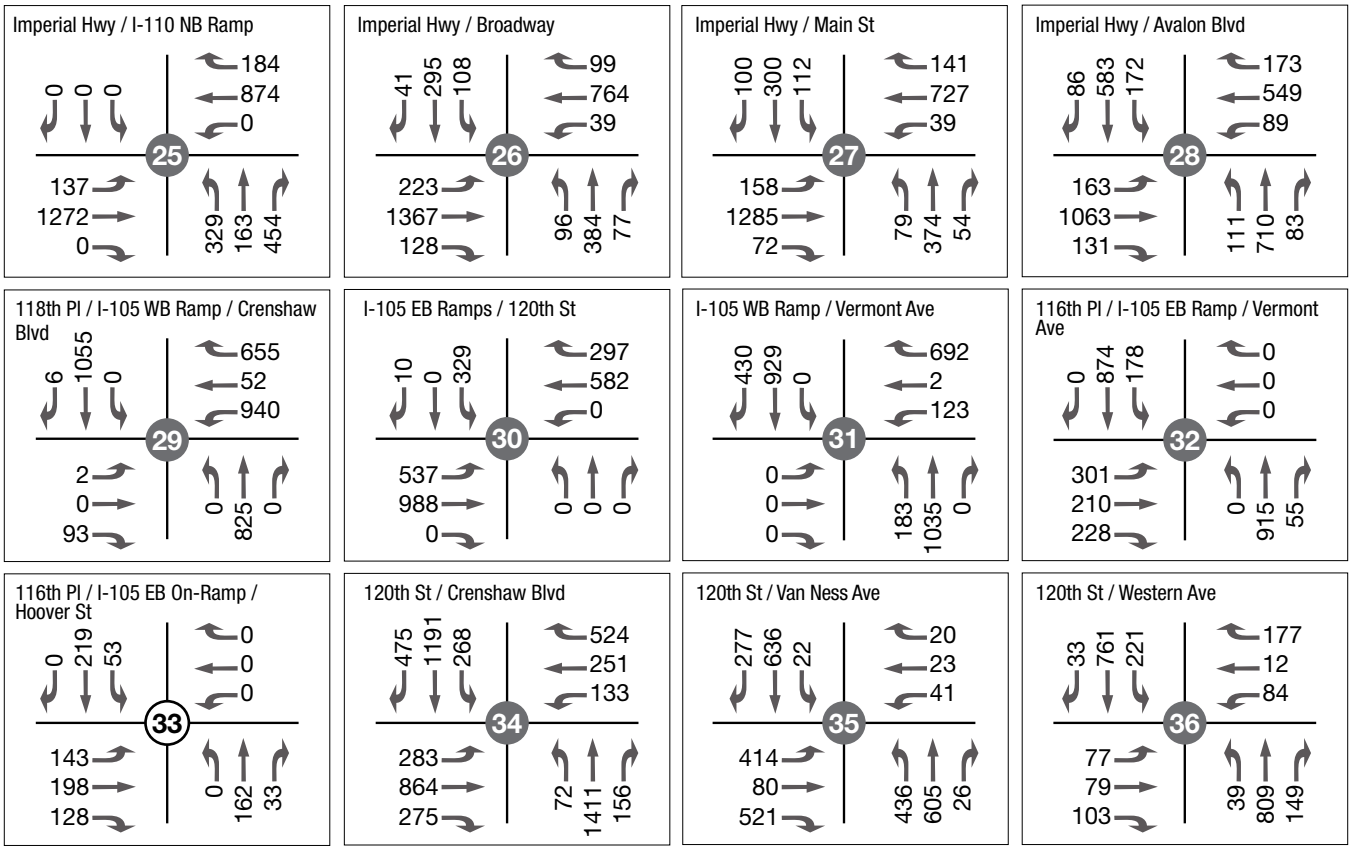


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 4.3: EXISTING YEAR (2017) NO PROJECT VOLUMES - PM PEAK HOUR

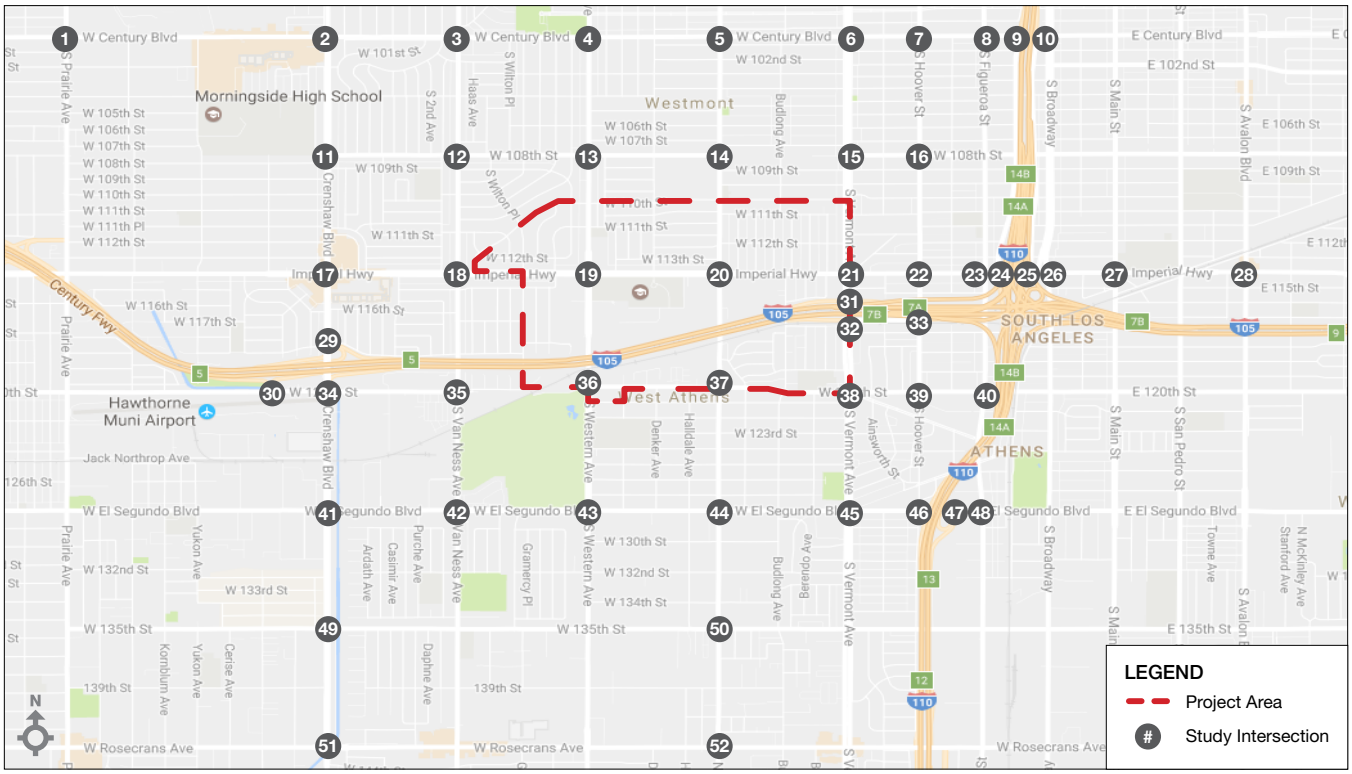


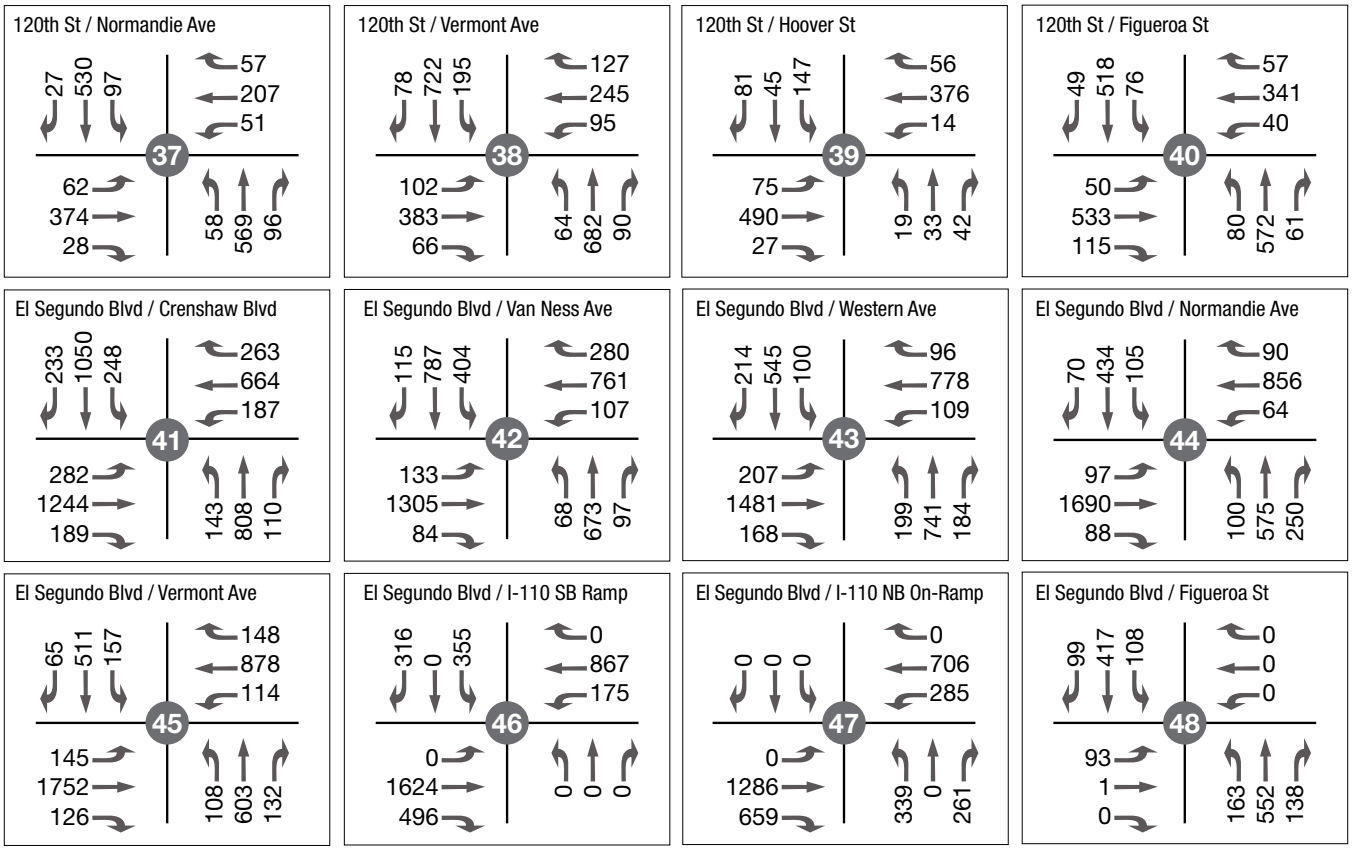


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 4.3: EXISTING YEAR (2017) NO PROJECT VOLUMES - PM PEAK HOUR





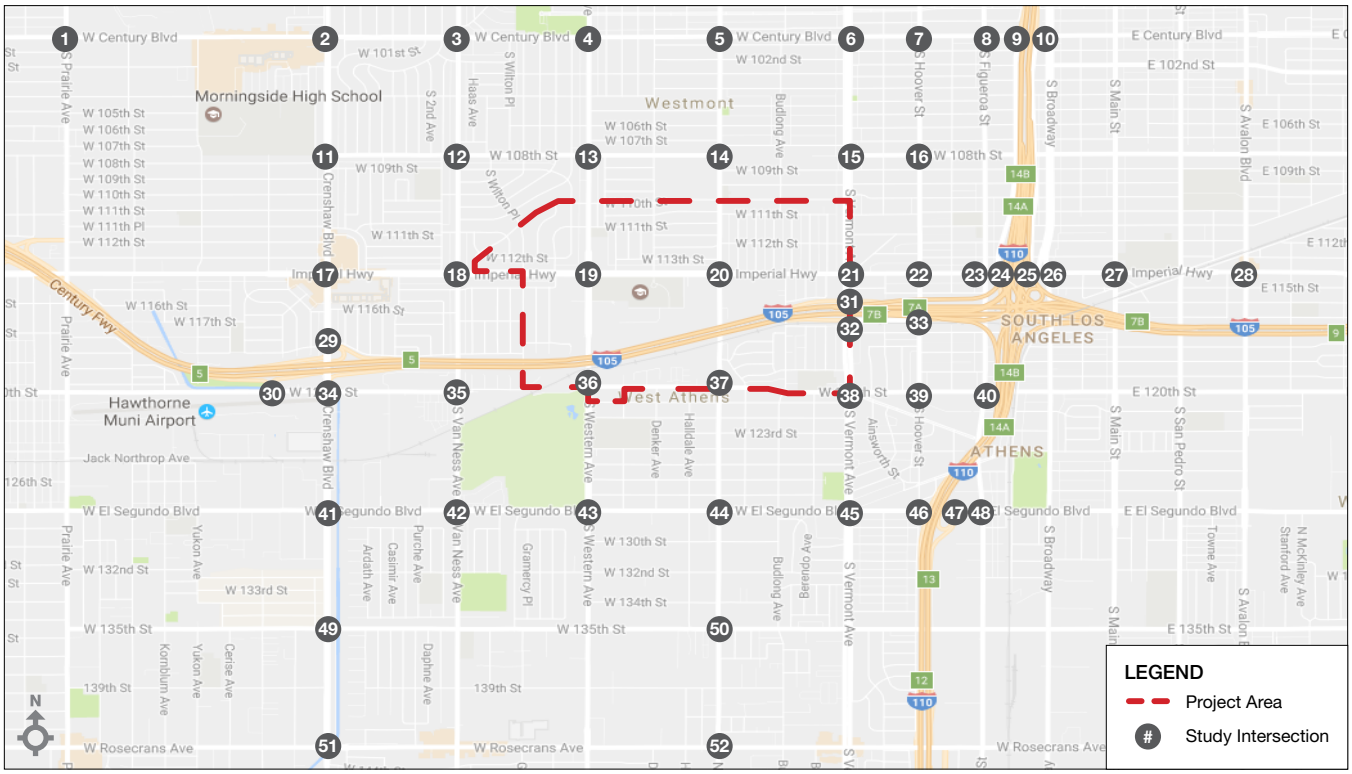
Legend

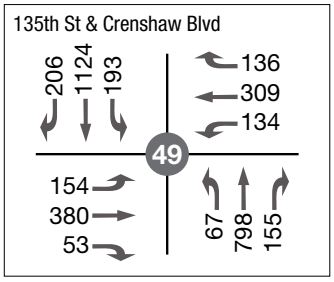
Signalized Intersection

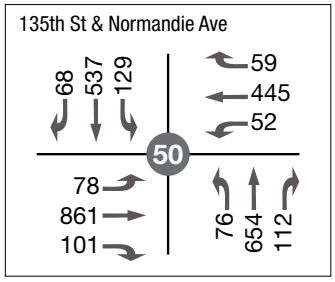
Unsignalized Intersection

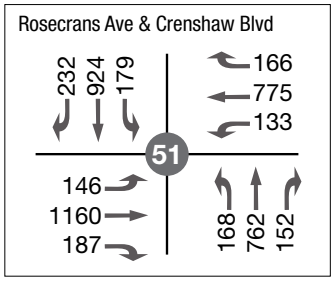
Lane Geometry

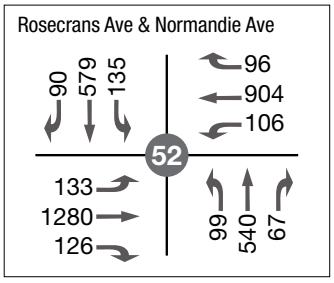
FIGURE 4.3: EXISTING YEAR (2017) NO PROJECT VOLUMES - PM PEAK HOUR











Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

TABLE 4.4: EXISTING YEAR (2017) NO PROJECT INTERSECTION LOS

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	AM		PM	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.664	B	0.678	B
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.563	A	0.768	C
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.826	D	0.819	D
4	Century / Western	County of Los Angeles	ICU	Signalized	0.787	C	0.758	C
5	Century / Normandie	County of Los Angeles	ICU	Signalized	0.881	D	0.854	D
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.672	B	0.590	A
		County of Los Angeles	ICU	Signalized	0.665	B	0.594	A
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.517	A	0.433	A
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.810	D	0.697	B
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.347	A	0.358	A
		Caltrans	HCM	Signalized	12.3	B	12.7	B
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.443	A	0.341	A
		Caltrans	HCM	Signalized	14.0	B	12.0	B
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.547	A	0.518	A
12	108th / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.681	B	0.679	B
13	108th / Western	County of Los Angeles	ICU	Signalized	0.695	B	0.658	B
14	108th / Normandie	County of Los Angeles	ICU	Signalized	0.595	A	0.515	A
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.487	A	0.403	A
		County of Los Angeles	ICU	Signalized	0.550	A	0.472	A
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.454	A	0.246	A
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.846	D
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / City of Hawthorne [a]	ICU	Signalized	0.787	C	0.842	D
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.848	D	0.839	D
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.842	D	0.758	C
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.699	B	0.720	C
		County of Los Angeles	ICU	Signalized	0.689	B	0.706	C
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.391	A	0.385	A
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.714	C
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.489	A	0.515	A
		Caltrans	HCM	Signalized	19.9	B	22.2	C
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.465	A	0.562	A
		Caltrans	HCM	Signalized	21.0	C	16.7	B
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.600	A	0.509	A
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.573	A	0.679	B
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.723	C	0.765	C
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	**1.971**	**F**	0.724	C
		Caltrans	HCM	Signalized	14.5	B	19.8	B
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.798	C	0.733	C
		Caltrans	HCM	Signalized	29.2	C	26.5	C
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.847	D	0.816	D
		County of Los Angeles	ICU	Signalized	0.781	C	0.638	B
		Caltrans	HCM	Signalized	26.6	C	21.9	C
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.541	A	0.419	A
		County of Los Angeles	ICU	Signalized	**0.944**	**E**	0.471	A
		Caltrans	HCM	Signalized	19.8	B	16.0	B
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	14.2	B	12.8	B
		Caltrans	HCM	AWSC	14.2	B	12.8	B
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.769	C	0.774	C

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	AM		PM	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.021**	**F**	0.888	D
36	120th / Western	County of Los Angeles	ICU	Signalized	0.760	C	0.650	B
37	120th / Normandie	County of Los Angeles	ICU	Signalized	0.657	B	0.507	A
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.519	A	0.500	A
		County of Los Angeles	ICU	Signalized	0.580	A	0.563	A
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.577	A	0.397	A
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.580	A	0.544	A
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.831	D	0.839	D
		City of Gardena	ICU	Signalized	0.831	D	0.839	D
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.042**	**F**	**0.949**	**E**
		City of Gardena	ICU	Signalized	**1.042**	**F**	**0.949**	**E**
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.884	D	0.806	D
		City of Gardena	ICU	Signalized	0.884	D	0.806	D
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.861	D	0.834	D
		City of Gardena	ICU	Signalized	0.861	D	0.834	D
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.775	C	0.699	B
		County of Los Angeles	ICU	Signalized	0.752	C	0.686	B
		City of Gardena	ICU	Signalized	0.752	C	0.686	B
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.802	D	0.676	B
		Caltrans	HCM	Signalized	46.4	D	25.1	C
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.621	B	0.762	C
		Caltrans	HCM	Signalized	20.2	C	26.1	C
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.514	A	0.678	B
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.811	D	0.709	C
		City of Gardena	ICU	Signalized	0.811	D	0.709	C
50	135th / Normandie	City of Gardena	ICU	Signalized	0.770	C	0.718	C
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.757	C	0.810	D
		City of Gardena	ICU	Signalized	0.757	C	0.810	D
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.733	C	0.733	C

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

4.6 CMP MONITORING STATION ANALYSIS

The CMP monitoring station analysis results for the AM and PM peak hours are summarized in Table 4.5 and Table 4.6, respectively. The analysis was performed in accordance with the methodology outlined in Section 3.5.2. An unacceptable LOS (LOS F) is observed at the following locations:

- I-105 at Western Avenue
- I-110 at Manchester Avenue

4.7 FREEWAY MAINLINE ANALYSIS

The freeway mainline analysis results for the AM and PM peak hours are summarized in Table 4.7 and Table 4.8, respectively. The analysis was conducted using the methodology and settings outlined in Section 3.5.1. All freeway segments are anticipated to operate at an unacceptable level of service (LOS D or worse).

4.8 FREEWAY ON-RAMP QUEUE ANALYSIS

In response to a request by Caltrans, a queue analysis for left-turns at freeway on-ramps was conducted. Table 4.9 summarizes the storage capacities and projected queue lengths. The following freeway on-ramp locations are anticipated to experience queues such that the measured storage length is exceeded for left-turns:

- I-110 SB On-Ramp at Imperial Highway
- I-105 EB On-Ramp at 120th Street
- I-105 WB On-Ramp at Vermont Avenue
- I-105 EB On-Ramp at Vermont Avenue*
- I-110 NB On-Ramp at El Segundo Boulevard

* It should be noted that the on-ramp is not located at this intersection, however it does serve as the primary access point for I-105 in the eastbound direction.

4.9 FREEWAY OFF-RAMP QUEUE ANALYSIS

Per Caltrans traffic study guidelines, a queue analysis for freeway off-ramps at study intersections was conducted. Table 4.10 summarizes the storage capacities and queue lengths expected for these off-ramps. All freeway off-ramps provide sufficient storage capacity such that the 85% storage capacity is not exceeded by expected queues.

4.10 VEHICLE MILES TRAVELED (VMT) ANALYSIS

VMT calculations were prepared based on the land use characteristics in the Existing Year (2017) No Project scenario using the land use zoning presented in Section 2.2. A summary of the results for this scenario is presented in Table 4.11.

TABLE 4.5: EXISTING YEAR (2017) NO PROJECT CMP MONITORING STATION ANALYSIS – AM PEAK HOUR

ID	Freeway	Segment	Station	Direction	Lanes	Capacity	Existing Year (2017) No Project		
							Peak Hour Volume	V/C	LOS
2	I-105	at Western Avenue	1042	EB	4	8,000	6,434	0.804	D
				WB	4	8,000	7,793	0.974	E
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	4	8,000	6,999	0.875	D
				WB	4	8,000	5,949	0.744	C
6	I-110	at Manchester Avenue	1046	NB	4	8,000	8,482	**1.060**	**F(0)**
				SB	4	8,000	10,334	**1.292**	**F(1)**

Bold and shaded = Unacceptable evel of service (LOS F).

TABLE 4.6: EXISTING YEAR (2017) NO PROJECT CMP MONITORING STATION ANALYSIS – PM PEAK HOUR

ID	Freeway	Segment	Station	Direction	Lanes	Capacity	Existing Year (2017) No Project		
							Peak Hour Volume	V/C	LOS
2	I-105	at Western Avenue	1042	EB	4	8,000	8,219	**1.027**	**F(0)**
				WB	4	8,000	7,749	0.969	E
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	4	8,000	7,064	0.883	D
				WB	4	8,000	5,717	0.715	C
6	I-110	at Manchester Avenue	1046	NB	4	8,000	9,325	**1.166**	**F(0)**
				SB	4	8,000	11,379	**1.422**	**F(2)**

Bold and shaded = Unacceptable evel of service (LOS F).

TABLE 4.7: EXISTING YEAR (2017) NO PROJECT FREEWAY MAINLINE ANALYSIS SUMMARY – AM PEAK HOUR

ID	Freeway	Location	Direction	Existing Year (2017) No Project	
				Density (pc/mi/ln)	LOS
1	I-105	at Hawthorne Boulevard	EB	23.2	C
			WB	22.3	C
2	I-105	at Western Avenue	EB	**26.9**	**D**
			WB	25.7	C
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**
			WB	**45.0**	**F**
4	I-105	w/o I-710 (Harris Avenue)	EB	**31.8**	**D**
			WB	24.7	C
5	I-110	s/o I-10 (at Adams Boulevard)	NB	21.3	C
			SB	**30.5**	**D**
6	I-110	at Manchester Avenue	NB	**OVR**	**F**
			SB	**45.0**	**F**
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**
			SB	**31.6**	**D**
8	I-110	s/o I-105 (at 126th Street)	NB	**33.1**	**D**
			SB	**45.0**	**F**
9	I-110	at 135th Street	NB	**30.5**	**D**
			SB	**45.0**	**F**
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	**26.8**	**D**
			SB	24.6	C

Bold and shaded = Unacceptable evel of service (LOS D or w orse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 4.8: EXISTING YEAR (2017) NO PROJECT FREEWAY MAINLINE ANALYSIS SUMMARY – PM PEAK HOUR

ID	Freeway	Location	Direction	Existing Year (2017) No Project	
				Density (pc/mi/ln)	LOS
1	I-105	at Hawthorne Boulevard	EB	**33.9**	**D**
			WB	22.2	C
2	I-105	at Western Avenue	EB	**44.2**	**E**
			WB	25.6	C
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**
			WB	**45.0**	**F**
4	I-105	w/o I-710 (Harris Avenue)	EB	**32.5**	**D**
			WB	23.5	C
5	I-110	s/o I-10 (at Adams Boulevard)	NB	23.8	C
			SB	**30.0**	**D**
6	I-110	at Manchester Avenue	NB	**OVR**	**F**
			SB	**45.0**	**F**
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**
			SB	**34.0**	**D**
8	I-110	s/o I-105 (at 126th Street)	NB	**31.4**	**D**
			SB	**45.0**	**F**
9	I-110	at 135th Street	NB	**29.0**	**D**
			SB	**44.4**	**E**
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	20.9	C
			SB	**29.4**	**D**

Bold and shaded = Unacceptable evel of service (LOS D or w orse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 4.9: EXISTING YEAR (2017) NO PROJECT FREEWAY ON-RAMP QUEUE ANALYSIS

ID	Ramp	Cross Street	Pocket Length (ft) [a]	Ramp Turn Lanes at Intersection				AM Queue		PM Queue		Queue Exceeds Storage?	
				Direction	Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM
10	I-110 NB On-Ramp	Century Boulevard	220	EB	2 [b]	Left	160	50	50	74	74	No	No
						Left	220	50		74			
24	I-110 SB On-Ramp	Imperial Highway	120	WB	1	Left	120	254	254	187	187	Yes	Yes
30	I-105 EB On-Ramp	120th Street	200	EB	1	Left	200	366	366	464	464	Yes	Yes
31	I-105 WB On-Ramp	Vermont Avenue	200	NB	1	Left	200	391	391	168	168	Yes	No
32	I-105 EB On-Ramp*	Vermont Avenue	200	SB	1	Left	200	204	204	149	149	Yes	No
33	I-105 EB On-Ramp	Hoover Street	90	SB	1	Left	90	70	70	8	8	No	No
46	I-110 SB On-Ramp	El Segundo Boulevard	240	WB	1	Left	240	217	217	152	152	No	No
47	I-110 NB On-Ramp	El Segundo Boulevard	250	WB	1	Left	250	124	124	313	313	No	Yes

*On-ramp is not located at intersection, but is the primary route for which traffic accesses the designated ramp. [a] = Length measured from scaled aerial images. [b] = Approach consists of one left-turn pocket and one left-turn lane; pocket length and lane length to downstream intersection where cars may queue uninterrupted are provided.

TABLE 4.10: EXISTING YEAR (2017) NO PROJECT FREEWAY OFF-RAMP QUEUE ANALYSIS

ID	Ramp	Cross Street	Ramp Length (ft) [a]	85% Ramp Length (ft)	85% Ramp Length (ft)	Ramp Turn Lanes at Intersection			AM Queue		PM Queue		Queue Exceeds 85% Storage?	
						Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM
9	I-110 Southbound Off-Ramp	Century Boulevard	850	723	725	3	Left	725	91	91	115	115	No	No
							Left/Through/Right	250	87		113			
							Right	250	47		65			
25	I-110 Northbound Off-Ramp	Imperial Highway	2,000	1,700	1,700	3	Left	1,700	325	354	164	219	No	No
							Left/Through/Right	280	354		219			
							Right	280	145		134			
29	I-105 Westbound Off-Ramp	Crenshaw Boulevard	1,300	1,105	1,100	3	Left	1,140	100	105	300	361	No	No
							Left/Through/Right*	1,140	105		361			
							Right	525	40		230			
30	I-105 Eastbound Off-Ramp	120th Street	1,500	1,275	1,300	3	Left*	1,300	264	264	118	118	No	No
							Left	1,000	264		118			
							Right	425	15		13			
31	I-105 Westbound Off-Ramp	Vermont Avenue	1,150	978	980	2	Left/Through/Right	980	312	312	300	300	No	No
							Right	750	248		266			
32	I-105 Eastbound Off-Ramp	Vermont Avenue	1,120	952	950	3	Left	950	187	208	161	173	No	No
							Left/Through/Right	420	208		173			
							Right	420	37		85			
46	I-110 Southbound Off-Ramp	El Segundo Bouldevard	875	744	740	3	Left	740	145	291	123	123	No	No
							Left/Right	450	291		98			
							Right	150	270		86			
47	I-110 Northbound Off-Ramp	El Segundo Bouldevard	1,400	1190	1,200	2	Left	1,200	254	254	316	316	No	No
							Left/Right	500	254		316			

*Lane continues on freeway mainline as its own lane; length shown is to gore point of lane or adjacent lane. [a] = Length measured from scaled aerial images.

TABLE 4.11: EXISTING YEAR (2017) NO PROJECT VMT SUMMARY

Land Use	Average Daily Trip Rate			Annual VMT	Population / Employees	Annual VMT Per Capita
	Weekday	Saturday	Sunday			
Single - Family	13,784.96	14,349.68	12,481.76	**46,744,803**	**5,074**	**9,213**
Multi - Family	13,359.85	12,837.51	11,772.74	**44,622,878**	**6,084**	**7,334**
Hotel	735.30	737.10	535.50	**1,687,057**	**202**	**8,352**
Bowling Alley	841.03	533.02	682.68	**1,656**	**39**	**42**
Private School (K-12)	1,046.22	348.21	142.04	**3,490,663**	**53**	**65,862**
Church	745.93	849.10	2,999.26	**2,308,895**	**82**	**28,157**
Cemetery	0.25	0.29	0.29	**642**	**2**	**321**
Lodge/Fraternal Organization	159.10	242.11	197.32	**359,759**	**15**	**23,984**
Nursing Home	30.14	24.20	26.84	**98,482**	**11**	**8,953**
General Office Building	3,921.72	874.65	373.33	**9,598,372**	**293**	**32,759**
Shopping Center	16,591.09	19,415.84	9,807.00	**34,660,585**	**536**	**64,665**
Specialty Retail Center	4,205.97	3,989.60	1,938.81	**7,327,232**	**146**	**50,187**
Supermarket	649.22	1,127.70	1,056.89	**1,023,666**	**10**	**102,367**
High-Turnover (sit-Down) Restaurant	1,656.76	2,063.56	1,717.88	**2,348,986**	**20**	**117,449**
Gasoline/Service Station w/ Convenience Market	1,854.16	1,854.16	1,854.16	**1,199,250**	**2**	**599,625**
Total	**59,581.70**	**59,246.73**	**45,586.50**	**155,472,926**	**12,569**	**12,370**

5 FUTURE YEAR (2035) NO PROJECT

This section presents the ADT, peak hour link analysis, queue analysis, and intersection LOS analysis for the Future Year (20135) No Project scenario. Future Year (2035) No Project traffic is derived from the application of a forecasted growth factor of 1.04 to the Existing Year (2017) No Project scenario volumes. The annual growth rate is based on existing land uses within the project study area plus cumulative projects and ambient area-wide traffic growth. The cumulative projects and ambient area-wide traffic growth are based on the Southern California Association of Governments (SCAG) regional model. Additionally, the SCAG Year 2035 traffic forecasts assume implementation of projects consistent with the Year 2035 Preferred Plan from SCAG's 2012 Regional Transportation Plan (RTP). This scenario will serve as a base for comparison in order to establish impacts for the Future Year (2035) With Project scenario where appropriate. Associated lane geometries and controls are consistent with the Existing Year (2017) No Project intersection geometries and controls except for the following intersections: 1) Century Boulevard and Prairie Avenue, 2) Century Boulevard and Crenshaw Boulevard, and 3) Century Boulevard and Van Ness Avenue. These three intersections were observed to be undergoing construction as part of the Century Boulevard Mobility Improvement Project which would result in new intersection configurations (geometries and controls); full completion of both phases of the project is anticipated by the end of the year 2019 and was thus deemed appropriate to be included in the Future Year (2035) base scenario.

5.1 AVERAGE DAILY TRAFFIC

The average daily traffic for study segments in the Future Year (2035) No Project scenario are presented in Table 5.1.

TABLE 5.1: FUTURE YEAR (2035) NO PROJECT ROADWAY SEGMENT SUMMARY

ID	Segment	Future Year (2035) No Project
1	Century Blvd between Prairie Ave and Crenshaw Blvd	30,424
2	Century Blvd between Western Ave and Normandie Ave	30,780
3	Century Blvd between Hoover St and Figueroa St	33,838
4	Van Ness Ave between Century Blvd and 108th St	20,648
5	Normandie Ave between Century Blvd and 108th St	24,529
6	108th St between Van Ness Ave and Western Ave	9,032
7	Crenshaw Blvd between 108th St and Imperial Hwy	33,206
8	Western Ave between 108th St and Imperial Hwy	28,427
9	Vermont Ave between 108th St and Imperial Hwy	37,286
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	30,829
11	Imperial Hwy between Van Ness Ave and Western Ave	34,595
12	Imperial Hwy between Normandie Ave and Vermont Ave	35,345
13	Imperial Hwy between Hoover St and Figueroa St	35,827
14	Imperial Hwy between Main St and San Pedro St	30,536
15	Van Ness Ave between Imperial Hwy and 120th St	23,994
16	Normandie Ave between Imperial Hwy and 120th St	18,568
17	120th St between Normandie Avenue and Vermont Ave	10,883
18	Crenshaw Blvd between 120th St and El Segundo Blvd	45,385
19	Western Ave between 120th St and El Segundo Blvd	25,310
20	Vermont Ave between 120th St and El Segundo Blvd	21,387
21	El Segundo Blvd between Van Ness Ave and Western Ave	42,496
22	El Segundo Blvd between Normandie Ave and Vermont Ave	40,876
23	Normandie Ave between El Segundo Blvd and 135th St	19,746
24	Crenshaw Blvd between 135th St and Rosecrans Ave	32,730

5.2 PEAK HOUR LINK LEVEL OF SERVICE

AM and PM peak hour link analyses are presented in Table 5.2 and 5.3, respectively. The peak hour link volumes are derived from the turning movement volumes; more specifically, the arriving and departing volumes between two intersections that the link of interest joins. In the event that the departures of one intersection did not equal the arrivals of the second intersection, an average of the two volumes was taken to be the link volume experienced. A loss, or even gain, in volumes between two intersections is not uncommon, especially in situations where additional intersections or driveways are present between the intersections of interest. The following links are expected to be operate at LOS E or worse:

- El Segundo Boulevard between Van Ness Avenue to Western Avenue
- El Segundo Boulevard between Normandie Avenue and Vermont Avenue

TABLE 5.2: FUTURE YEAR (2035) NO PROJECT AM PEAK HOUR LINK ANALYSIS

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,075	905	0.672	0.566	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	814	1,317	0.509	0.823	A	D
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,052	1,658	0.438	0.691	A	B
4	Van Ness Avenue	Century Boulevard	108th Street	Seconday Highway	800	2	2	863	1,012	0.539	0.633	A	B
5	Normandie Avenue	Century Boulevard	108th Street	Seconday Highway	800	3	3	1,031	987	0.430	0.411	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	357	548	0.446	0.685	A	B
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,132	1,141	0.472	0.475	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,290	1,186	0.806	0.741	D	C
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,412	1,636	0.588	0.682	A	B
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	776	1,654	0.323	0.689	A	B
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	992	1,805	0.413	0.752	A	C
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	895	1,659	0.373	0.691	A	B
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	948	1,497	0.395	0.624	A	B
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	777	1,338	0.324	0.558	A	A
15	Van Ness Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	927	1,122	0.579	0.701	A	C
16	Normandie Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	932	906	0.583	0.566	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	Seconday Highway	800	2	2	426	669	0.266	0.418	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	2,052	1,128	0.855	0.470	D	A
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	984	985	0.615	0.616	B	B
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	898	972	0.374	0.405	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,110	2,504	0.463	**1.043**	A	**F**
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	1,029	2,395	0.429	**0.998**	A	**E**
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	734	808	0.459	0.505	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Seconday Highway	800	3	3	1,304	1,022	0.543	0.426	A	A

Bold and shaded = Unacceptable LOS.

TABLE 5.3: FUTURE YEAR (2035) NO PROJECT PM PEAK HOUR LINK ANALYSIS

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,142	972	0.714	0.608	C	B
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	1,270	946	0.794	0.591	C	A
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,485	1,049	0.619	0.437	B	A
4	Van Ness Avenue	Century Boulevard	108th Street	Seconday Highway	800	2	2	932	820	0.583	0.513	A	A
5	Normandie Avenue	Century Boulevard	108th Street	Seconday Highway	800	3	3	1,010	910	0.421	0.379	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	597	294	0.746	0.368	C	A
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,300	1,104	0.542	0.460	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,161	1,055	0.726	0.659	C	B
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,619	1,275	0.675	0.531	B	A
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	1,505	958	0.627	0.399	B	A
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,537	1,048	0.640	0.437	B	A
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	1,492	1,165	0.622	0.485	B	A
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,406	1,047	0.586	0.436	A	A
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	1,509	986	0.629	0.411	B	A
15	Van Ness Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	1,083	987	0.677	0.617	B	B
16	Normandie Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	906	735	0.566	0.459	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	Seconday Highway	800	2	2	593	412	0.371	0.258	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	1,445	1,733	0.602	0.722	B	C
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	1,101	924	0.688	0.578	B	A
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	895	931	0.373	0.388	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,974	1,292	0.823	0.538	D	A
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	2,135	1,136	0.890	0.473	D	A
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	962	631	0.601	0.394	B	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Seconday Highway	800	3	3	1,167	1,414	0.486	0.589	A	A

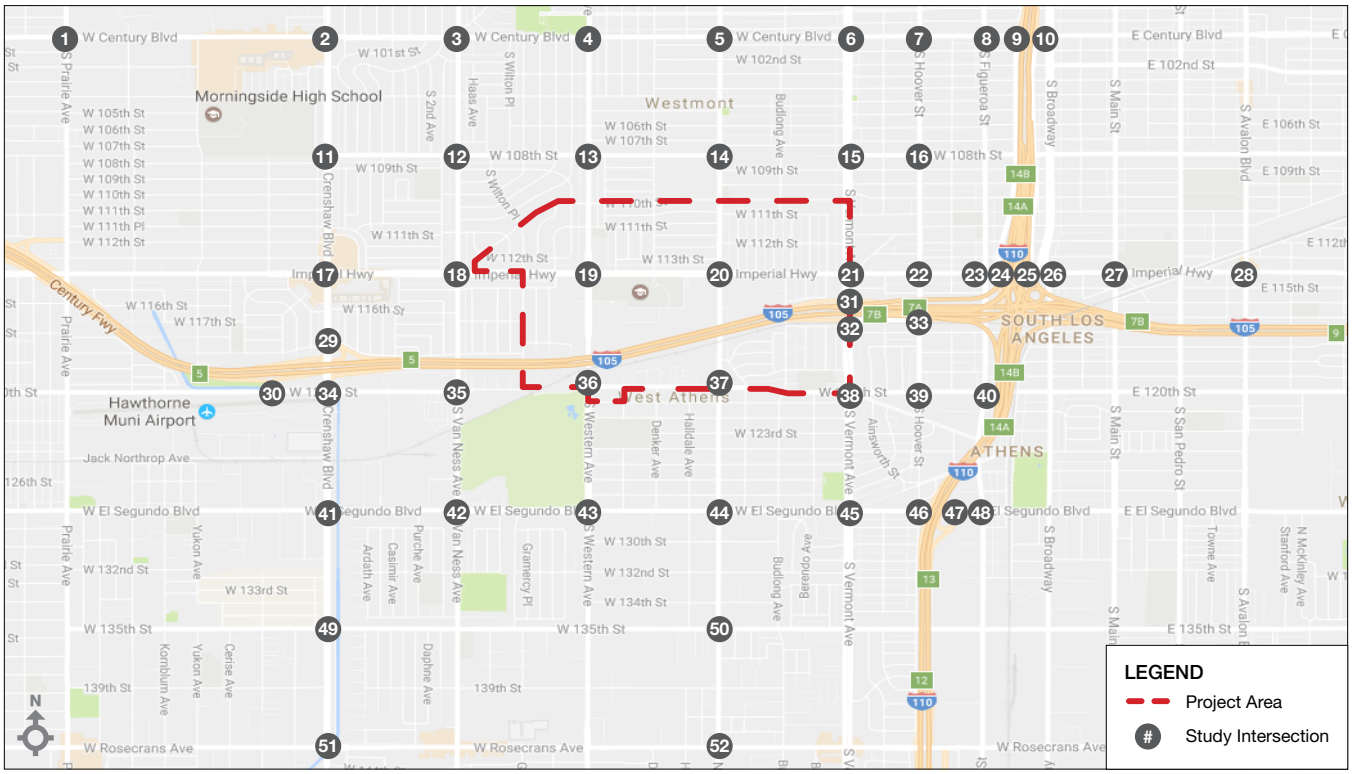
Bold and shaded = Unacceptable LOS.

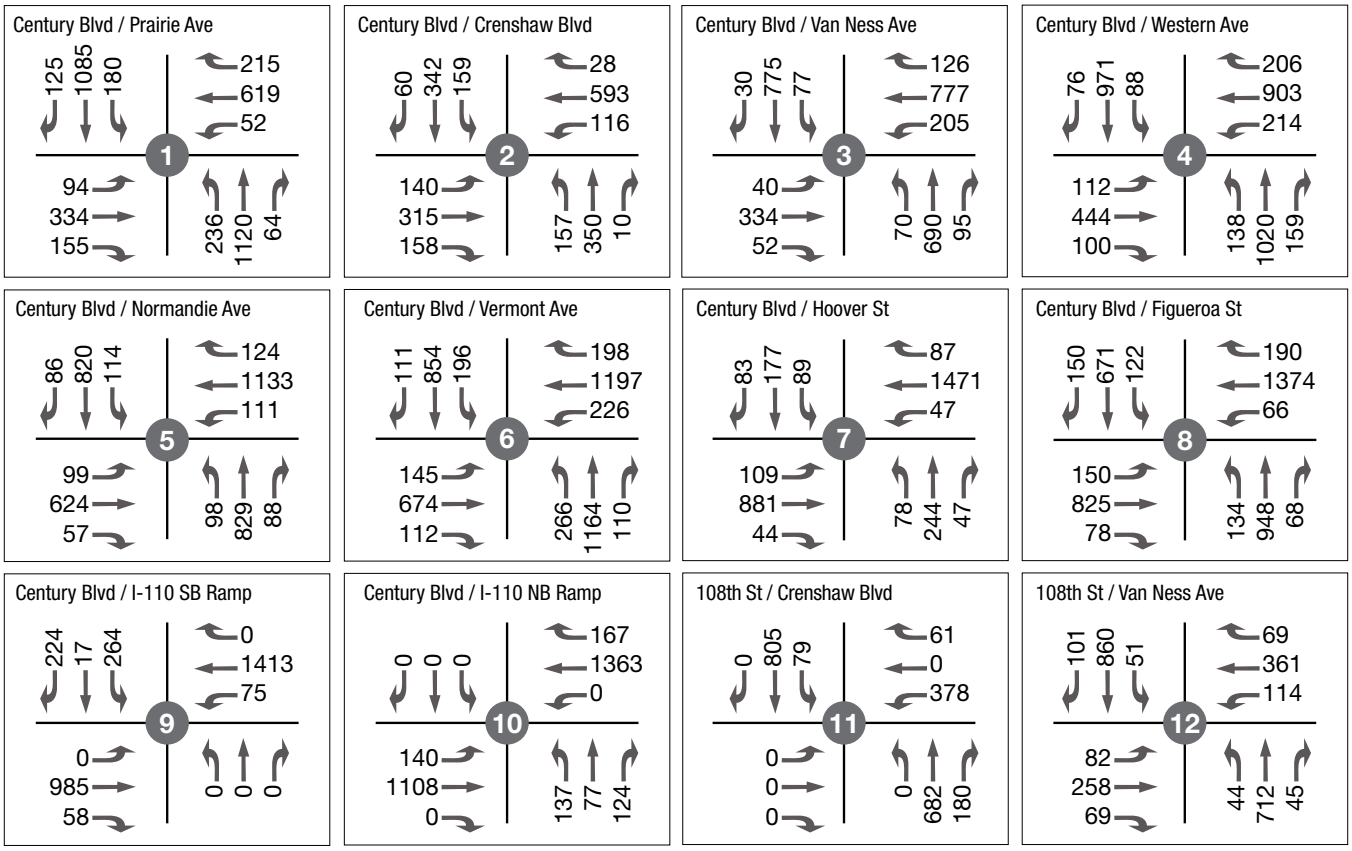
5.3 INTERSECTION LEVEL OF SERVICE

The peak hour turning movement volumes presented in Figure 5.1 and 5.2 were utilized to assess intersection performance. Intersection performance was determined using the methods outlined in Section 3. A summary of the AM and PM peak hour intersection level of service analysis results for the Future Year (2035) No Project scenario is presented in Table 5.4. The following intersections are expected to operate at an unacceptable level of service:

- El Segundo Boulevard and Van Ness Avenue
- El Segundo Boulevard and Western Avenue
- El Segundo Boulevard and I-110 SB Ramps

FIGURE 5.1: FUTURE YEAR (2035) NO PROJECT VOLUMES - AM PEAK HOUR

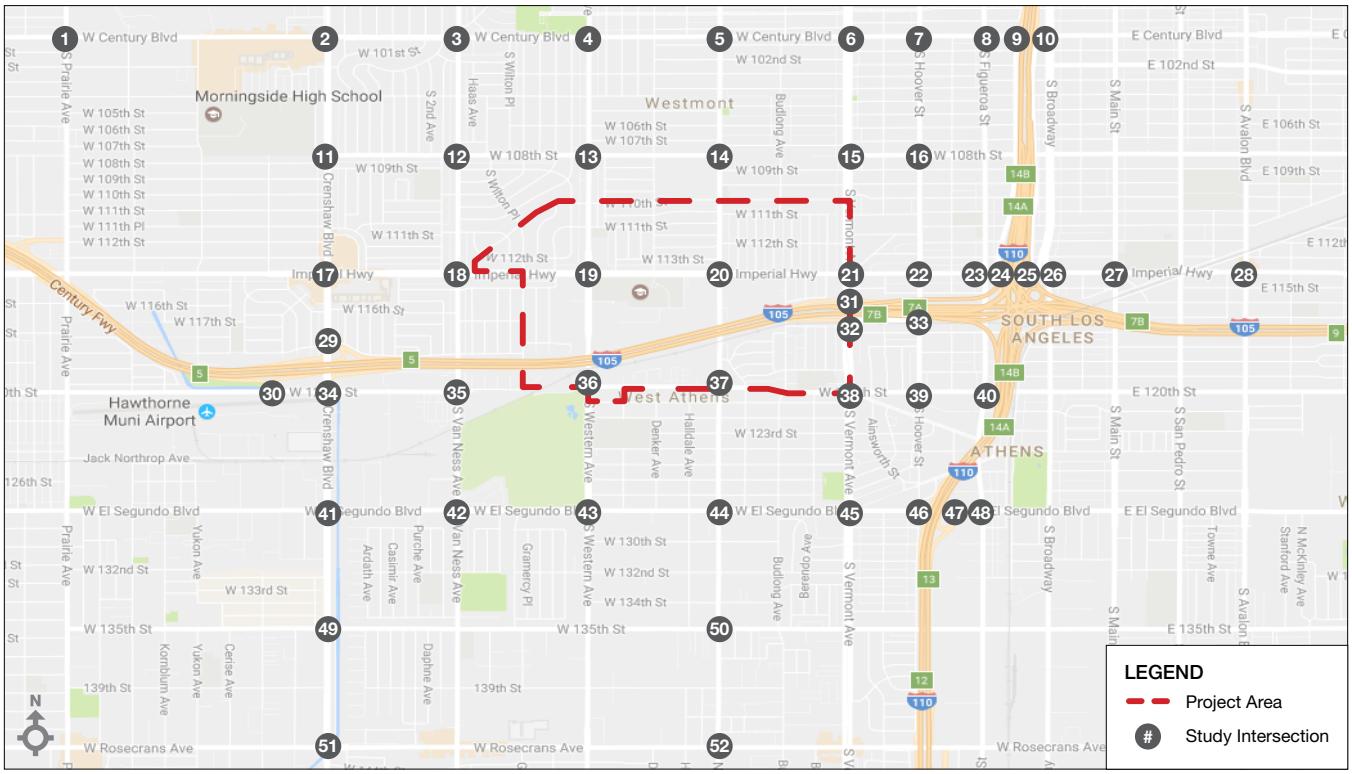


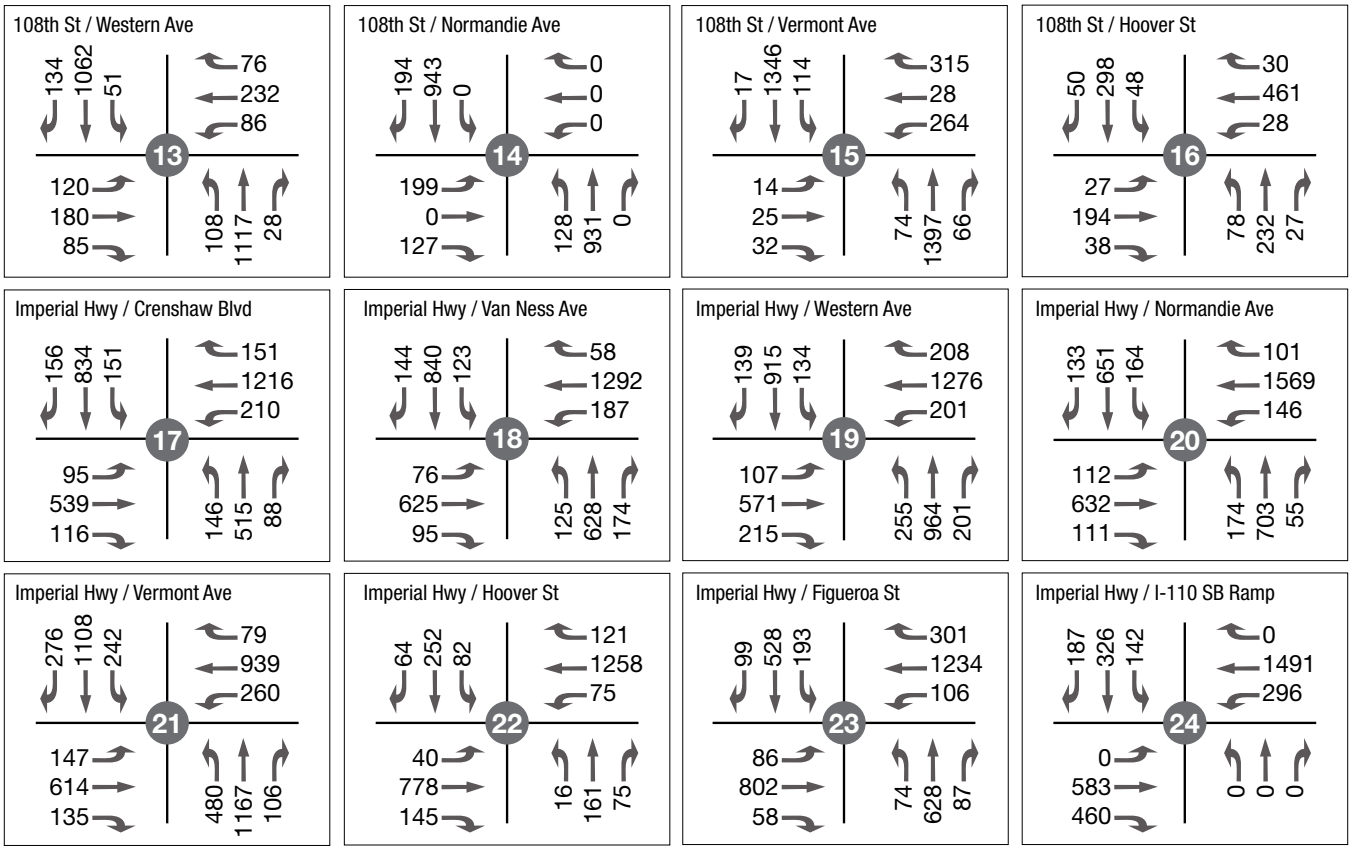


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 5.1: FUTURE YEAR (2035) NO PROJECT VOLUMES - AM PEAK HOUR

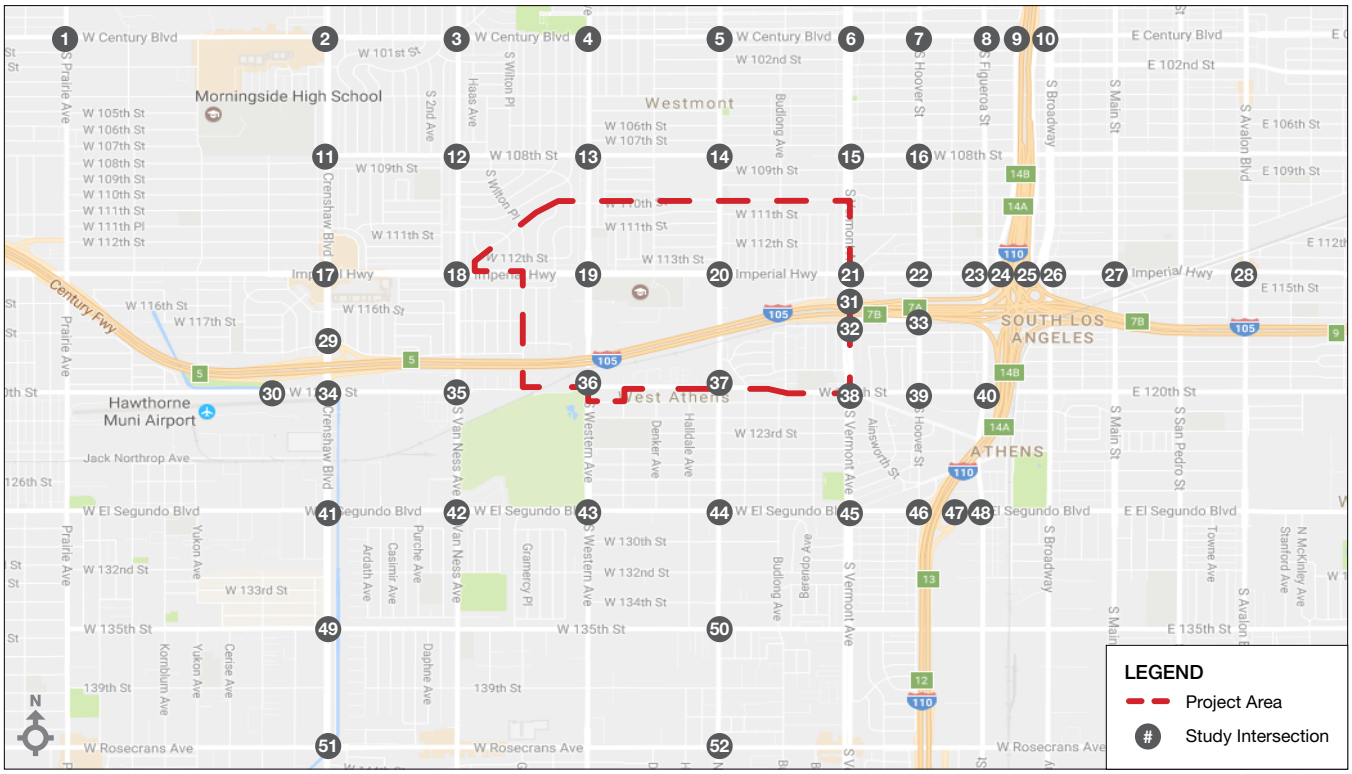


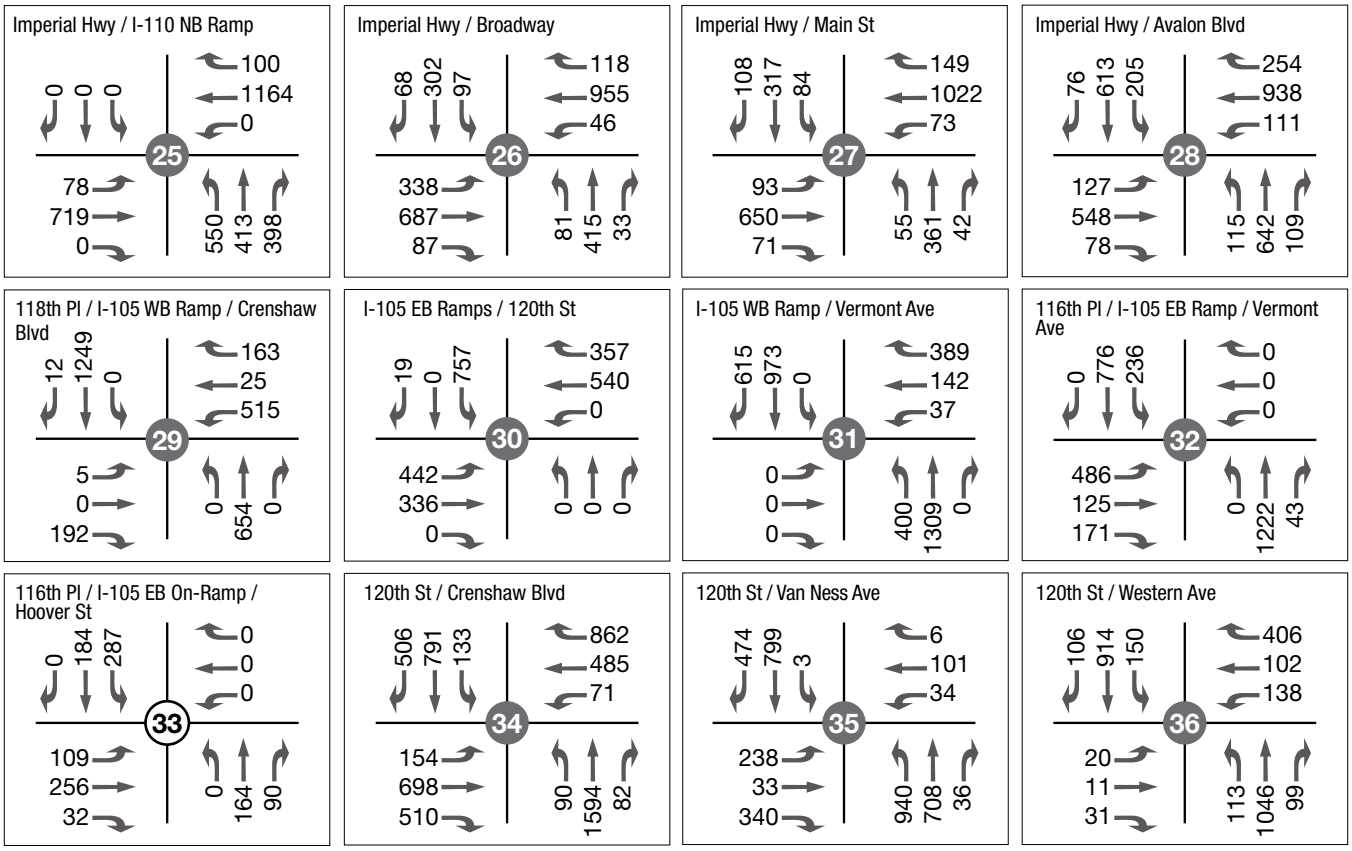


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry

FIGURE 5.1: FUTURE YEAR (2035) NO PROJECT VOLUMES - AM PEAK HOUR

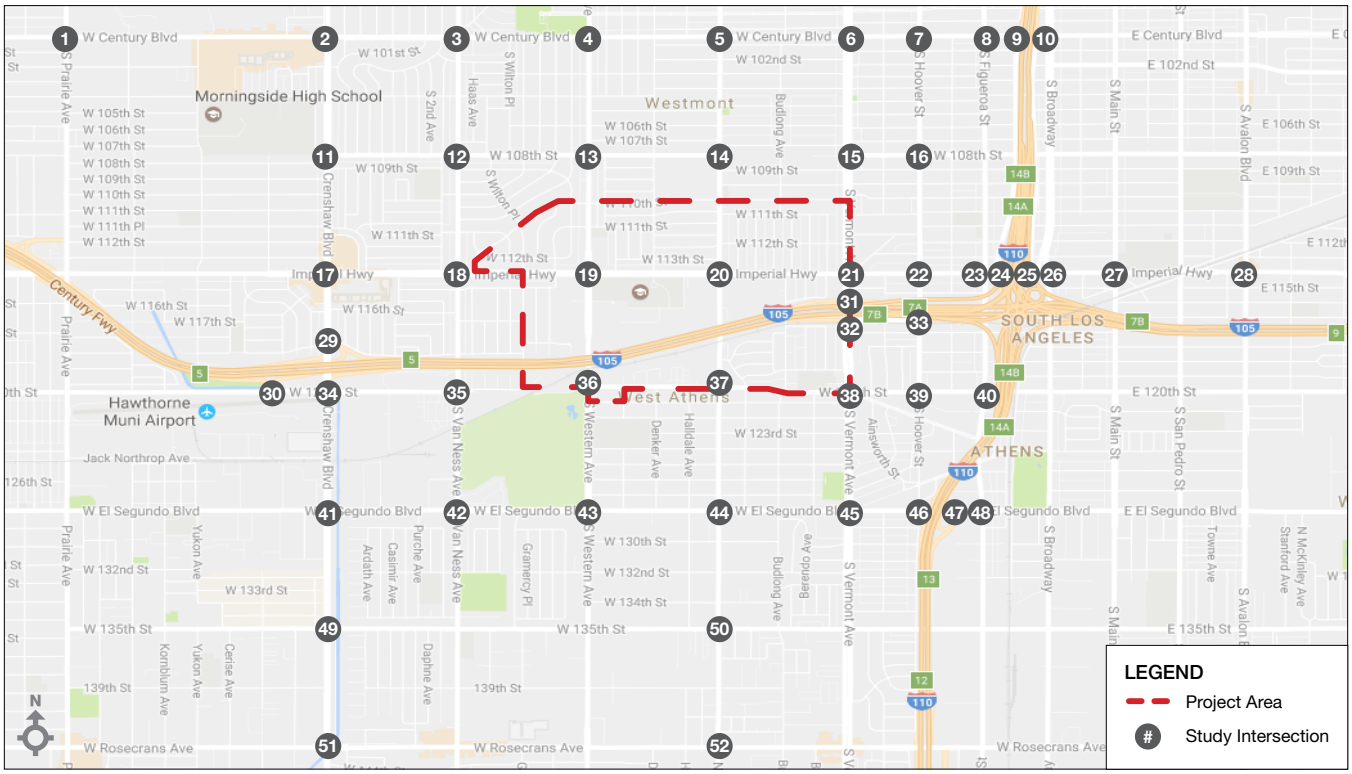


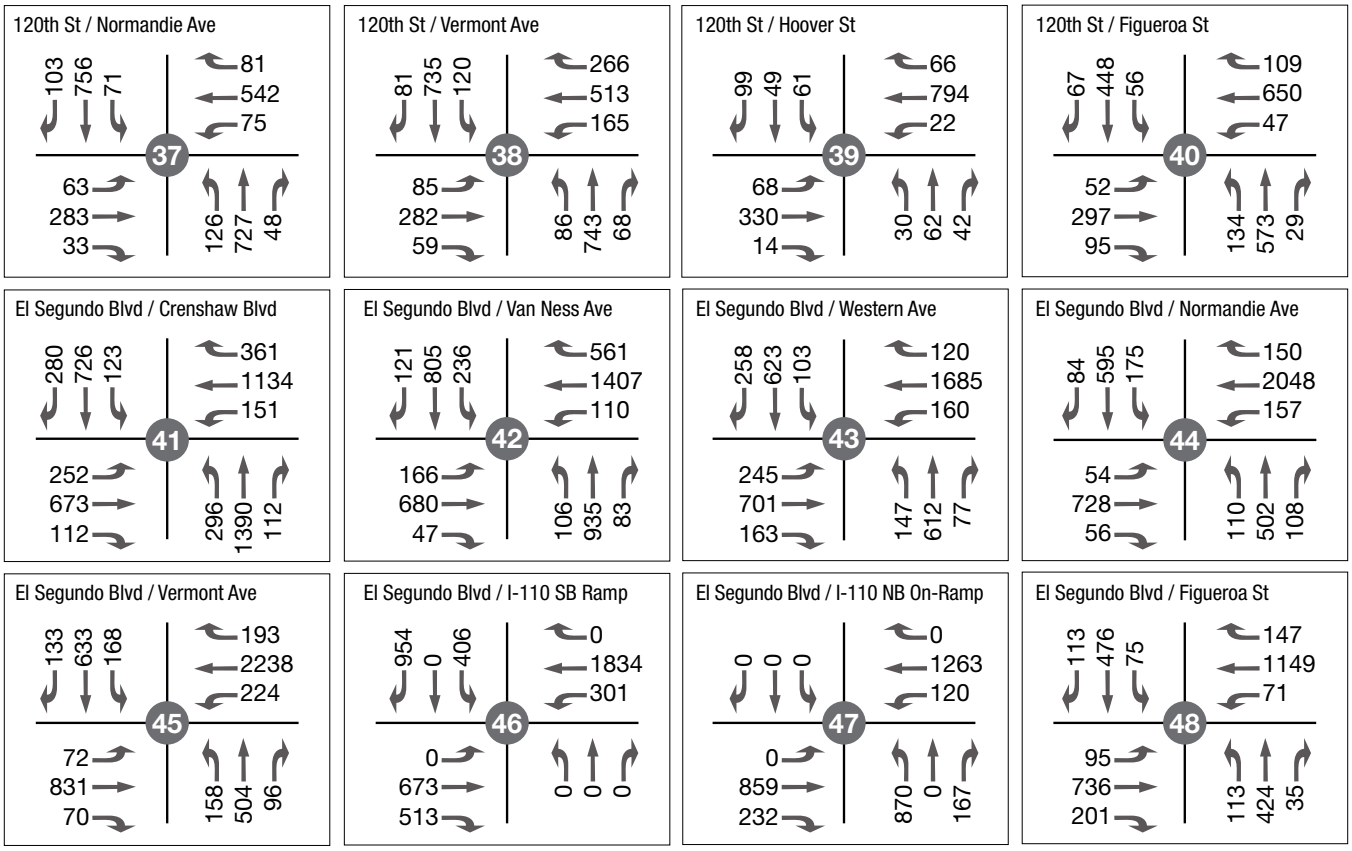


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry

FIGURE 5.1: FUTURE YEAR (2035) NO PROJECT VOLUMES - AM PEAK HOUR

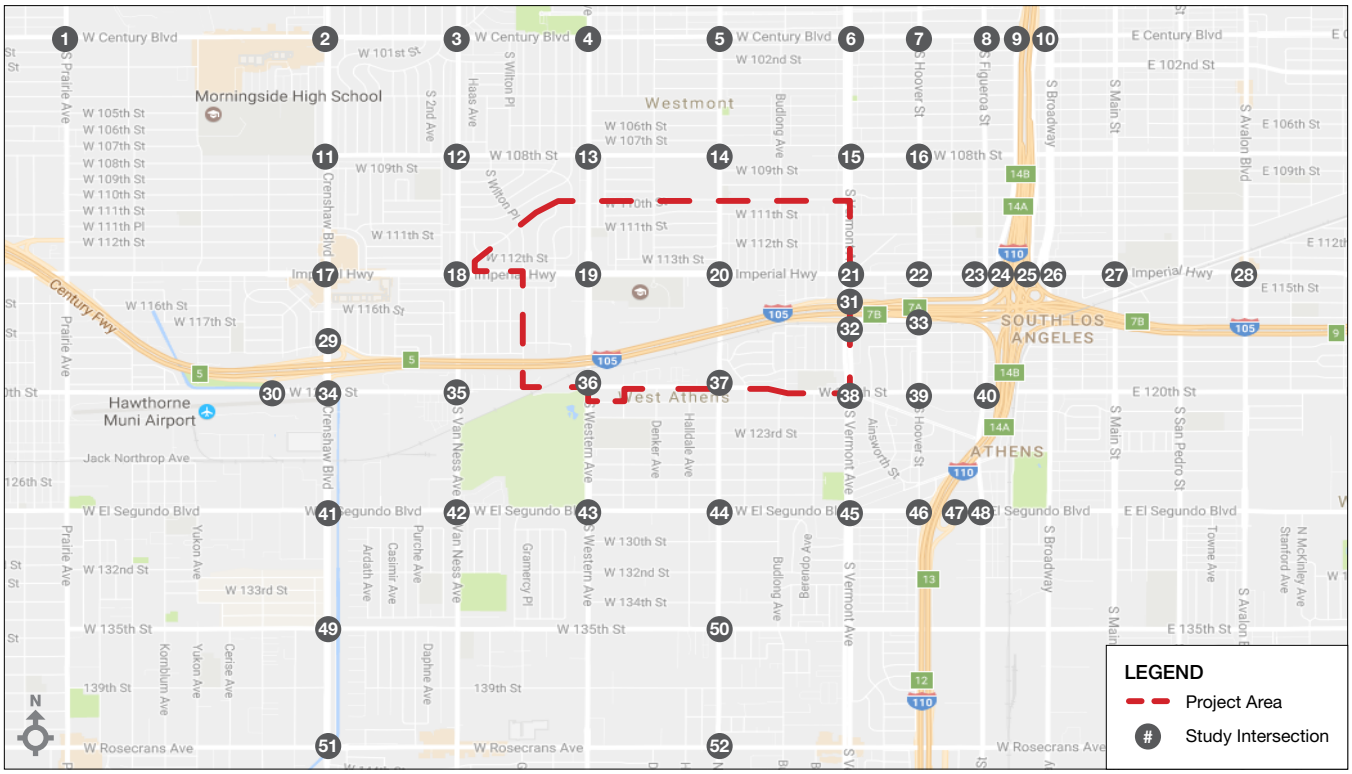


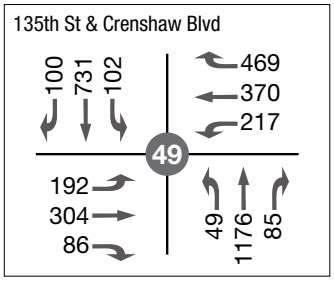


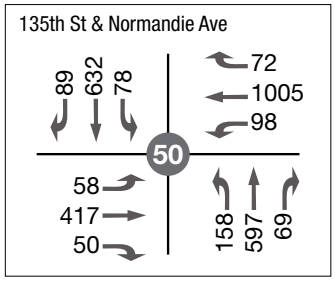
Legend

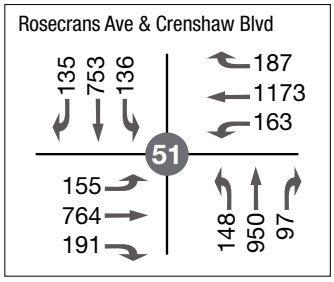
Signalized Intersection Unsignalized Intersection Lane Geometry

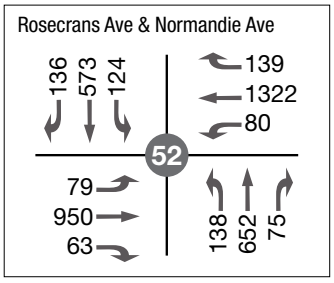
FIGURE 5.1: FUTURE YEAR (2035) NO PROJECT VOLUMES - AM PEAK HOUR







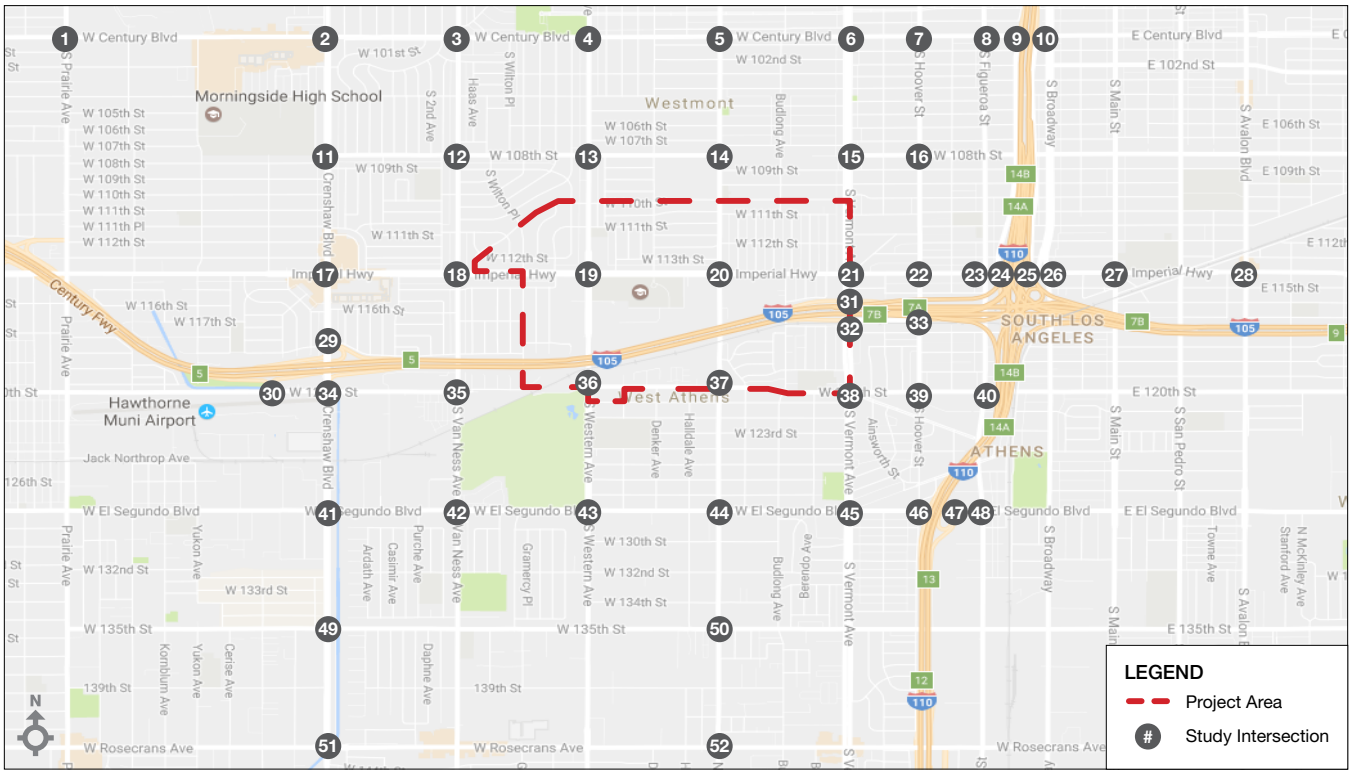


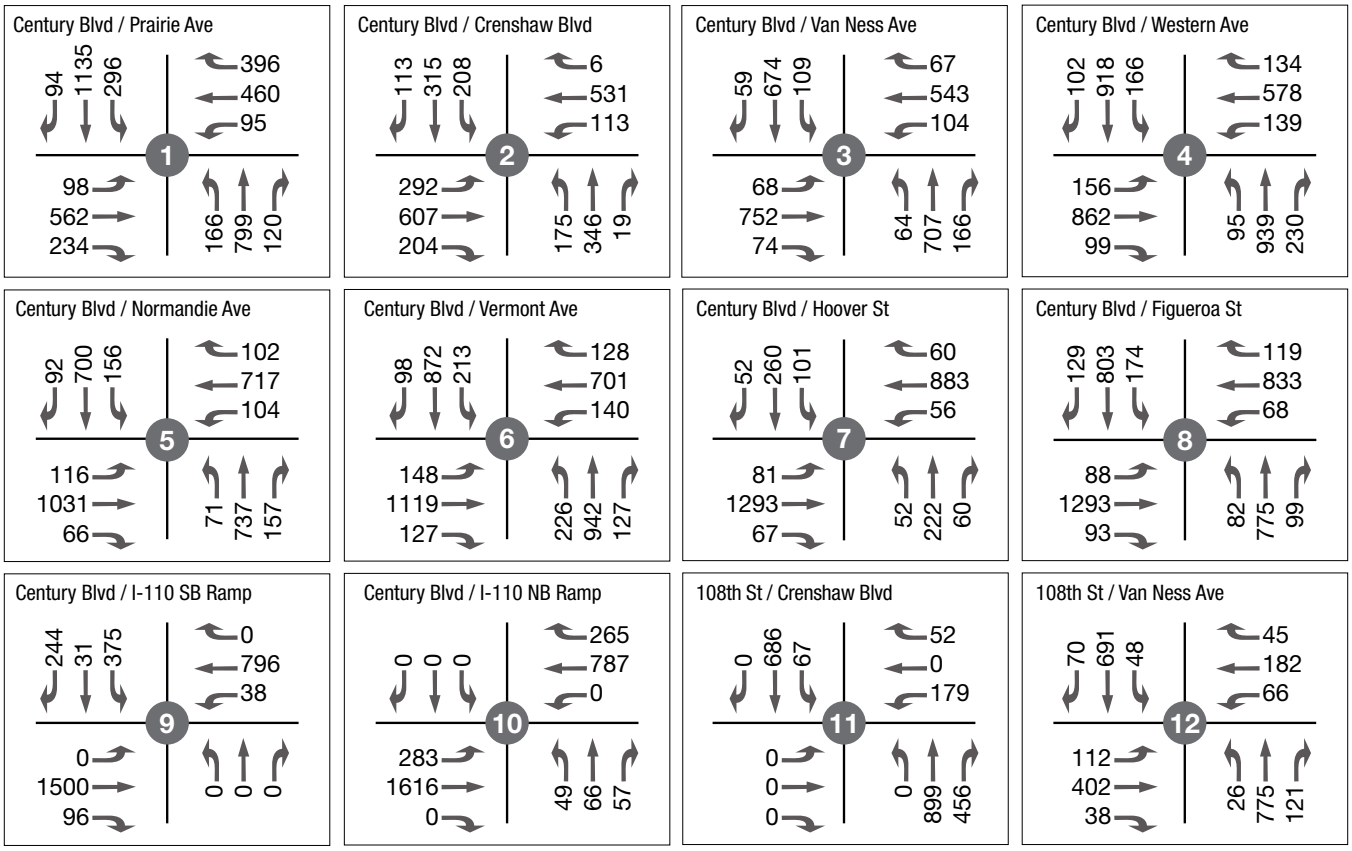


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 5.2: FUTURE YEAR (2035) NO PROJECT VOLUMES - PM PEAK HOUR

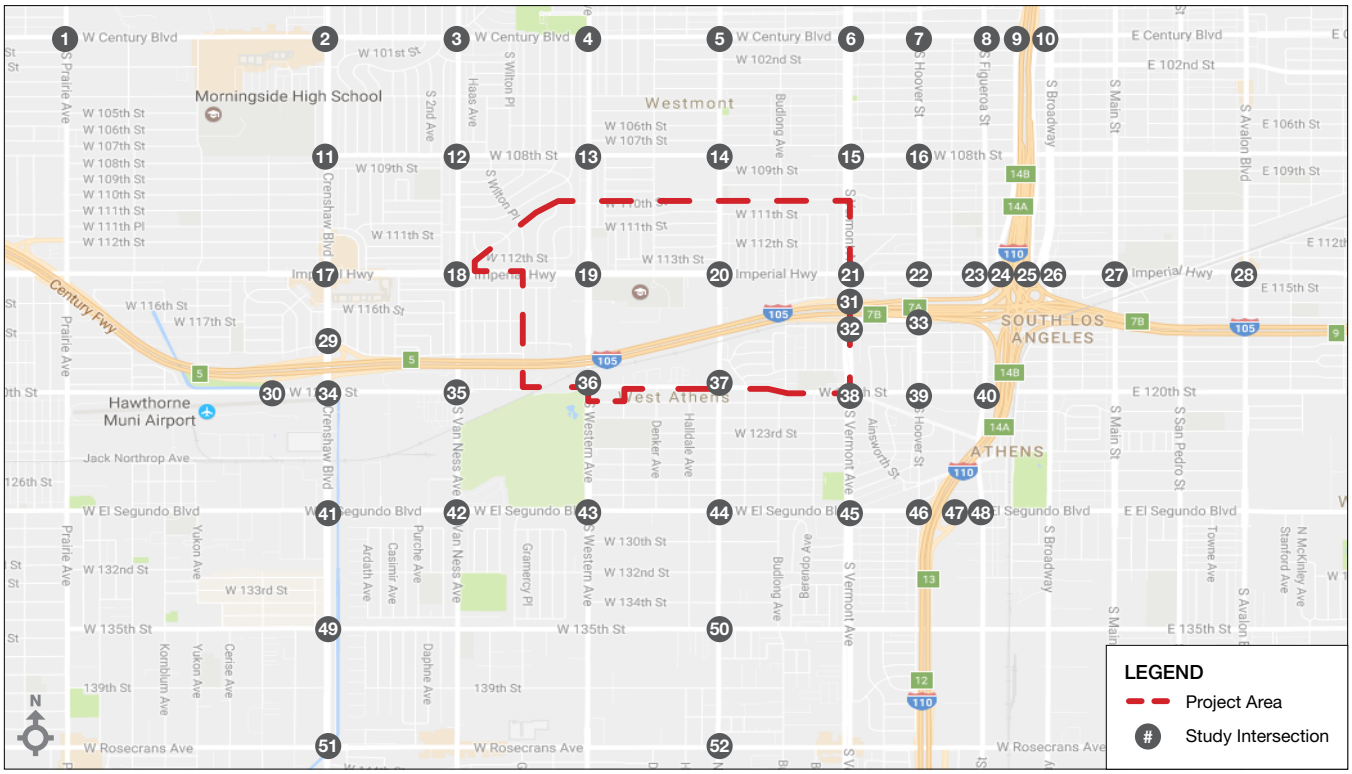


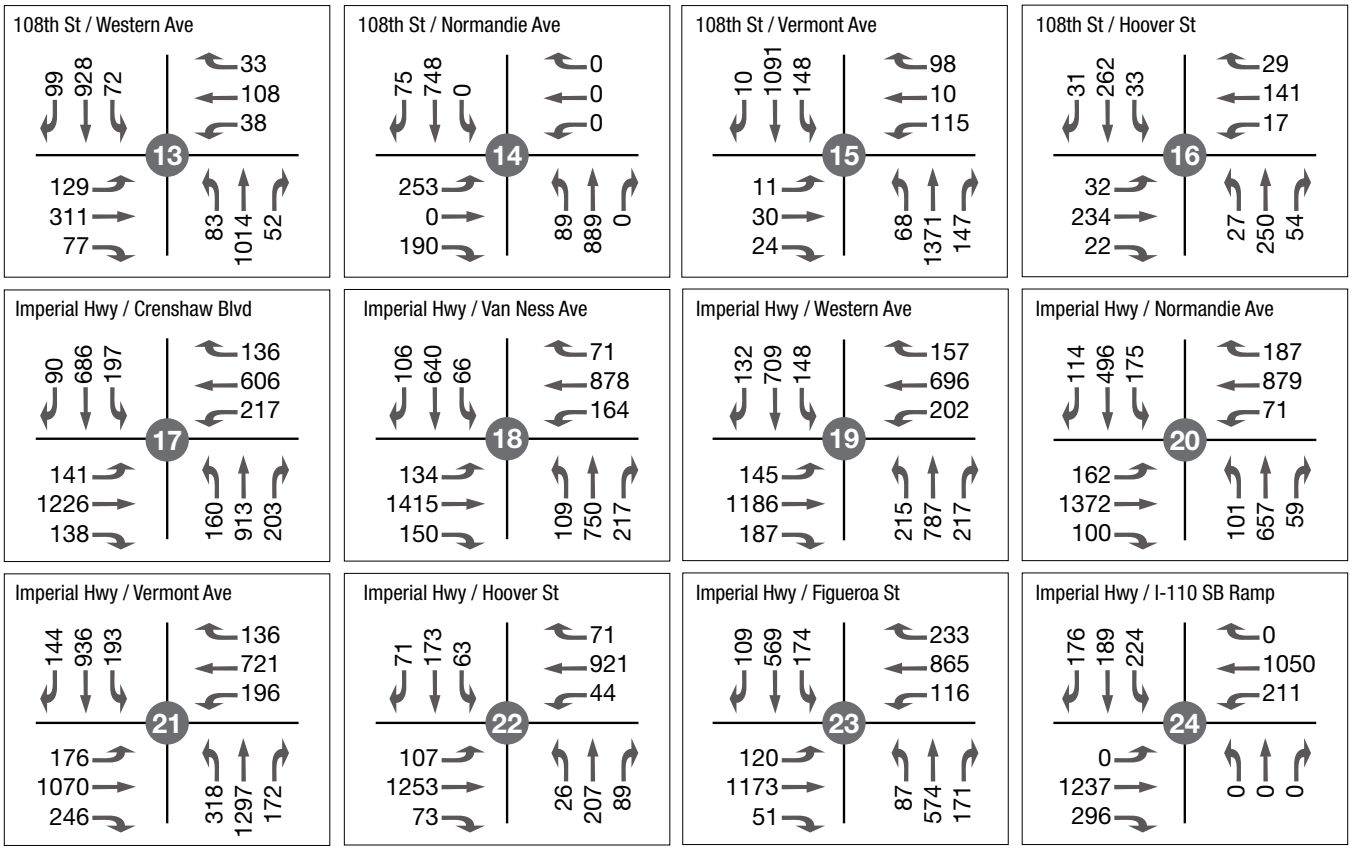


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 5.2: FUTURE YEAR (2035) NO PROJECT VOLUMES - PM PEAK HOUR

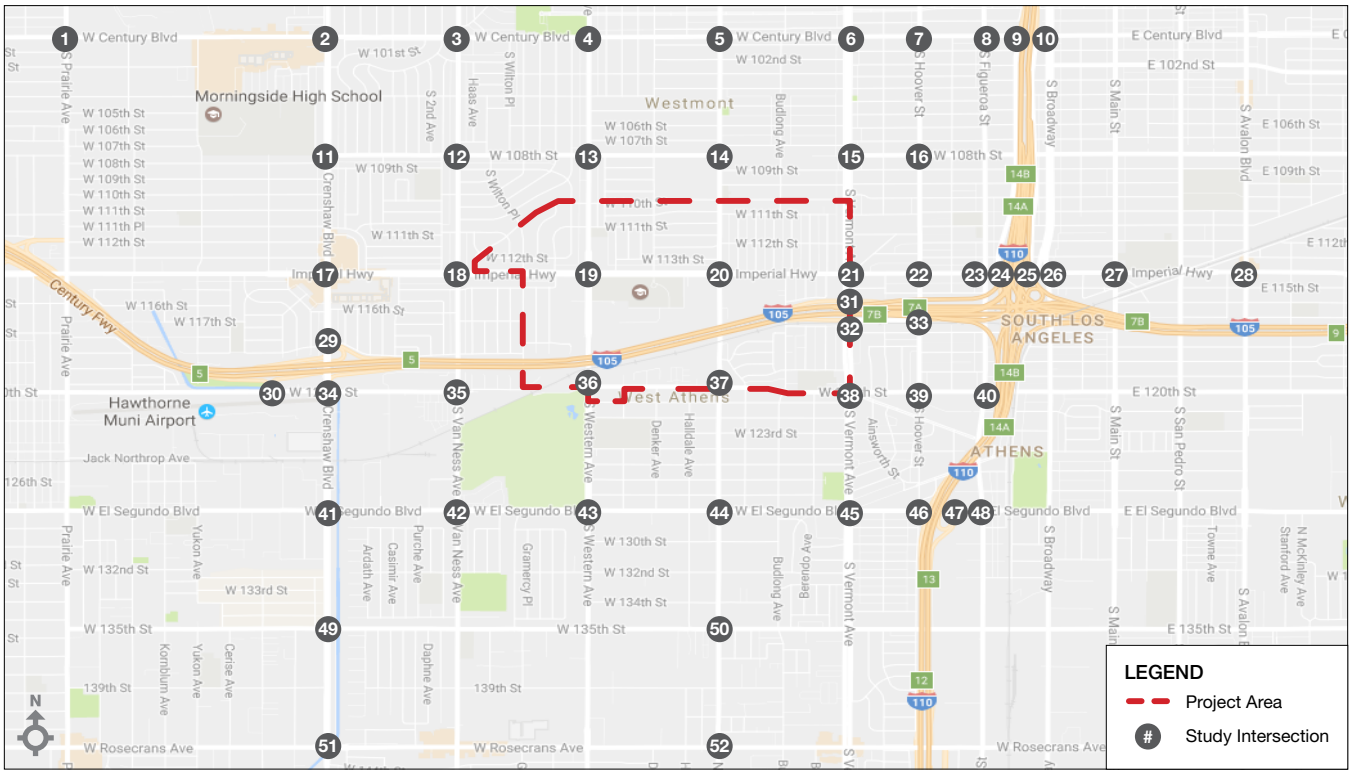


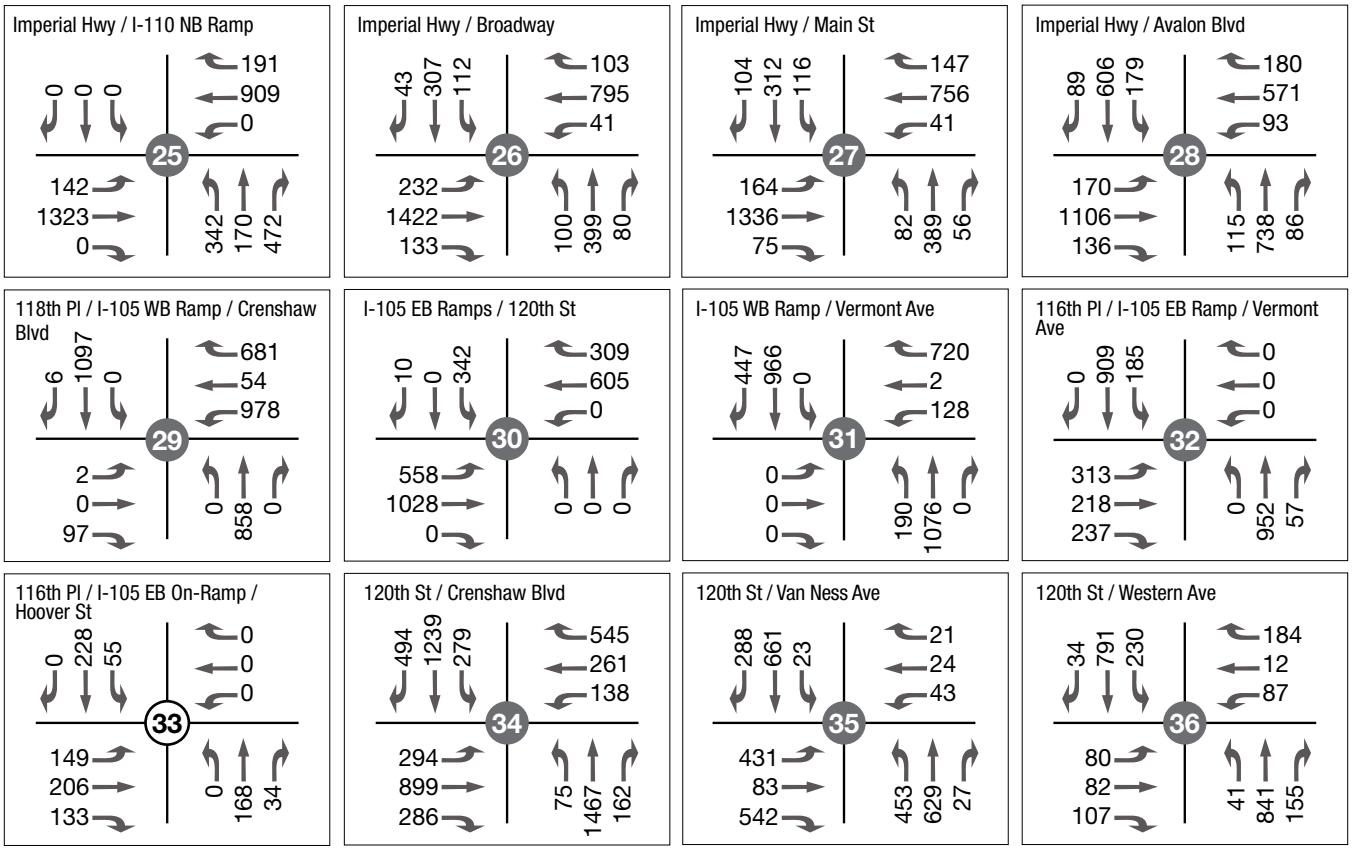


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 5.2: FUTURE YEAR (2035) NO PROJECT VOLUMES - PM PEAK HOUR

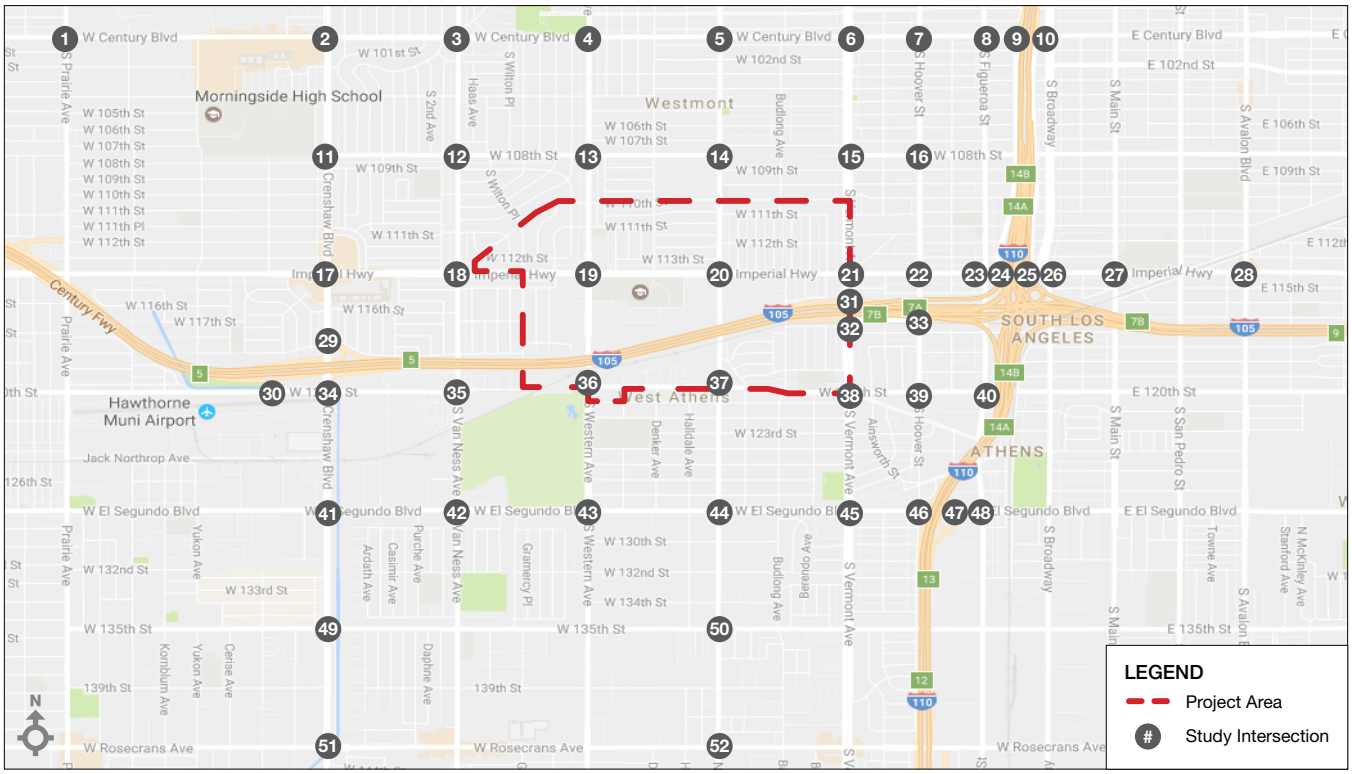


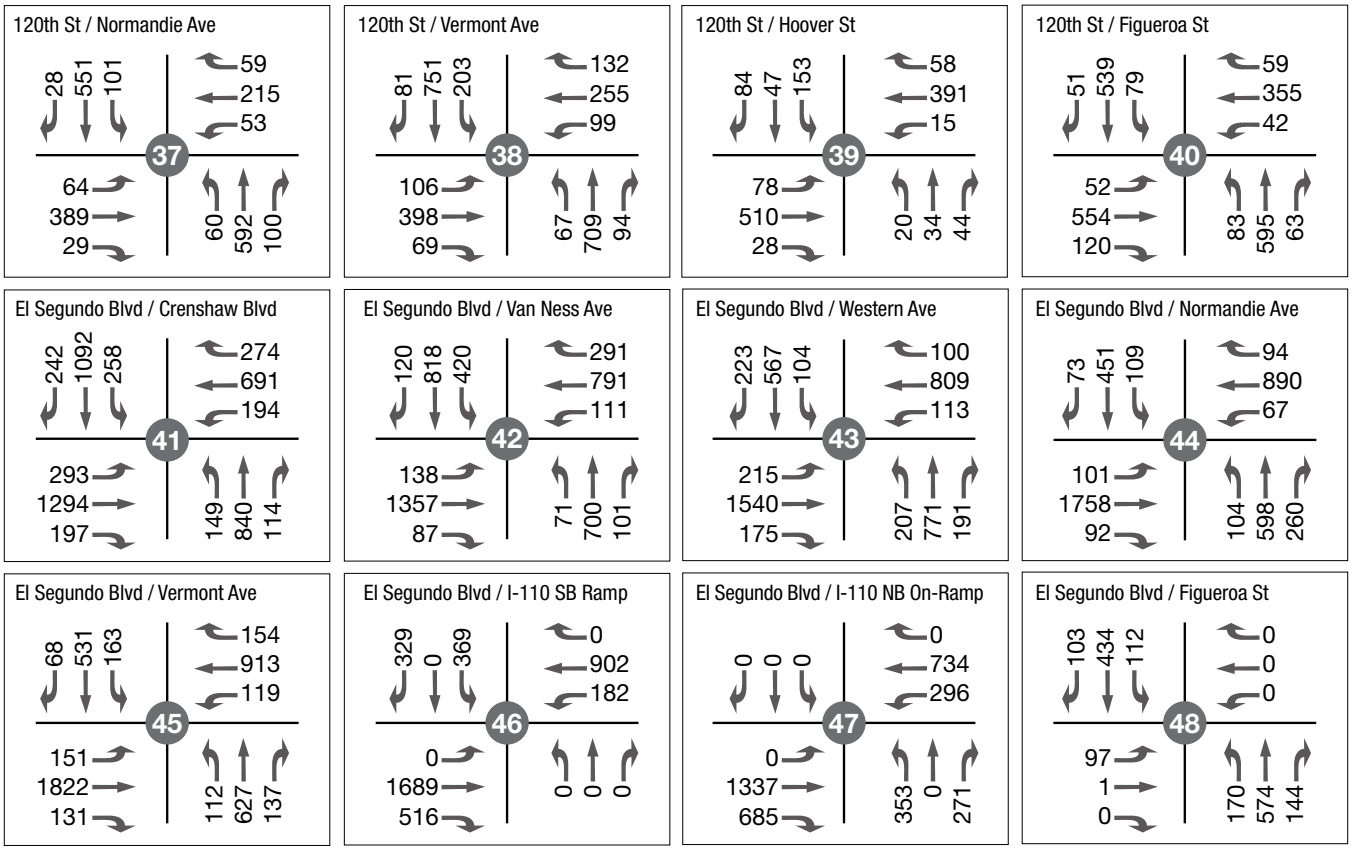


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 5.2: FUTURE YEAR (2035) NO PROJECT VOLUMES - PM PEAK HOUR

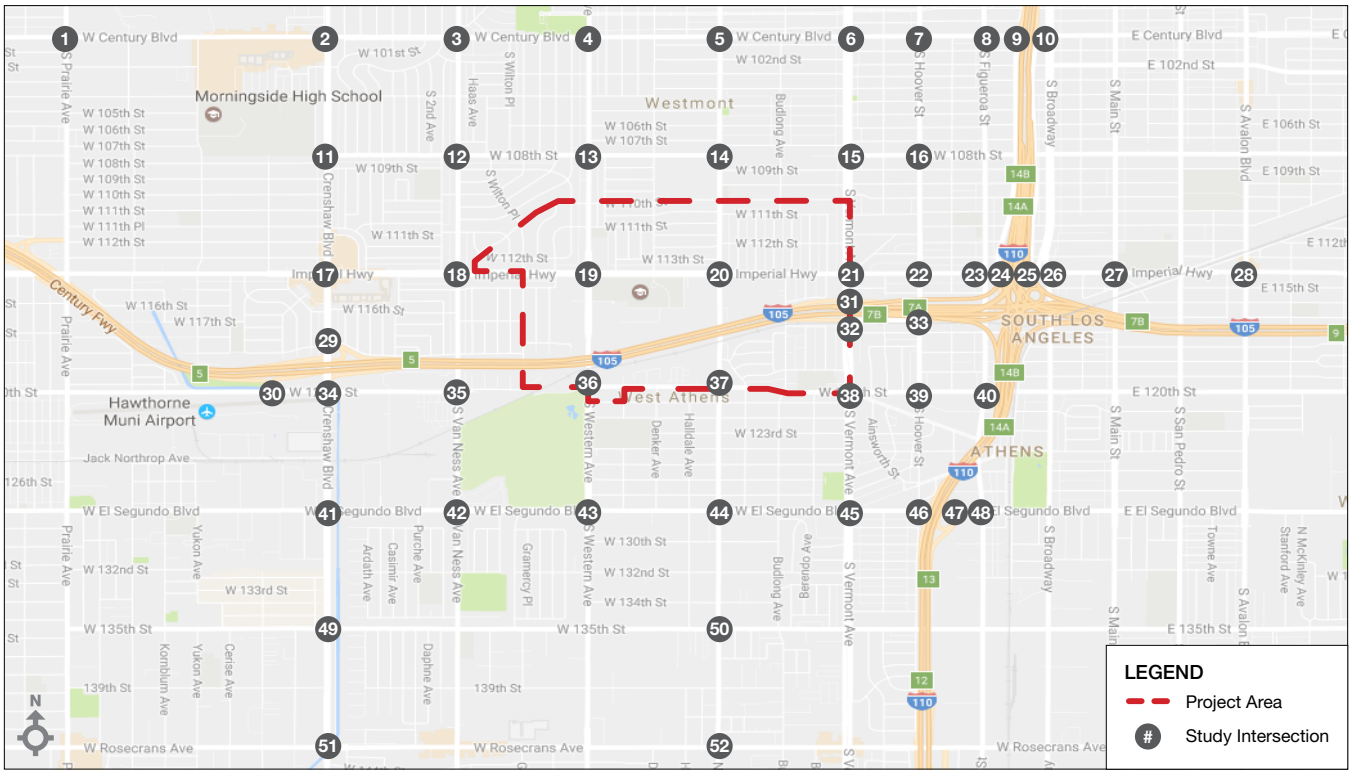


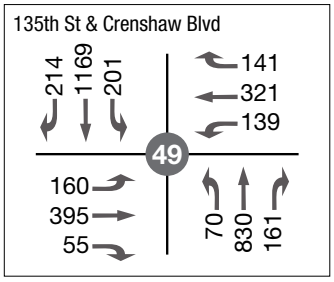


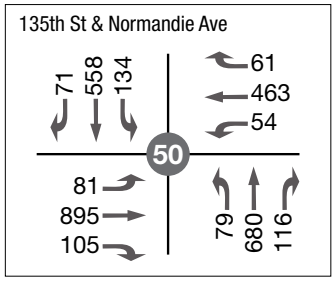
Legend

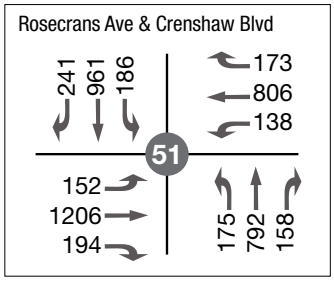
Signalized Intersection Unsignalized Intersection Lane Geometry

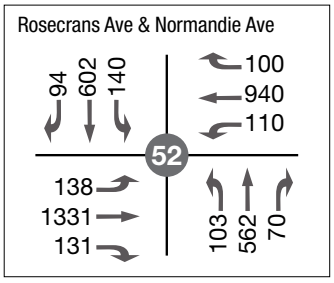
FIGURE 5.2: FUTURE YEAR (2035) NO PROJECT VOLUMES - PM PEAK HOUR











Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

TABLE 5.4: FUTURE YEAR (2035) NO PROJECT INTERSECTION LEVEL OF SERVICE

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	AM		PM	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.664	B	0.678	B
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.563	A	0.768	C
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.826	D	0.819	D
4	Century / Western	County of Los Angeles	ICU	Signalized	0.787	C	0.758	C
5	Century / Normandie	County of Los Angeles	ICU	Signalized	0.881	D	0.854	D
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.672	B	0.590	A
		County of Los Angeles	ICU	Signalized	0.665	B	0.594	A
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.517	A	0.433	A
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.810	D	0.697	B
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.347	A	0.358	A
		Caltrans	HCM	Signalized	12.3	B	12.7	B
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.443	A	0.341	A
		Caltrans	HCM	Signalized	14.0	B	12.0	B
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.547	A	0.518	A
12	108th / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.681	B	0.679	B
13	108th / Western	County of Los Angeles	ICU	Signalized	0.695	B	0.658	B
14	108th / Normandie	County of Los Angeles	ICU	Signalized	0.595	A	0.515	A
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.487	A	0.403	A
		County of Los Angeles	ICU	Signalized	0.550	A	0.472	A
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.454	A	0.246	A
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.846	D
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / City of Hawthorne [a]	ICU	Signalized	0.787	C	0.842	D
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.848	D	0.839	D
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.842	D	0.758	C
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.699	B	0.720	C
		County of Los Angeles	ICU	Signalized	0.689	B	0.706	C
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.391	A	0.385	A
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.714	C
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.489	A	0.515	A
		Caltrans	HCM	Signalized	19.9	B	22.2	C
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.465	A	0.562	A
		Caltrans	HCM	Signalized	21.0	C	16.7	B
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.600	A	0.509	A
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.573	A	0.679	B
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.723	C	0.765	C
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	**1.971**	**F**	0.724	C
		Caltrans	HCM	Signalized	14.5	B	19.8	B
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.798	C	0.733	C
		Caltrans	HCM	Signalized	29.2	C	26.5	C
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.847	D	0.816	D
		County of Los Angeles	ICU	Signalized	0.781	C	0.638	B
		Caltrans	HCM	Signalized	26.6	C	21.9	C
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.541	A	0.419	A
		County of Los Angeles	ICU	Signalized	**0.944**	**E**	0.471	A
		Caltrans	HCM	Signalized	19.8	B	16.0	B
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	14.2	B	12.8	B
		Caltrans	HCM	AWSC	14.2	B	12.8	B
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.769	C	0.774	C

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	AM		PM	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.021**	**F**	0.888	D
36	120th / Western	County of Los Angeles	ICU	Signalized	0.760	C	0.650	B
37	120th / Normandie	County of Los Angeles	ICU	Signalized	0.657	B	0.507	A
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.519	A	0.500	A
		County of Los Angeles	ICU	Signalized	0.580	A	0.563	A
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.577	A	0.397	A
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.580	A	0.544	A
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.831	D	0.839	D
		City of Gardena	ICU	Signalized	0.831	D	0.839	D
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.042**	**F**	**0.949**	**E**
		City of Gardena	ICU	Signalized	**1.042**	**F**	**0.949**	**E**
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.884	D	0.806	D
		City of Gardena	ICU	Signalized	0.884	D	0.806	D
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.861	D	0.834	D
		City of Gardena	ICU	Signalized	0.861	D	0.834	D
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.775	C	0.699	B
		County of Los Angeles	ICU	Signalized	0.752	C	0.686	B
		City of Gardena	ICU	Signalized	0.752	C	0.686	B
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.802	D	0.676	B
		Caltrans	HCM	Signalized	**46.4**	**D**	25.1	C
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.621	B	0.762	C
		Caltrans	HCM	Signalized	20.2	C	26.1	C
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.514	A	0.678	B
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.811	D	0.709	C
		City of Gardena	ICU	Signalized	0.811	D	0.709	C
50	135th / Normandie	City of Gardena	ICU	Signalized	0.770	C	0.718	C
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.757	C	0.810	D
		City of Gardena	ICU	Signalized	0.757	C	0.810	D
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.733	C	0.733	C

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

5.4 CMP MONITORING STATION ANALYSIS

The CMP monitoring station analysis results for the AM and PM peak hours are summarized in Table 5.5 and Table 5.6, respectively. The analysis was performed in accordance with the methodology outlined in Section 3.5.2. An unacceptable LOS (LOS F) is forecast at the following locations:

- I-105 at Western Avenue
- I-110 at Manchester Avenue

5.5 FREEWAY MAINLINE ANALYSIS

The freeway mainline analysis results for the AM and PM peak hours are summarized in Table 5.7 and Table 5.8, respectively. The analysis was conducted using the methodology and settings outlined in Section 3.4.2. All freeway segments are forecast to operate at an unacceptable level of service (LOS D or worse).

5.6 FREEWAY ON-RAMP QUEUE ANALYSIS

In response to a request by Caltrans, a queue analysis for left-turns at freeway on-ramps was conducted. Table 5.9 summarizes the storage capacities and projected queue lengths. The following freeway on-ramp locations are anticipated to experience queues that exceed the measured storage length for left-turns:

- I-110 SB On-Ramp at Imperial Highway
- I-105 EB On-Ramp at 120th Street
- I-105 WB On-Ramp at Vermont Avenue
- I-105 EB On-Ramp at Vermont Avenue*
- I-110 NB On-Ramp at El Segundo Boulevard

* It should be noted that the on-ramp is not located at this intersection, however it does serve as the primary access point for I-105 in the eastbound direction.

5.7 FREEWAY OFF-RAMP QUEUE ANALYSIS

Per Caltrans traffic study guidelines, a queue analysis for freeway off-ramps at intersections of interest is to be provided. Table 5.10 summarizes the storage capacities and queue lengths expected for these off-ramps. All freeway off-ramps are forecast to provide sufficient storage capacity such that the 85% storage capacity is not exceeded by expected queues.

5.8 VEHICLE MILES TRAVELED (VMT) ANALYSIS

VMT calculations were prepared based on the land use characteristics for the Future Year (2035) No Project scenario using the land use zoning outlined in Section 2.3. A summary of the results for this scenario are presented in Table 5.11.

TABLE 5.5: FUTURE YEAR (2035) NO PROJECT CMP MONITORING STATION ANALYSIS – AM PEAK HOUR

ID	Freeway	Segment	Station	Direction	Lanes	Capacity	Future Year (2035) No Project		
							Peak Hour Volume	V/C	LOS
2	I-105	at Western Avenue	1042	EB	4	8,000	6,832	0.854	D
				WB	4	8,000	8,276	**1.035**	**F(0)**
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	4	8,000	7,433	0.929	D
				WB	4	8,000	6,318	0.790	D
6	I-110	at Manchester Avenue	1046	NB	4	8,000	9,008	**1.126**	**F(0)**
				SB	4	8,000	10,974	**1.372**	**F(2)**

Bold and shaded = Unacceptable evel of service (LOS F).

TABLE 5.6: FUTURE YEAR (2035) NO PROJECT CMP MONITORING STATION ANALYSIS – PM PEAK HOUR

ID	Freeway	Segment	Station	Direction	Lanes	Capacity	Future Year (2035) No Project		
							Peak Hour Volume	V/C	LOS
2	I-105	at Western Avenue	1042	EB	4	8,000	8,729	**1.091**	**F(0)**
				WB	4	8,000	8,230	**1.029**	**F(0)**
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	4	8,000	7,502	0.938	E
				WB	4	8,000	6,072	0.759	C
6	I-110	at Manchester Avenue	1046	NB	4	8,000	9,903	**1.238**	**F(0)**
				SB	4	8,000	12,085	**1.511**	**F(3)**

Bold and shaded = Unacceptable evel of service (LOS F).

TABLE 5.7: FUTURE YEAR (2035) NO PROJECT FREEWAY MAINLINE ANALYSIS SUMMARY – AM PEAK HOUR

ID	Freeway	Location	Direction	Future Year (2035) No Project	
				Density (pc/mi/ln)	LOS
1	I-105	at Hawthorne Boulevard	EB	25.0	C
			WB	24.0	C
2	I-105	at Western Avenue	EB	**29.7**	**D**
			WB	**28.2**	**D**
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**
			WB	**45.0**	**F**
4	I-105	w/o I-710 (Harris Avenue)	EB	**35.9**	**E**
			WB	**26.9**	**D**
5	I-110	s/o I-10 (at Adams Boulevard)	NB	22.9	C
			SB	**34.2**	**D**
6	I-110	at Manchester Avenue	NB	**OVR**	**F**
			SB	**45.0**	**F**
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**
			SB	**35.6**	**E**
8	I-110	s/o I-105 (at 126th Street)	NB	**37.7**	**E**
			SB	**45.0**	**F**
9	I-110	at 135th Street	NB	**34.1**	**D**
			SB	**45.0**	**F**
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	**29.5**	**D**
			SB	**26.8**	**D**

Bold and shaded = Unacceptable evel of service (LOS D or worse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 5.8: FUTURE YEAR (2035) NO PROJECT FREEWAY MAINLINE ANALYSIS SUMMARY – PM PEAK HOUR

ID	Freeway	Location	Direction	Future Year (2035) No Project	
				Density (pc/mi/ln)	LOS
1	I-105	at Hawthorne Boulevard	EB	**38.7**	**E**
			WB	23.9	C
2	I-105	at Western Avenue	EB	**OVR**	**F**
			WB	**27.9**	**D**
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**
			WB	**45.0**	**F**
4	I-105	w/o I-710 (Harris Avenue)	EB	**36.7**	**E**
			WB	25.4	C
5	I-110	s/o I-10 (at Adams Boulevard)	NB	25.7	C
			SB	**33.6**	**D**
6	I-110	at Manchester Avenue	NB	**OVR**	**F**
			SB	**45.0**	**F**
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**
			SB	**38.8**	**E**
8	I-110	s/o I-105 (at 126th Street)	NB	**35.3**	**E**
			SB	**45.0**	**F**
9	I-110	at 135th Street	NB	**32.2**	**D**
			SB	**45.0**	**F**
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	22.3	C
			SB	**32.7**	**D**

Bold and shaded = Unacceptable evel of service (LOS D or worse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 5.9: FUTURE YEAR (2035) NO PROJECT ON-RAMP QUEUE ANALYSIS

ID	Ramp	Cross Street	Pocket Length (ft) [a]	Ramp Turn Lanes at Intersection				AM Queue		PM Queue		Queue Exceeds Storage?	
				Direction	Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM
10	I-110 NB On-Ramp	Century Boulevard	220	EB	2 [b]	Left	160	53	53	80	80	No	No
						Left	220	53		80			
24	I-110 SB On-Ramp	Imperial Highway	120	WB	1	Left	120	235	235	203	203	Yes	Yes
30	I-105 EB On-Ramp	120th Street	200	EB	1	Left	200	386	386	491	491	Yes	Yes
31	I-105 WB On-Ramp	Vermont Avenue	200	NB	1	Left	200	414	414	176	176	Yes	No
32	I-105 EB On-Ramp*	Vermont Avenue	200	SB	1	Left	200	202	202	154	154	Yes	No
33	I-105 EB On-Ramp	Hoover Street	90	SB	1	Left	90	76	76	8	8	No	No
46	I-110 SB On-Ramp	El Segundo Boulevard	240	WB	1	Left	240	227	227	176	176	No	No
47	I-110 NB On-Ramp	El Segundo Boulevard	250	WB	1	Left	250	130	130	330	330	No	Yes

*On-ramp is not located at intersection, but is the primary route for which traffic accesses the designated ramp. [a] = Length measured from scaled aerial images. [b] = Approach consists of one left-turn pocket and one left-turn lane; pocket length and lane length to downstream intersection where cars may queue uninterrupted are provided.

TABLE 5.10: FUTURE YEAR (2035) NO PROJECT OFF-RAMP QUEUE ANALYSIS

ID	Ramp	Cross Street	Ramp Length (ft) [a]	85% Ramp Length (ft)	85% Ramp Length (ft)	Ramp Turn Lanes at Intersection			AM Queue		PM Queue		Queue Exceeds 85% Storage?	
						Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM
9	I-110 Southbound Off-Ramp	Century Boulevard	850	723	725	3	Left	725	94	94	121	121	No	No
							Left/Through/Right	250	93		118			
							Right	250	50		69			
25	I-110 Northbound Off-Ramp	Imperial Highway	2,000	1,700	1,700	3	Left	1,700	345	374	171	236	No	No
							Left/Through/Right	280	374		236			
							Right	280	160		143			
29	I-105 Westbound Off-Ramp	Crenshaw Boulevard	1,300	1,105	1,100	3	Left	1,140	113	123	352	424	No	No
							Left/Through/Right*	1,140	123		424			
							Right	525	44		265			
30	I-105 Eastbound Off-Ramp	120th Street	1,500	1,275	1,300	3	Left*	1,300	281	281	122	122	No	No
							Left	1,000	281		122			
							Right	425	16		13			
31	I-105 Westbound Off-Ramp	Vermont Avenue	1,150	978	980	2	Left/Through/Right	980	328	328	324	324	No	No
							Right	750	271		289			
32	I-105 Eastbound Off-Ramp	Vermont Avenue	1,120	952	950	3	Left	950	243	267	168	180	No	No
							Left/Through/Right	420	267		180			
							Right	420	42		90			
46	I-110 Southbound Off-Ramp	El Segundo Bouldevard	875	744	740	3	Left	740	151	308	147	147	No	No
							Left/Right	450	308		119			
							Right	150	286		97			
47	I-110 Northbound Off-Ramp	El Segundo Bouldevard	1,400	1190	1,200	2	Left	1,200	296	296	199	199	No	No
							Left/Right	500	296		199			

*Lane continues on freeway mainline as its own lane; length shown is to gore point of lane or adjacent lane. [a] = Length measured from scaled aerial images.

TABLE 5.11: FUTURE YEAR (2035) NO PROJECT VMT SUMMARY

Land Use	Average Daily Trip Rate			Annual VMT	Population / Employees	Annual VMT Per Capita
	Weekday	Saturday	Sunday			
Single - Family	13,881.45	14,450.13	12,569.13	**47,072,017**	**5,110**	**9,212**
Multi - Family	13,453.37	12,927.37	11,855.15	**44,935,238**	**6,127**	**7,334**
Hotel	780.89	782.80	568.70	**1,791,655**	**215**	**8,333**
Bowling Alley	893.17	566.07	725.01	**1,759**	**41**	**43**
Private School (K-12)	1,111.09	369.80	150.85	**3,707,084**	**56**	**66,198**
Church	792.18	901.74	3,185.21	**2,452,046**	**87**	**28,184**
Cemetery	0.27	0.31	0.31	**682**	**2**	**341**
Lodge/Fraternal Organization	168.96	257.12	209.55	**382,064**	**16**	**23,879**
Nursing Home	32.01	25.70	28.50	**104,588**	**12**	**8,716**
General Office Building	4,164.87	928.88	396.48	**10,193,471**	**311**	**32,776**
Shopping Center	17,619.74	20,619.62	10,415.03	**36,809,541**	**569**	**64,692**
Specialty Retail Center	4,466.74	4,236.96	2,059.02	**7,781,520**	**155**	**50,203**
Supermarket	689.47	1,197.62	1,122.42	**1,087,133**	**11**	**98,830**
High-Turnover (sit-Down) Restaurant	1,759.48	2,191.50	1,824.39	**2,494,623**	**21**	**118,792**
Gasoline/Service Station w/ Convenience Market	1,969.12	1,969.12	1,969.12	**1,273,604**	**2**	**636,802**
Total	**61,782.81**	**61,424.74**	**47,078.87**	**160,087,025**	**12,735**	**12,571**

6 PROJECT TRAFFIC

A description of the methods utilized to generate, distribute, and assign project-generated traffic to intersections within the study area are presented in this section.

6.1 TRIP GENERATION

The trip generation for the West Athens-Westmont TOD Specific Plan Traffic Study has been estimated using rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The trip generation rates and the forecast trip volumes for the proposed land uses are in line with the land uses used to generate the VMT in CalEEMod. It should be noted that a 50-50 split was assumed for peak hour enter-exit ratios when not provided by the Trip Generation Manual; in the instance that a daily or peak hour trip generation rate was not provided, a value was interpolated utilizing the available rates and/or ratios.

The proposed project volumes were calculated by subtracting the generated trips under the existing land use from the proposed land use zoning. In order to account for trip pass-by, internal capture, and/or project design feature trip reductions in the development of project volumes, the reductions were first applied to the existing and proposed land uses (if applicable); the difference in trips generated was then taken again, resulting in the project (net) trips with the reductions already accounted for.

The project is expected to generate 10,339 net daily trips, with 972 trips (792 inbound / 180 outbound) during the AM peak hour and 712 trips (9 inbound / 703 outbound) during the PM peak hour. The trip generation for the existing land use zoning, proposed land use zoning, and project (net) are presented in the following tables:

TABLE 6.1: TRIP GENERATION RATES

Land Use	Land Use Subtype	ITE Code	Units	Daily	AM			PM		
					In	Out	Total	In	Out	Total
Residential	Single - Family	210	Dwelling Units	9.52	0.25	0.75	0.75	0.63	0.37	1.00
Residential	Multi - Family	223	Dwelling Units	6.65	0.31	0.69	0.30	0.58	0.42	0.39
Commercial	Hotel	310	Employees	14.34	0.60	0.40	0.69	0.54	0.46	0.80
Commercial	Bowling Alley	437	1000 Sq. Feet	33.33	0.60	0.40	3.13	0.60	0.40	3.13
Commercial	Private School (K-12)	536	Employees	16.43	0.61	0.39	5.31	0.38	0.62	0.86
Commercial	Church	560	1000 Sq. Feet	9.11	0.62	0.38	0.56	0.48	0.52	0.55
Commercial	Cemetery	566	Employees	58.09	0.70	0.30	1.43	0.33	0.67	7.00
Commercial	Lodge / Fraternal Organization	591	Employees	46.90	0.50	0.50	2.10	0.50	0.50	4.05
Commercial	Nursing Home	620	1000 Sq. Feet	7.60	0.71	0.29	0.55	0.52	0.48	0.74
Commercial	General Office Building	710	1000 Sq. Feet	3.32	0.88	0.12	0.48	0.17	0.83	0.46
Retail	Shopping Center	820	1000 Sq. Feet	42.70	0.62	0.38	0.96	0.48	0.52	3.71
Retail	Specialty Retail Center	826	1000 Sq. Feet	44.32	0.56	0.44	1.99	0.44	0.56	2.71
Retail	Supermarket	850	1000 Sq. Feet	102.24	0.62	0.38	3.40	0.51	0.49	9.48
Retail	High-turnover (sit-down) Resaurant	932	1000 Sq. Feet	127.15	0.55	0.45	10.81	0.60	0.40	9.85
Retail	Gasoline / Service Station w/ Convenience Market	945	1000 Sq. Feet	1243.79	0.51	0.49	82.13	0.50	0.50	97.47
Retail	Government Parcel	-	1000 Sq. Feet	0.00	0.00	0.00	0.00	0.00	0.00	0.00

TABLE 6.2: EXISTING LAND USE PEAK HOUR TRIP GENERATION – UNREDUCED

Land Use	Land Use Subtype	Unit Amount	Units	Daily	AM			PM		
					In	Out	Total	In	Out	Total
Residential	Single - Family	1,448	Dwelling Units	13,785	272	815	1,086	912	536	1,448
Residential	Multi - Family	2,009	Dwelling Units	13,360	187	416	603	455	329	784
Commercial	Hotel	202	Employees	2,897	83	56	139	87	75	162
Commercial	Bowling Alley	25.540	1000 Sq. Feet	851	48	32	80	48	32	80
Commercial	Private School (K-12)	53	Employees	871	171	110	281	17	29	46
Commercial	Church	81.880	1000 Sq. Feet	746	29	17	46	22	23	45
Commercial	Cemetery	2	Employees	116	2	1	3	5	9	14
Commercial	Lodge / Fraternal Organization	15	Employees	704	16	16	32	31	31	61
Commercial	Nursing Home	10.970	1000 Sq. Feet	83	4	2	6	4	4	8
Commercial	General Office Building	355.550	1000 Sq. Feet	1,180	150	21	171	28	136	164
Retail	Shopping Center	388.550	1000 Sq. Feet	16,591	231	142	373	692	750	1,442
Retail	Specialty Retail Center	94.900	1000 Sq. Feet	4,206	106	83	189	113	144	257
Retail	Supermarket	6.350	1000 Sq. Feet	649	14	8	22	31	29	60
Retail	High-turnover (sit-down) Resaurant	13.030	1000 Sq. Feet	1,657	78	63	141	77	51	128
Retail	Gasoline / Service Station w/ Convenience Market	1.530	1000 Sq. Feet	1,903	64	62	126	75	75	149
Retail	Government Parcel	580.000	1000 Sq. Feet	0	0	0	0	0	0	0
			Total	59,599	1,455	1,844	3,299	2,597	2,253	4,850

TABLE 6.3: PROPOSED LAND USE PEAK HOUR TRIP GENERATION – UNREDUCED

Land Use	Land Use Subtype	Unit Amount	Units	Daily	AM			PM		
					In	Out	Total	In	Out	Total
Residential	Single - Family	1,345	Dwelling Units	12,804	252	757	1,009	847	498	1,345
Residential	Multi - Family	3,173	Dwelling Units	21,100	295	657	952	717	520	1,237
Commercial	Hotel	0	Employees	0	0	0	0	0	0	0
Commercial	Bowling Alley	0	1000 Sq. Feet	0	0	0	0	0	0	0
Commercial	Private School (K-12)	0	Employees	0	0	0	0	0	0	0
Commercial	Church	0	1000 Sq. Feet	0	0	0	0	0	0	0
Commercial	Cemetery	0	Employees	0	0	0	0	0	0	0
Commercial	Lodge / Fraternal Organiza	0	Employees	0	0	0	0	0	0	0
Commercial	Nursing Home	0	1000 Sq. Feet	0	0	0	0	0	0	0
Commercial	General Office Building	2,644.400	1000 Sq. Feet	8,779	1,117	152	1,269	207	1,009	1,216
Retail	Shopping Center	0	1000 Sq. Feet	0	0	0	0	0	0	0
Retail	Specialty Retail Center	830.650	1000 Sq. Feet	36,814	926	727	1,653	990	1,261	2,251
Retail	Supermarket	0	1000 Sq. Feet	0	0	0	0	0	0	0
Retail	High-turnover (sit-down) F	0	1000 Sq. Feet	0	0	0	0	0	0	0
Retail	Gasoline / Service Station	0	1000 Sq. Feet	0	0	0	0	0	0	0
Retail	Government Parcel	0	1000 Sq. Feet	0	0	0	0	0	0	0
			Total	79,497	2,590	2,293	4,883	2,761	3,288	6,049

TABLE 6.4: PROJECT (NET) PEAK HOUR TRIP GENERATION – UNREDUCED

Land Use	Land Use Subtype	Unit Amount	Units	Daily	AM			PM		
					In	Out	Total	In	Out	Total
Residential	Single - Family	-103	Dwelling Units	-981	-20	-58	-77	-65	-38	-103
Residential	Multi - Family	1,164	Dwelling Units	7,740	108	241	349	262	191	453
Commercial	Hotel	-202	Employees	-2,897	-83	-56	-139	-87	-75	-162
Commercial	Bowling Alley	-25.540	1000 Sq. Feet	-851	-48	-32	-80	-48	-32	-80
Commercial	Private School (K-12)	-53	Employees	-871	-171	-110	-281	-17	-29	-46
Commercial	Church	-81.880	1000 Sq. Feet	-746	-29	-17	-46	-22	-23	-45
Commercial	Cemetery	-2	Employees	-116	-2	-1	-3	-5	-9	-14
Commercial	Lodge / Fraternal Organiza	-15	Employees	-704	-16	-16	-32	-31	-31	-61
Commercial	Nursing Home	-10.970	1000 Sq. Feet	-83	-4	-2	-6	-4	-4	-8
Commercial	General Office Building	2,288.850	1000 Sq. Feet	7,599	967	131	1,098	179	873	1,052
Retail	Shopping Center	-388.550	1000 Sq. Feet	-16,591	-231	-142	-373	-692	-750	-1,442
Retail	Specialty Retail Center	735.750	1000 Sq. Feet	32,608	820	644	1,464	877	1,117	1,994
Retail	Supermarket	-6.350	1000 Sq. Feet	-649	-14	-8	-22	-31	-29	-60
Retail	High-turnover (sit-down) F	-13.030	1000 Sq. Feet	-1,657	-78	-63	-141	-77	-51	-128
Retail	Gasoline / Service Station	-1.530	1000 Sq. Feet	-1,903	-64	-62	-126	-75	-75	-149
Retail	Government Parcel	-580.000	1000 Sq. Feet	0	0	0	0	0	0	0
			Total	19,898	1,135	449	1,584	164	1,035	1,199

A summary of the unreduced trip generation for the existing and proposed land use zoning in addition to the project (net) trips is provided in Table 6.5 below:

TABLE 6.5: UNREDUCED PROJECT PEAK HOUR TRIP GENERATION SUMMARY TABLE

Land Use Zoning	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Existing	59,599	1,455	1,844	3,299	2,597	2,253	4,850
Proposed	79,497	2,590	2,293	4,883	2,761	3,288	6,049
Project (Net)	19,898	1,135	449	1,584	164	1,035	1,199

Due to the characterization of the proposed rezoning as a transit oriented development (TOD) project, it was deemed appropriate to apply trip reduction factors to the trips presented in Table 6.5. The project trips were reduced by 1) performing internal trip capture calculations for suitable mixed-use zones, 2) removing pass-by trips per land use, and by 3) applying appropriate reductions due to various project design features. It was deemed appropriate to only apply the pass-by and internal capture reductions to the existing land use zoning trip generation; all three reductions were considered appropriate to be applied to the proposed land use zoning. The difference between the existing and proposed land use zoning trip generation was taken as the project (net) trips; the difference was calculated after the application of every reduction in order to show the effects of each type of reduction on project trips.

It should be noted that internal trip capture rates were only applied to the total PM peak hour and Daily trips – the ITE Trip Generation Manual does not specify internal trip capture rates for origins or destinations within a mixed-use development during the AM peak hour. Furthermore, the internal capture rates were applied only to those trips between the Residential (single-family and multi-family), Service (General Office Building), and Retail (Shopping Center, Specialty Retail, and Supermarket) land use types within the study area. Internal trip capture rates for the PM peak hour and Daily trips are presented in Table 6.6. The trip generation resulting from the application of these reductions is presented in Table 6.7.

TABLE 6.6: INTERNAL TRIP CAPTURE RATES

Land Use Zoning	PM	Daily
Existing	10%	11%
Proposed	10%	13%

TABLE 6.7: TRIP GENERATION – INTERNAL TRIP CAPTURE REDUCTIONS

Land Use Zoning	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Existing	54,124	1,455	1,844	3,299	2,375	2,060	4,435
Proposed	69,162	2,590	2,293	4,883	2,484	2,959	5,443
Project (Net)	15,038	1,135	449	1,584	109	899	1,008

Trip types by land use are presented in Table 6.8. The pass-by reductions were applied to daily, AM peak hour, and PM peak hour trips unless otherwise stated in the table. In the instance where separate AM and PM peak hour pass-by percentages were provided, an average of the two values was applied to the daily pass-by trips. The trip generation resulting from the application of these reductions is presented in Table 6.9. It should be noted that an increase in the daily and PM peak period project trips is visible. This is due to the composition of the existing and proposed land use zoning. The existing land use zoning is much more diverse and includes land uses with a larger amount of pass-by trips by land use. Accordingly, this translates to increased daily and PM peak hour project trips.

TABLE 6.8: TRIP TYPE BY LAND USE (%)

EXISTING	Primary	Diverted	Non-Pass-By	Pass-By	Notes
Single - Family	86	11	-	3	
Multi - Family	86	11	-	3	
Hotel	58	38	-	4	
Bowling Alley	52	39	-	9	
Private School (K-12)	75	19	-	6	
Church	64	25	-	11	
Cemetery	52	39	-	9	
Lodge / Fraternal Organization	52	39	-	9	
Nursing Home	86	11	-	3	
General Office Building	77	19	-	4	
Shopping Center	-	-	74	26	For Daily and PM peak period only.
Specialty Retail Center	45	40	-	15	
Supermarket	-	-	64	36	For Daily and PM peak period only.
High-Turnover (Sit-Down) Restaurant	-	-	57	43	For Daily and PM peak period only.
Gasoline / Service Station with Convenience Market	-	-	41	59	For daily only.
Gasoline / Service Station with Convenience Market	-	-	38	62	For AM peak period only.
Gasoline / Service Station with Convenience Market	-	-	44	56	For PM peak period only.

TABLE 6.9: TRIP GENERATION – INTERNAL TRIP CAPTURE + PASS-BY REDUCTIONS

Land Use Zoning	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Existing	46,511	1,358	1,742	3,100	2,062	1,750	3,812
Proposed	63,167	2,389	2,135	4,524	2,301	2,726	5,027
Project (Net)	16,656	1,031	393	1,424	239	976	1,215

The trip reduction due to project design features was performed in accordance with planned community improvements in preliminary concepts of the *West Athens Transit Oriented Development Specific Plan* as well as community features provided in *Quantifying Greenhouse Gas Mitigation Measures*, California Air Pollution Control Officers Association (CAPCOA) 2010. The pertinent features and their respective range of effectiveness listed in the report are summarized in Table 6.10.

TABLE 6.10: PROJECT DESIGN FEATURES AND RANGE OF EFFECTIVENESS

Measure Number	Measure	Range of Effectiveness			Notes
Land Use / Location					
LUT-2	Increase Location Efficiency	10.0%	to	65.0%	
LUT-3	Increase Diversity (Mixed-Use)	9.0%	to	30.0%	
LUT-6	Integrate Affordbale and Below Market Rate Housing	0.04%	to	1.2%	
LUT-9	Improve Design of Development	3.0%	to	21.3%	Improved design elements to enhance walkability and connectivity.
Neighborhood / Site Improvements					
SDT-1	Provide Pedestrian Network Improvements	0.0%	to	2.0%	
SDT-6	Provide Bike Parking in Non-Residential Projects	-	to	-	Grouped strategy (See LUT-9).
SDT-7	Provide Bike Parking in Multi-Unit Residential Projects	-	to	-	Grouped strategy (See LUT-9).

A trip reduction rate of 10% was deemed appropriate based on the study area size, project characteristics, and project features listed in Table 6.10. The resultant project trip is summarized in Table 6.11 below:

TABLE 6.11: PROJECT TRIP GENERATION SUMMARY TABLE

Land Use Zoning	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Existing	46,511	1,358	1,742	3,100	2,062	1,750	3,812
Proposed	56,850	2,150	1,922	4,072	2,071	2,453	4,524
Project (Net)	10,339	792	180	972	9	703	712

6.2 TRIP DISTRIBUTION

The project trip distribution for this study was developed with consideration of a select zone analysis (SZA) from the SCAG regional model and trip percentages presented in the 2010 Congestion Management Program for the County of Los Angeles (CMP). The CMP was principally used to determine regional distributions; this was accomplished by assessing the trip distribution percentages between regional statistical areas (RSAs) presented in the CMP. The SZA was primarily used to determine local street distributions; additionally, the SZA generally reinforces the regional distribution that was developed. The resulting regional and local street project trip distributions are as follows:

Local Distribution:

- 1% of the project traffic is generated by local trips to and from the area north of I-105 and east of I-110.
- 1% of the project traffic is generated by local trips to and from the area south of I-105 and east of I-110.
- 18% of the project traffic is generated by local trips to and from the area north of I-105 and west of I-110.
- 23% of the project traffic is generated by local trips to and from the area south of I-105 and west of I-110.

Regional Distribution:

- 17% of the project traffic is generated by trips to and from the north on I-110.
- 12% of the project traffic is generated by trips to and from the south on I-110.
- 10% of the project traffic is generated by trips to and from the west on I-105.
- 18% of the project traffic is generated by trips to and from the east on I-105.

The aforementioned distribution of project trips is depicted in Figure 6.1. Figures 6.2 – 6.4 provide more detailed representations of this distribution. Figure 6.2 presents the inbound and outbound distribution percentages; Figure 6.3 presents the AM peak hour turning movement volumes; Figure 6.4 presents the PM peak hour turning movement volumes.

6.3 AVERAGE DAILY TRAFFIC

The average daily traffic generated by the project at segments of interest are listed in Table 6.12. The project ADT for Segments 6 and 14 are taken to be zero due to the project trip distribution. The project trip distribution was performed in a manner such that trips currently being made are accounted for only once (in the growth of Existing Year (2017) No Project to Future Year (2035) No Project trips). Given the network, it appears that project generated traffic will utilize other routes to access the project area. As stated, the ambient growth of traffic from the existing year to the future year scenario is expected to include nominal amounts of trips on these segments.

TABLE 6.12: PROJECT TRIP AVERAGE DAILY TRAFFIC SUMMARY TABLE

ID	Segment	Project ADT
1	Century Blvd between Prairie Ave and Crenshaw Blvd	206
2	Century Blvd between Western Ave and Normandie Ave	104
3	Century Blvd between Hoover St and Figueroa St	104
4	Van Ness Ave between Century Blvd and 108th St	206
5	Normandie Ave between Century Blvd and 108th St	310
6	108th St between Van Ness Ave and Western Ave	0
7	Crenshaw Blvd between 108th St and Imperial Hwy	310
8	Western Ave between 108th St and Imperial Hwy	518
9	Vermont Ave between 108th St and Imperial Hwy	518
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	518
11	Imperial Hwy between Van Ness Ave and Western Ave	2,688
12	Imperial Hwy between Normandie Ave and Vermont Ave	2,120
13	Imperial Hwy between Hoover St and Figueroa St	1,344
14	Imperial Hwy between Main St and San Pedro St	0
15	Van Ness Ave between Imperial Hwy and 120th St	104
16	Normandie Ave between Imperial Hwy and 120th St	594
17	120th St between Normandie Avenue and Vermont Ave	930
18	Crenshaw Blvd between 120th St and El Segundo Blvd	206
19	Western Ave between 120th St and El Segundo Blvd	1,138
20	Vermont Ave between 120th St and El Segundo Blvd	414
21	El Segundo Blvd between Van Ness Ave and Western Ave	310
22	El Segundo Blvd between Normandie Ave and Vermont Ave	620
23	Normandie Ave between El Segundo Blvd and 135th St	518
24	Crenshaw Blvd between 135th St and Rosecrans Ave	207

FIGURE 6.1: PROJECT TRIP DISTRIBUTION

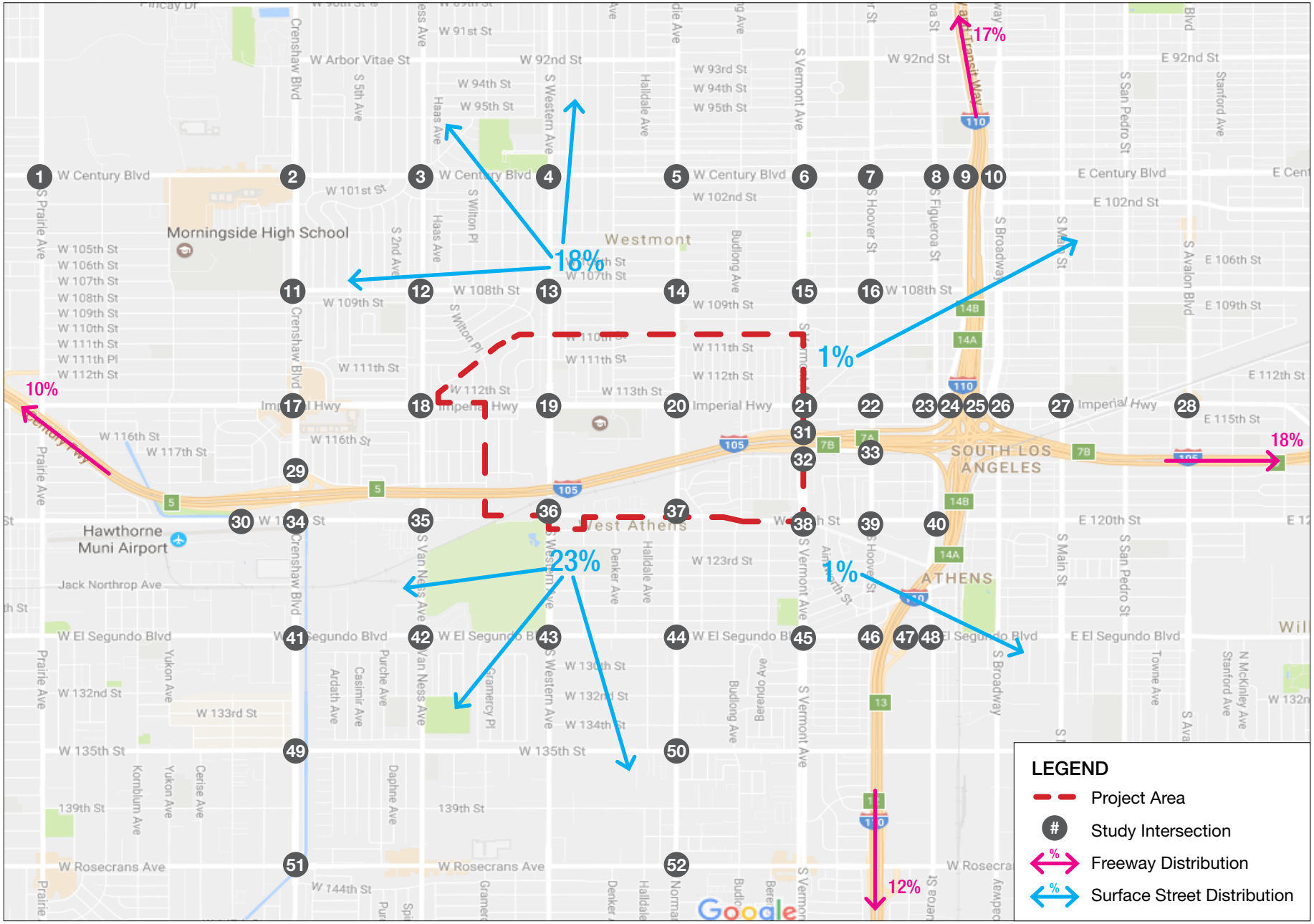
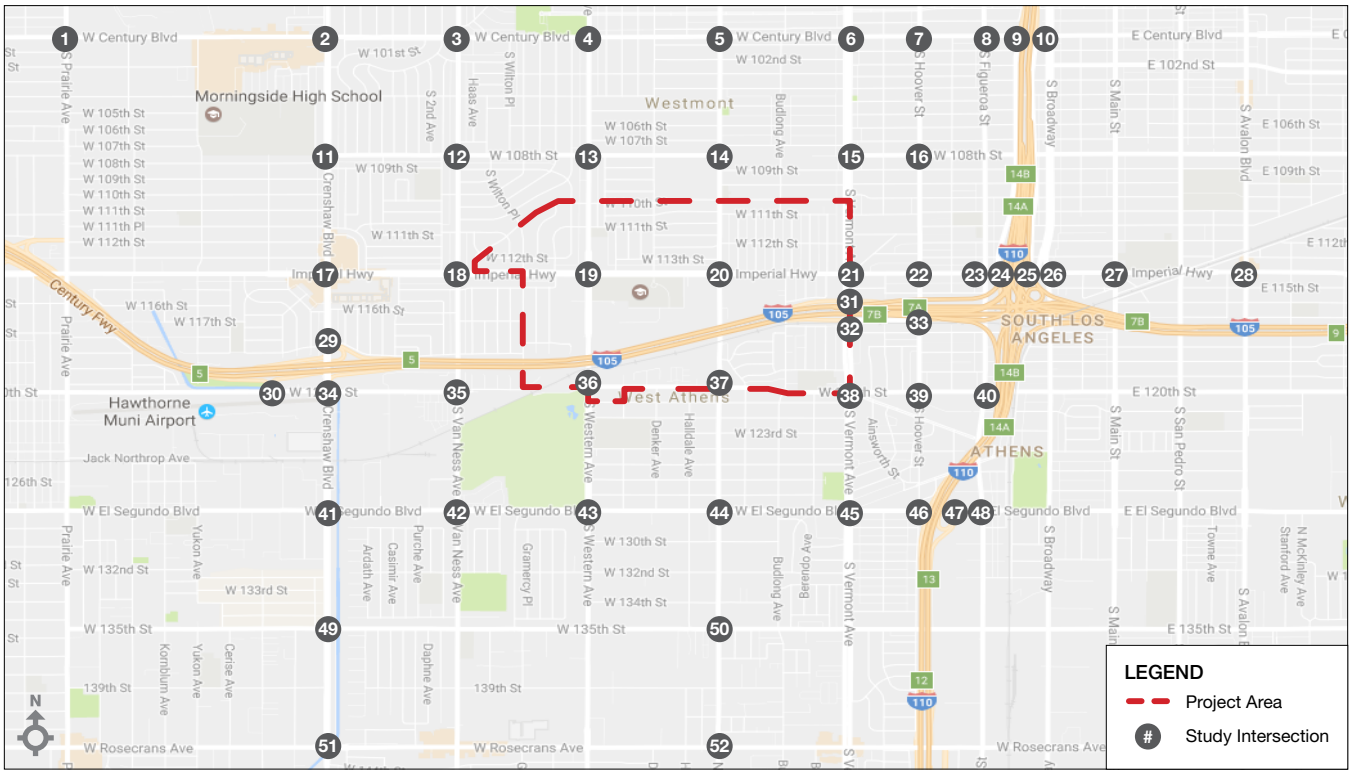
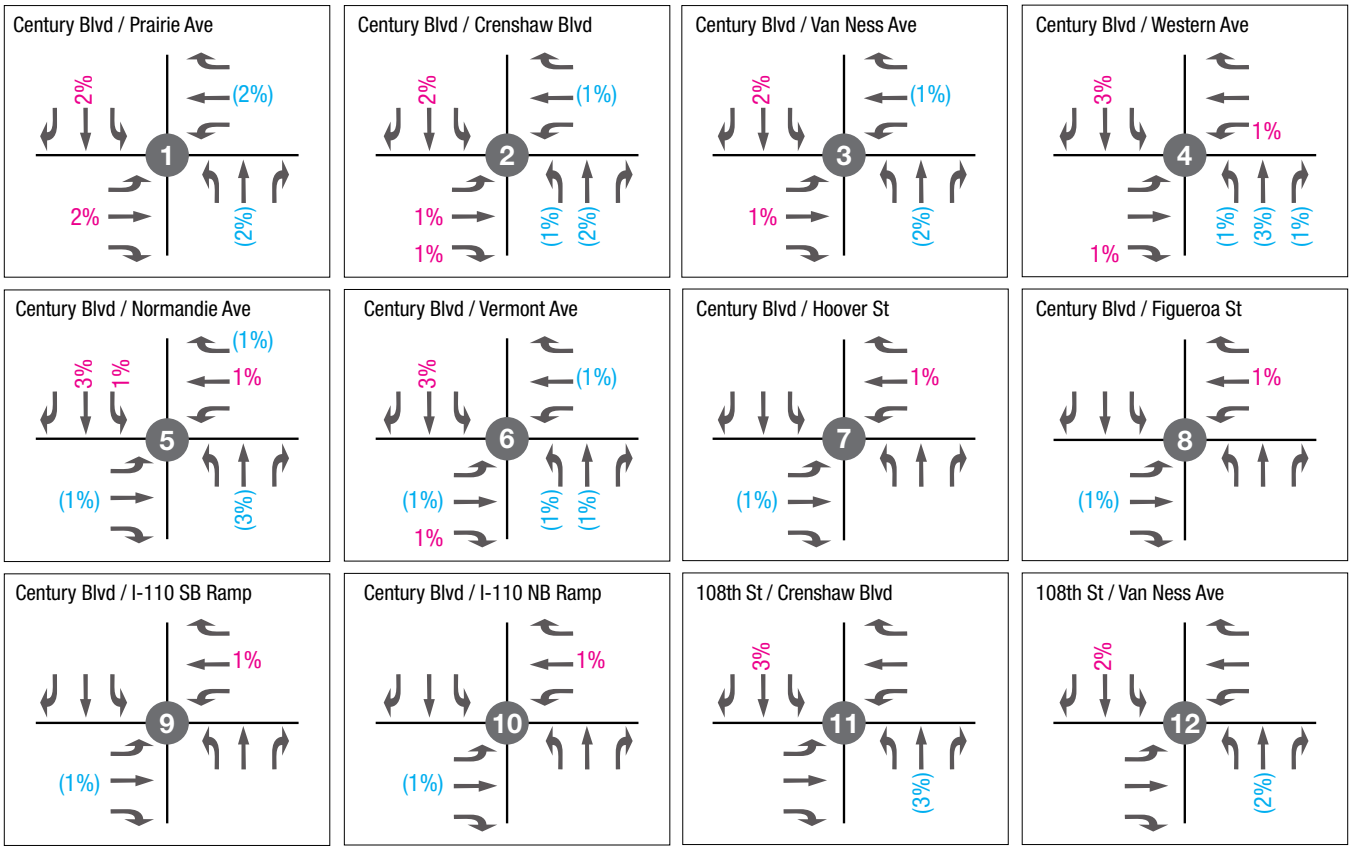


FIGURE 6.2: PROJECT TRIP ASSIGNMENT

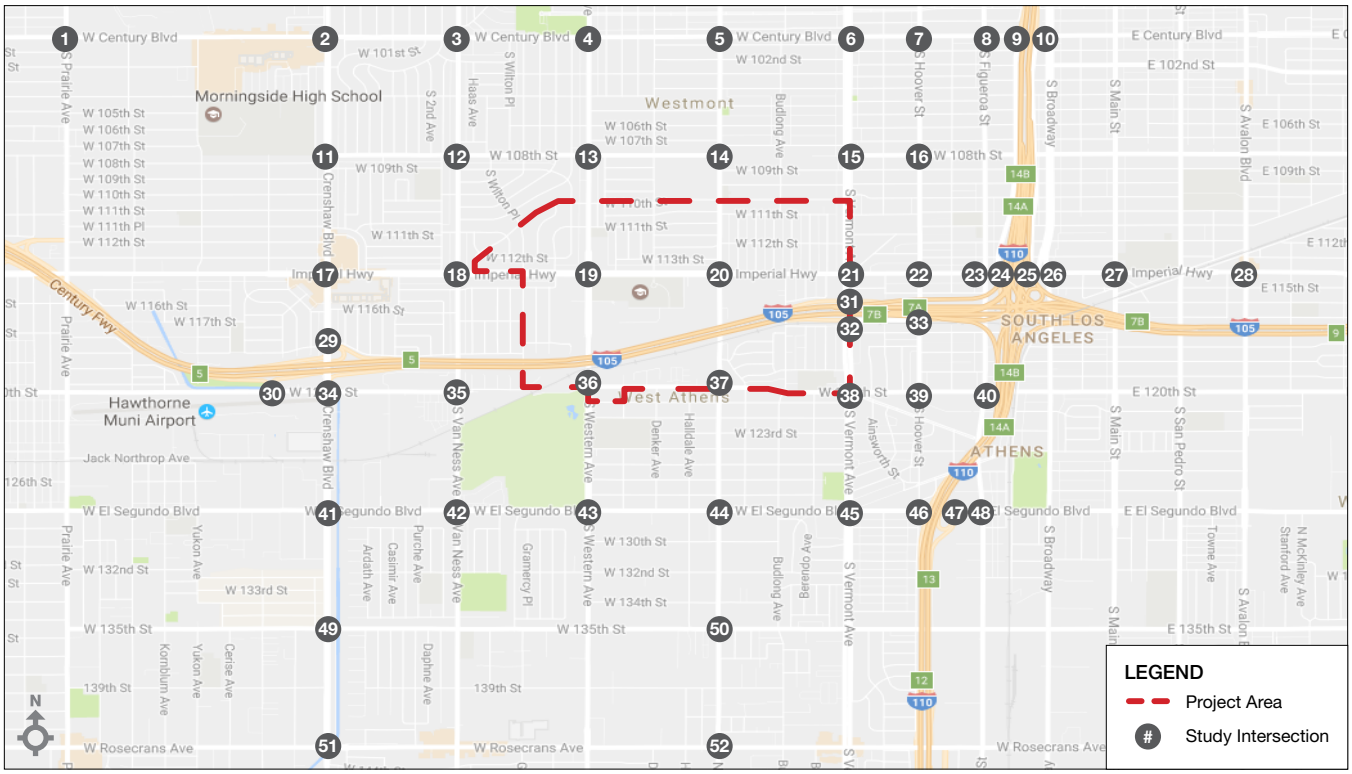


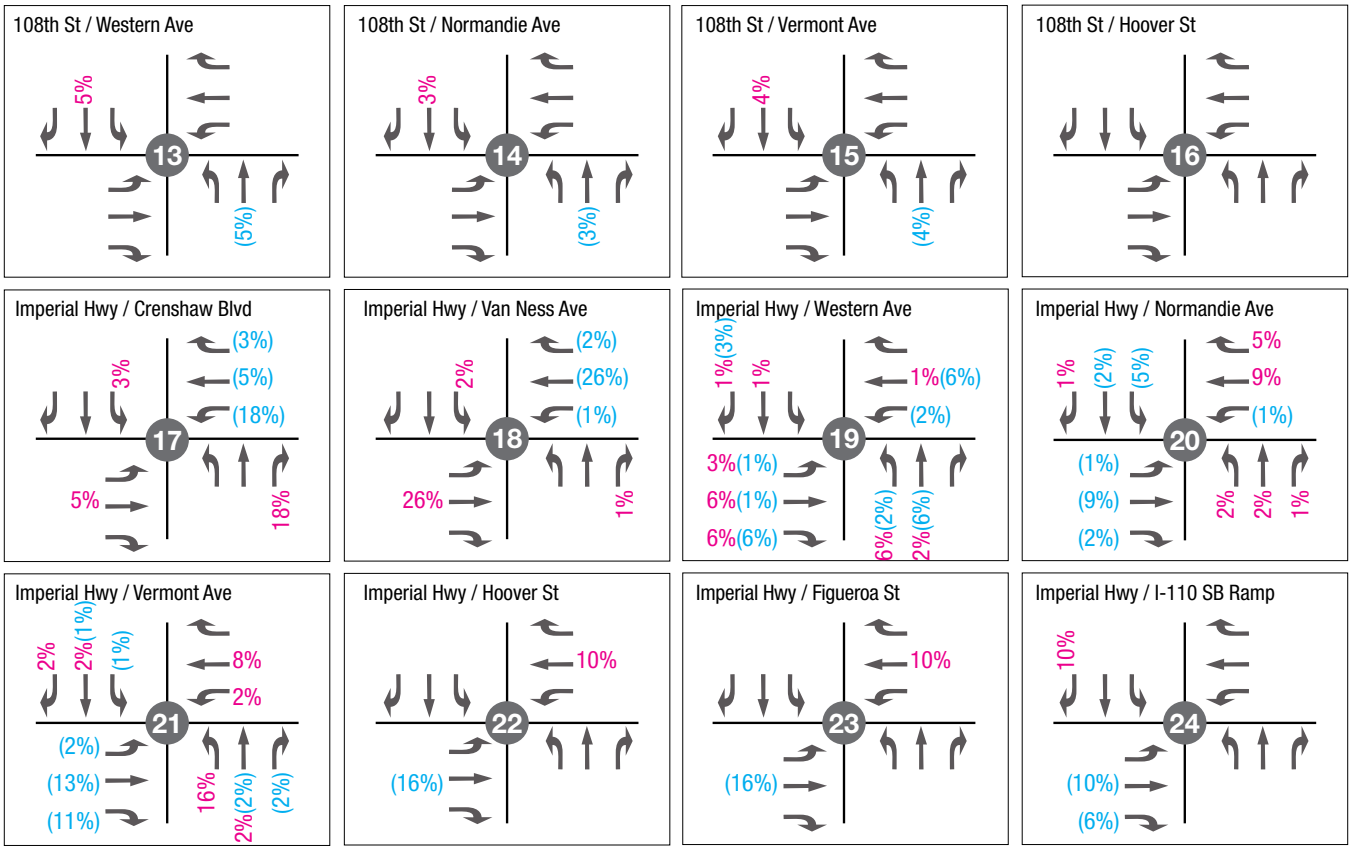


Legend

Signalized Intersection | Unsignalized Intersection | Lane Geometry | (#%) Outbound Volumes | #% Inbound Volumes

FIGURE 6.2: PROJECT TRIP ASSIGNMENT

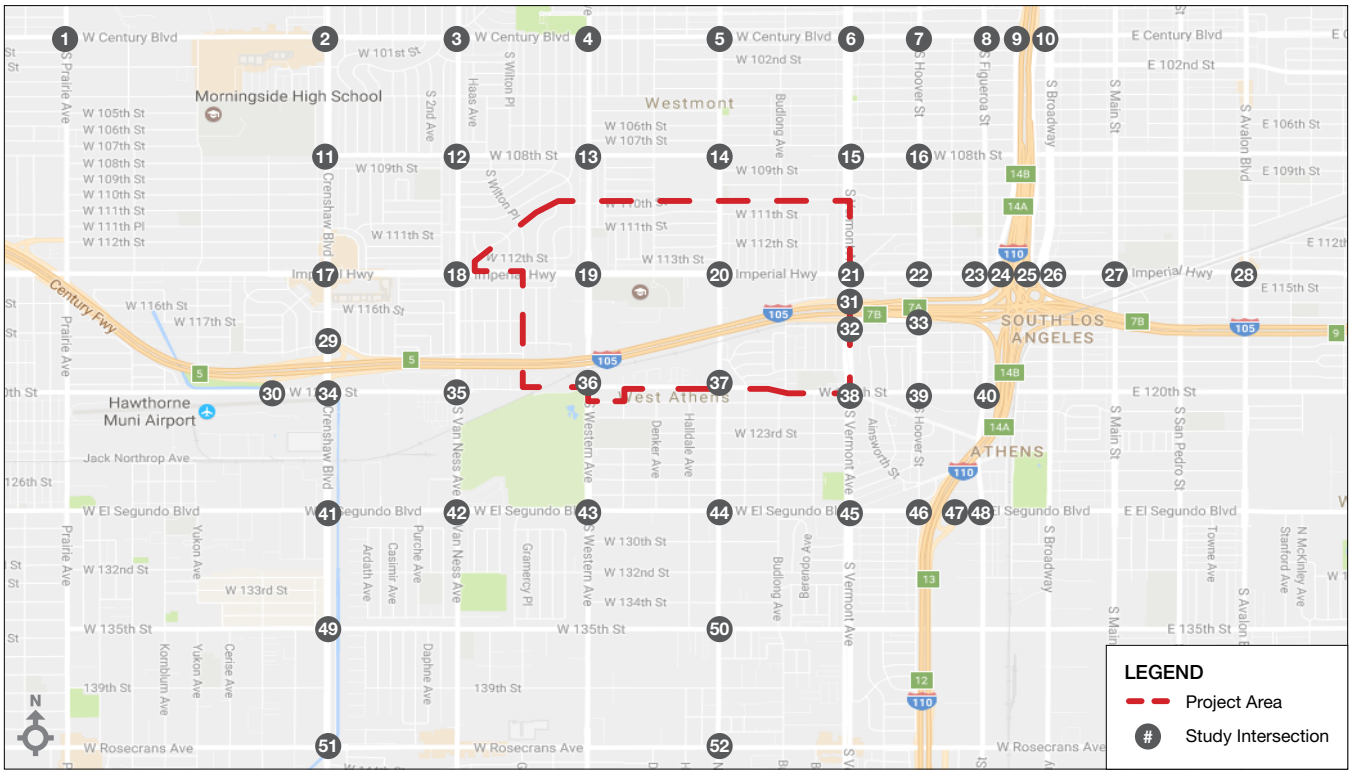


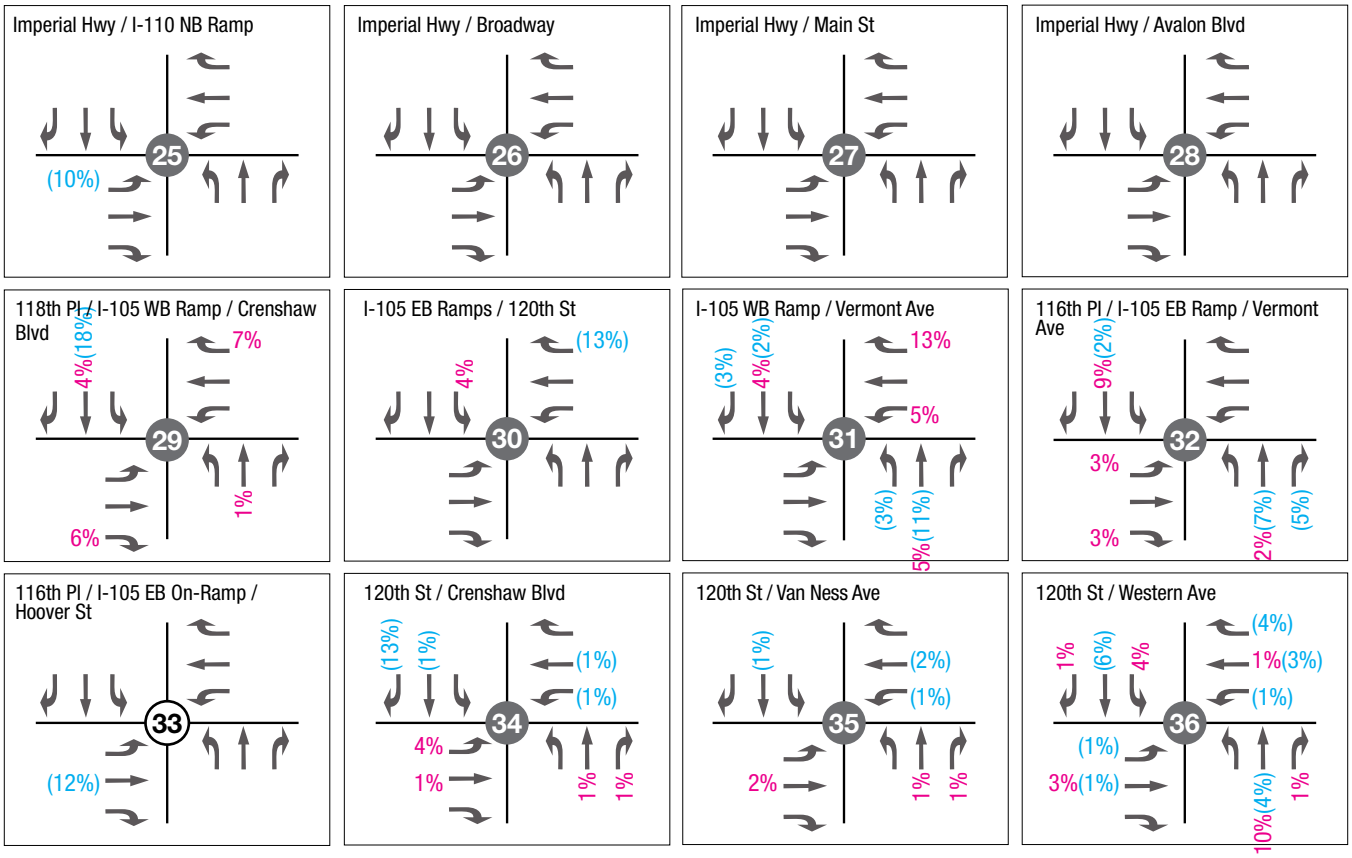


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry
- (#%) Outbound Volumes
- #% Inbound Volumes

FIGURE 6.2: PROJECT TRIP ASSIGNMENT

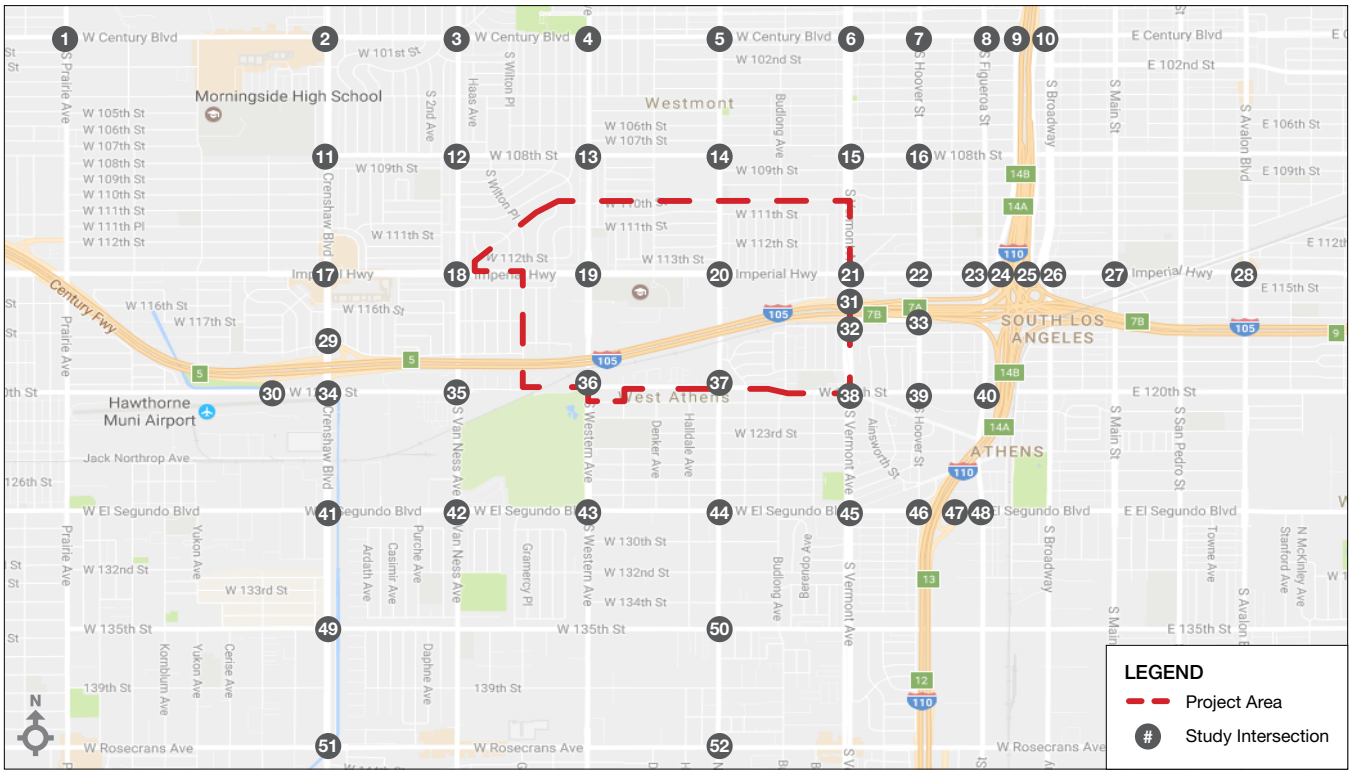


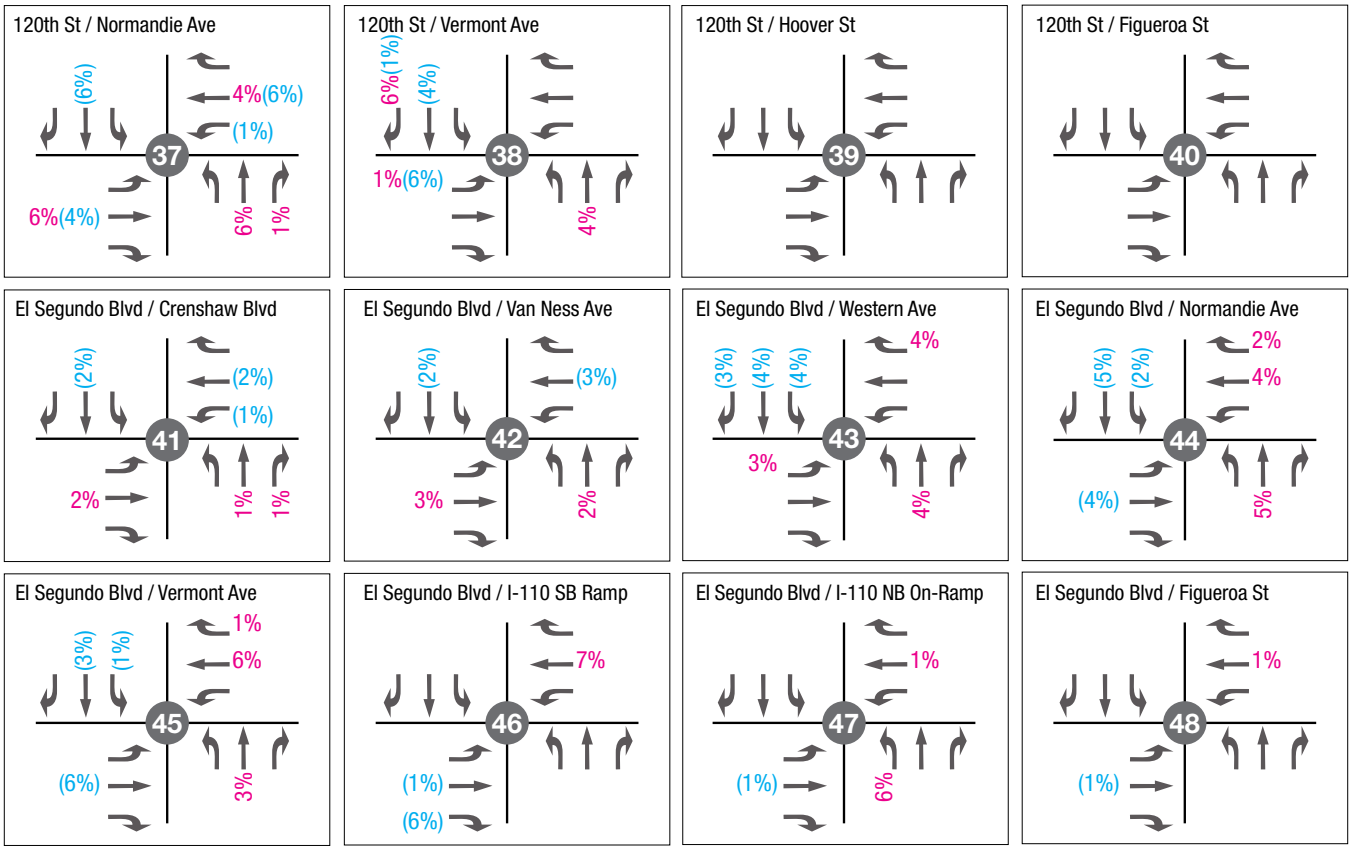


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry
- (#%) Outbound Volumes
- #% Inbound Volumes

FIGURE 6.2: PROJECT TRIP ASSIGNMENT

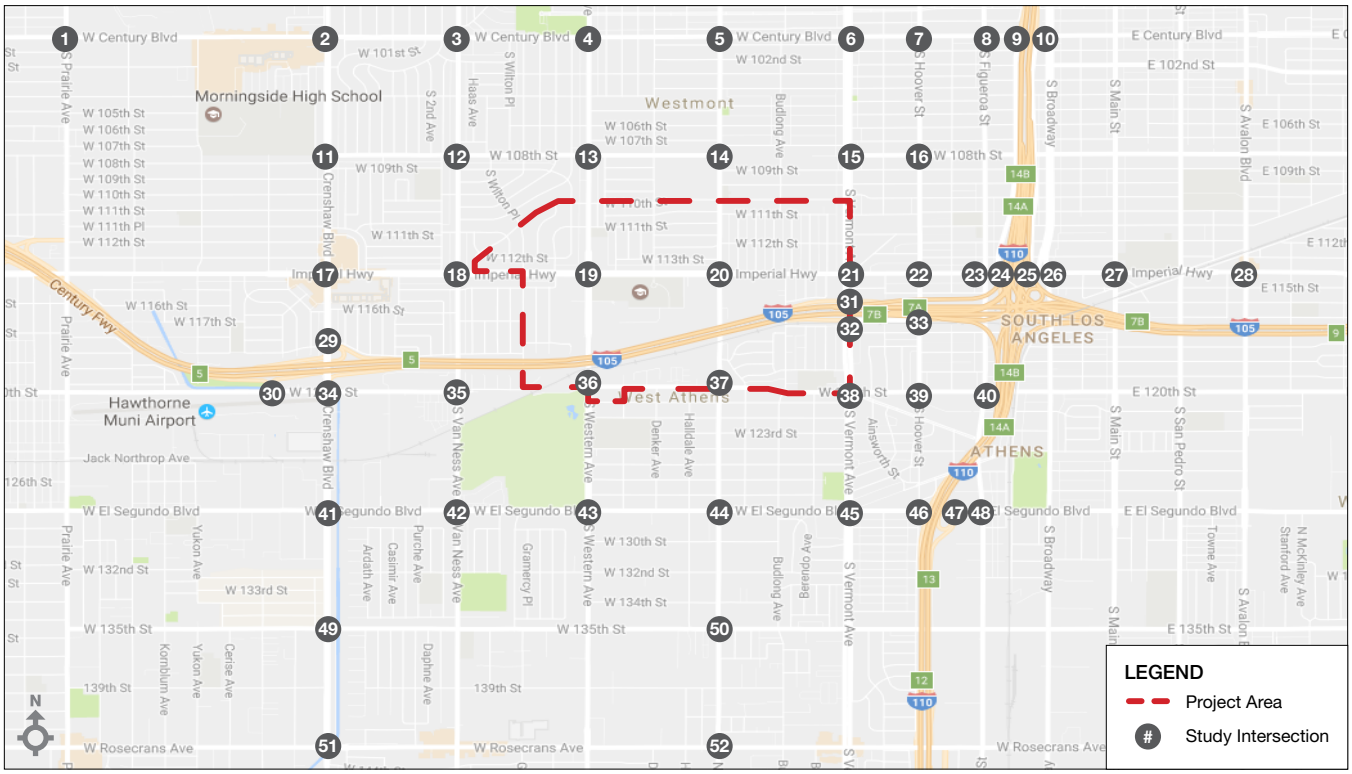


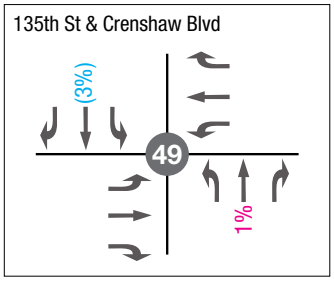


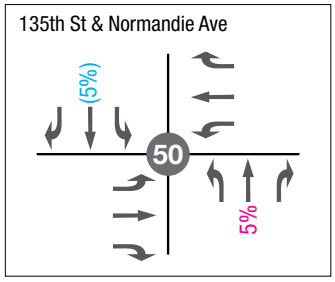
Legend

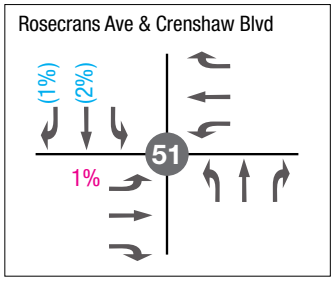
Signalized Intersection | Unsignalized Intersection | Lane Geometry | (#%) Outbound Volumes | #% Inbound Volumes

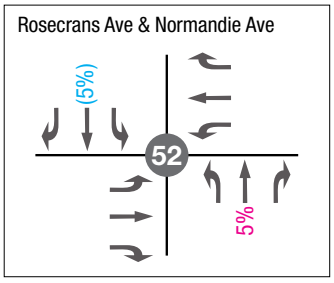
FIGURE 6.2: PROJECT TRIP ASSIGNMENT







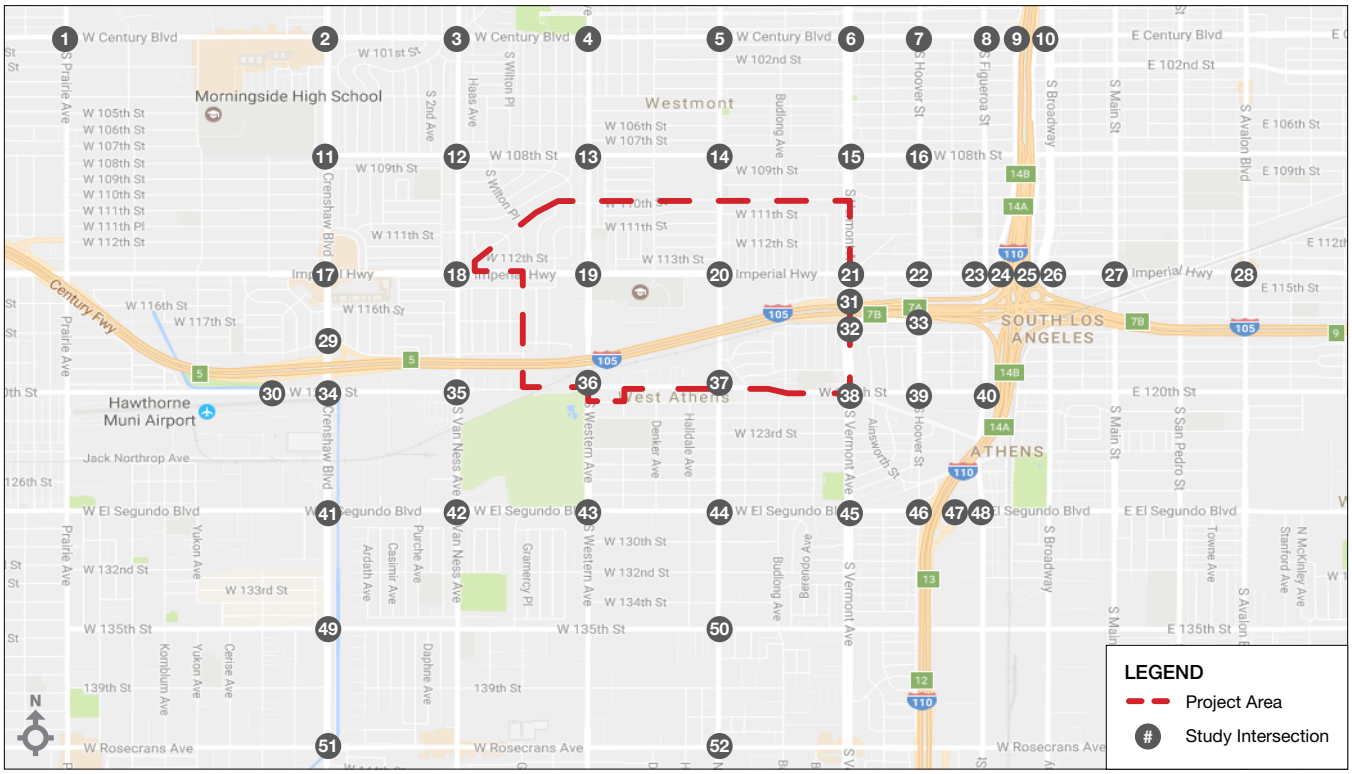


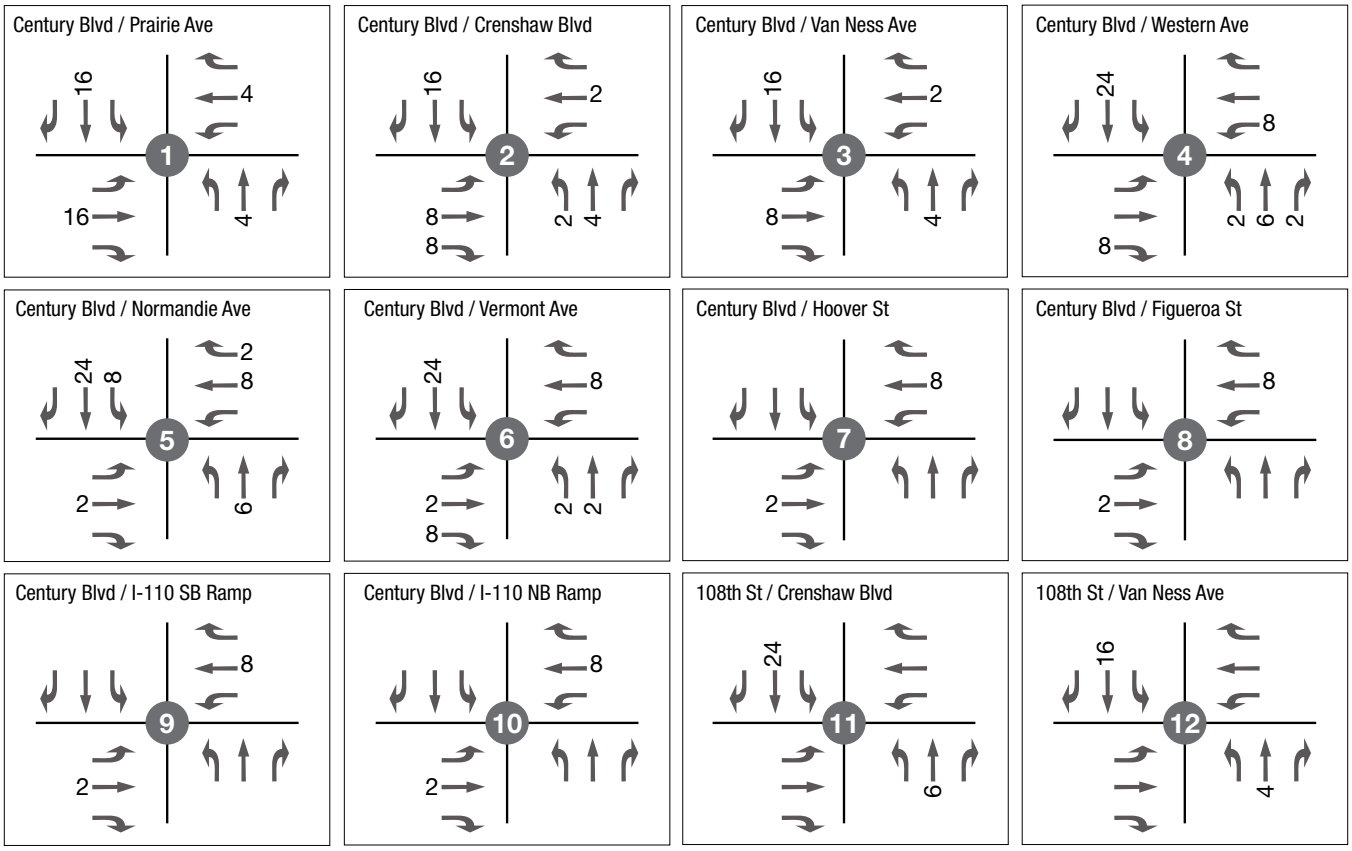


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry
- (#%) Outbound Volumes
- #% Inbound Volumes

FIGURE 6.3: PROJECT TURNING MOVEMENT VOLUMES - AM PEAK HOUR

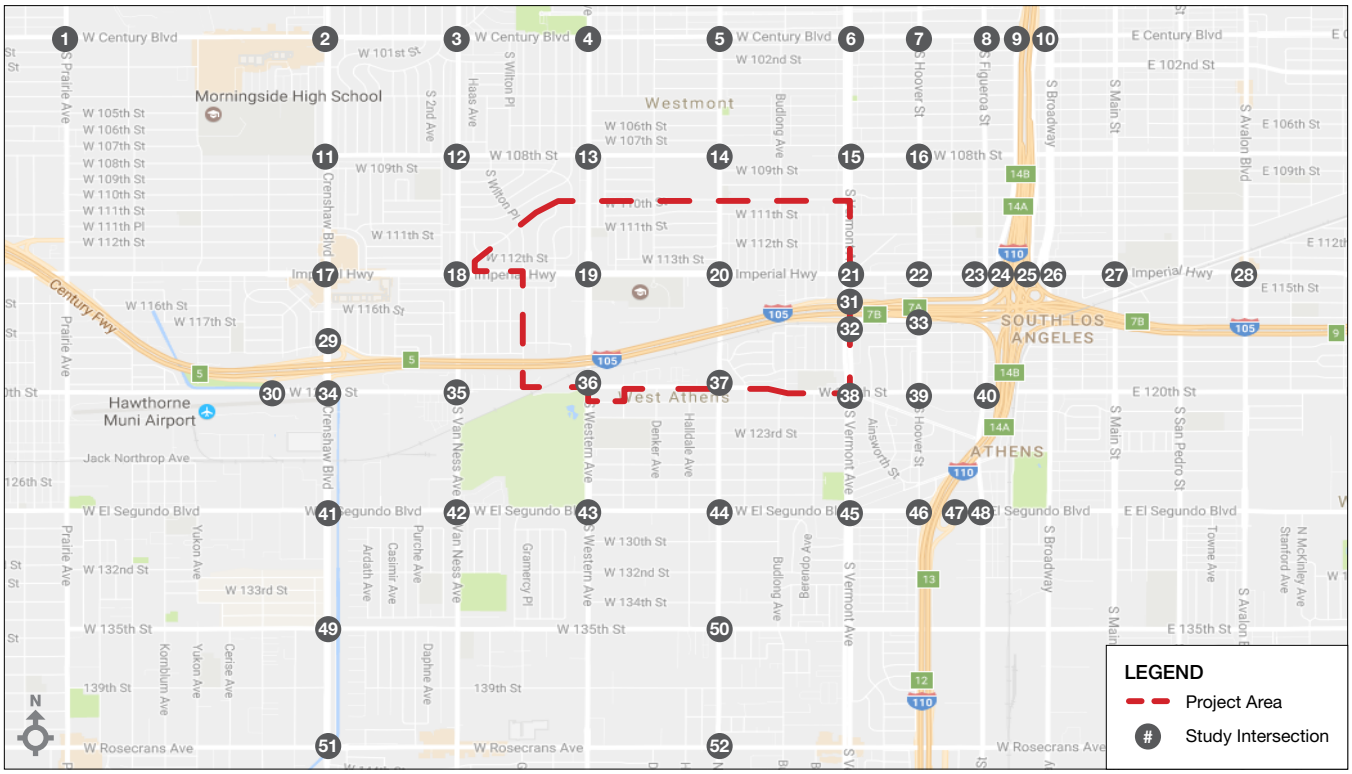


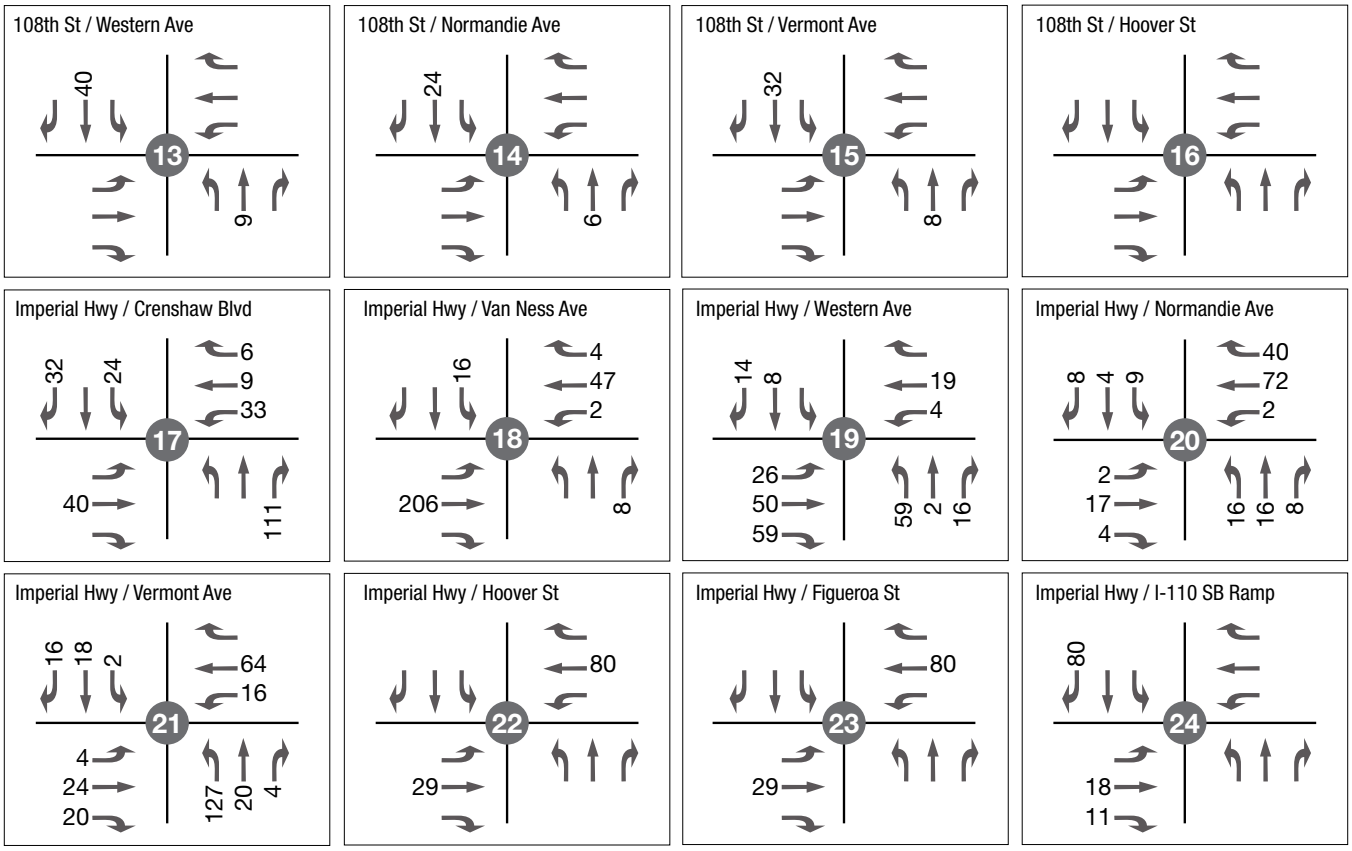


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 6.3: PROJECT TURNING MOVEMENT VOLUMES - AM PEAK HOUR

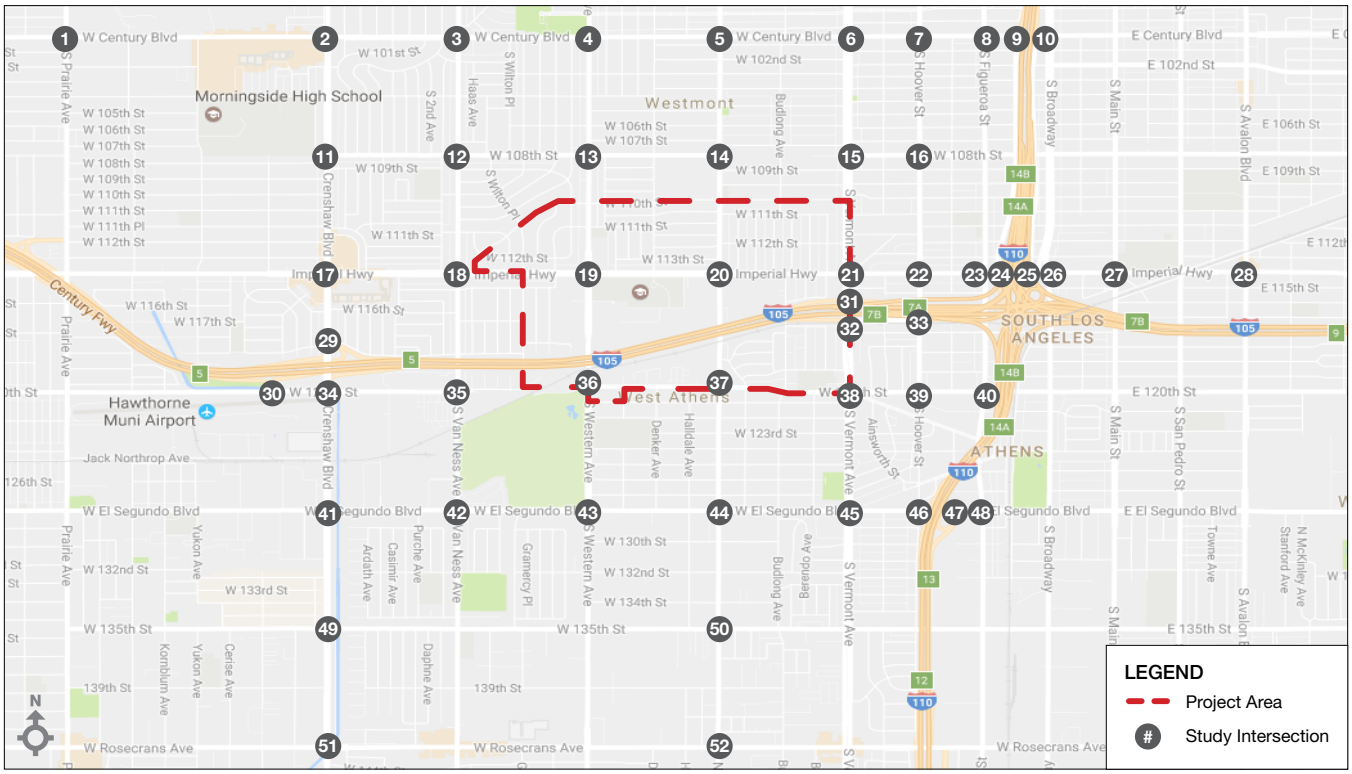


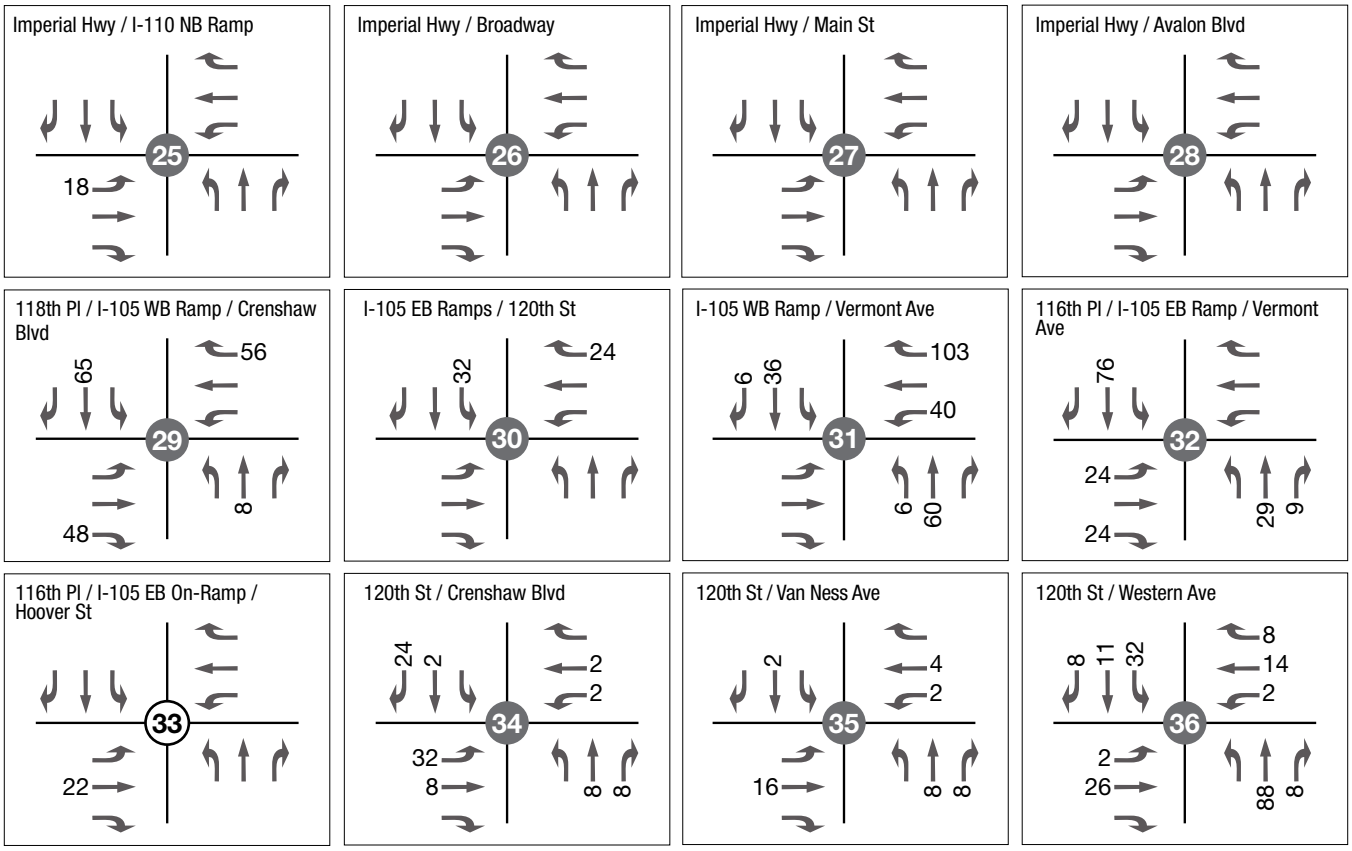


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 6.3: PROJECT TURNING MOVEMENT VOLUMES - AM PEAK HOUR

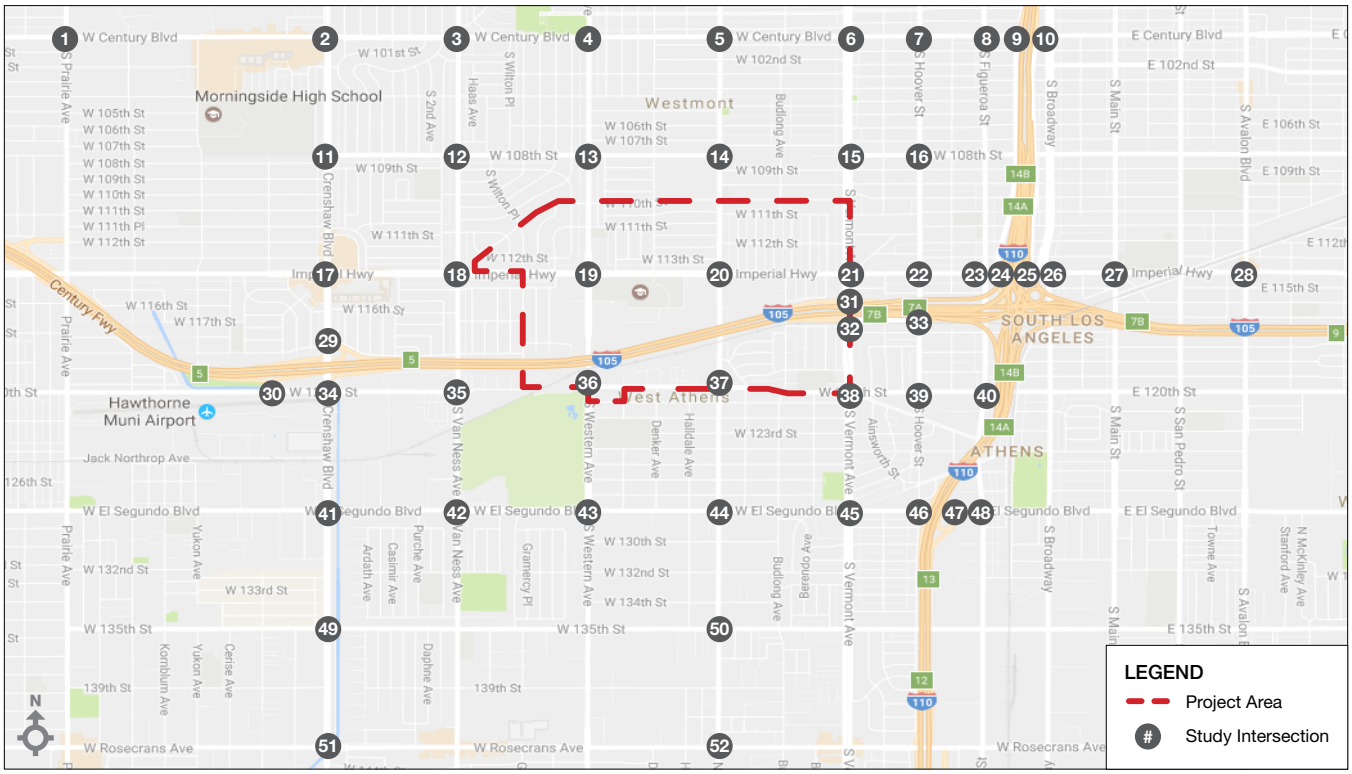


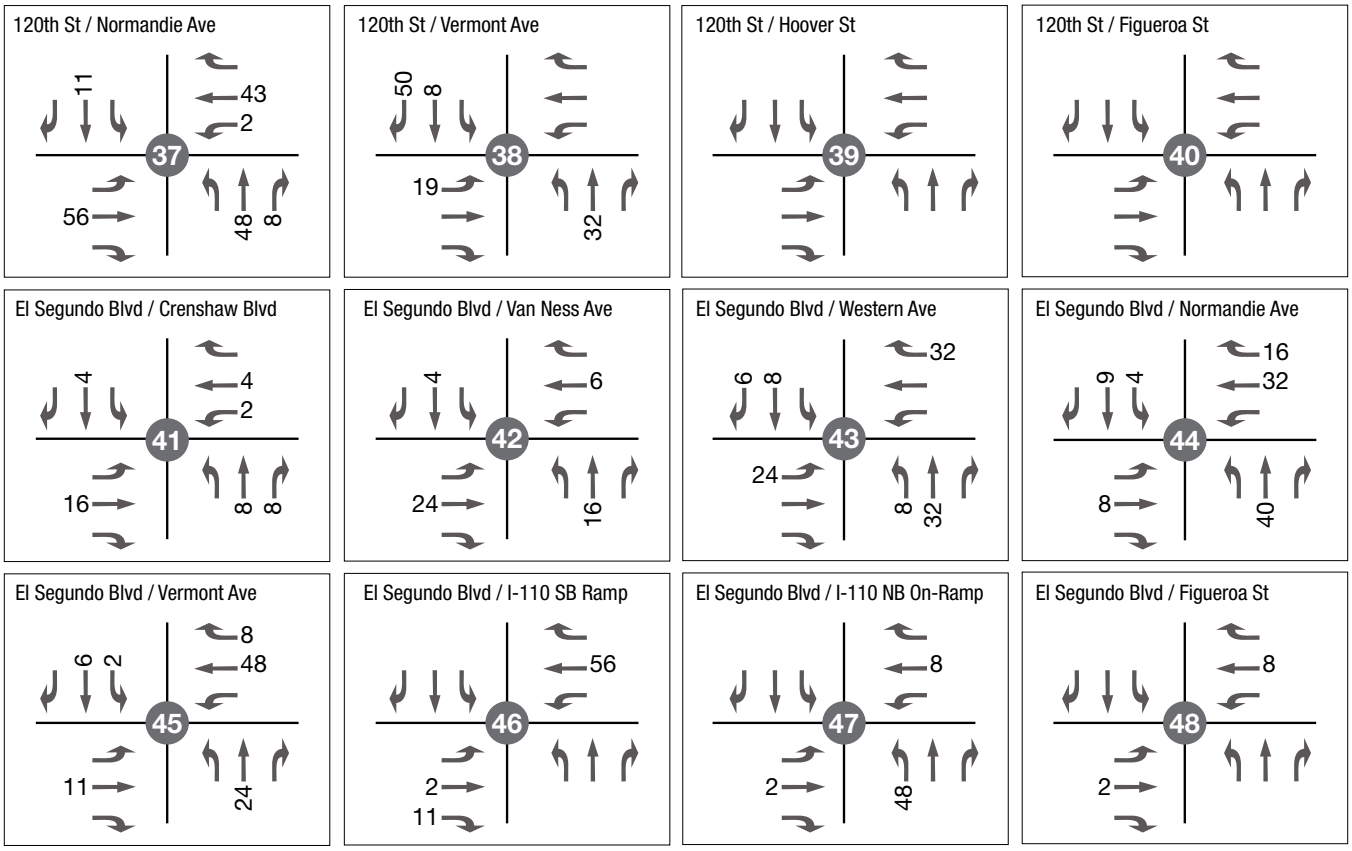


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 6.3: PROJECT TURNING MOVEMENT VOLUMES - AM PEAK HOUR

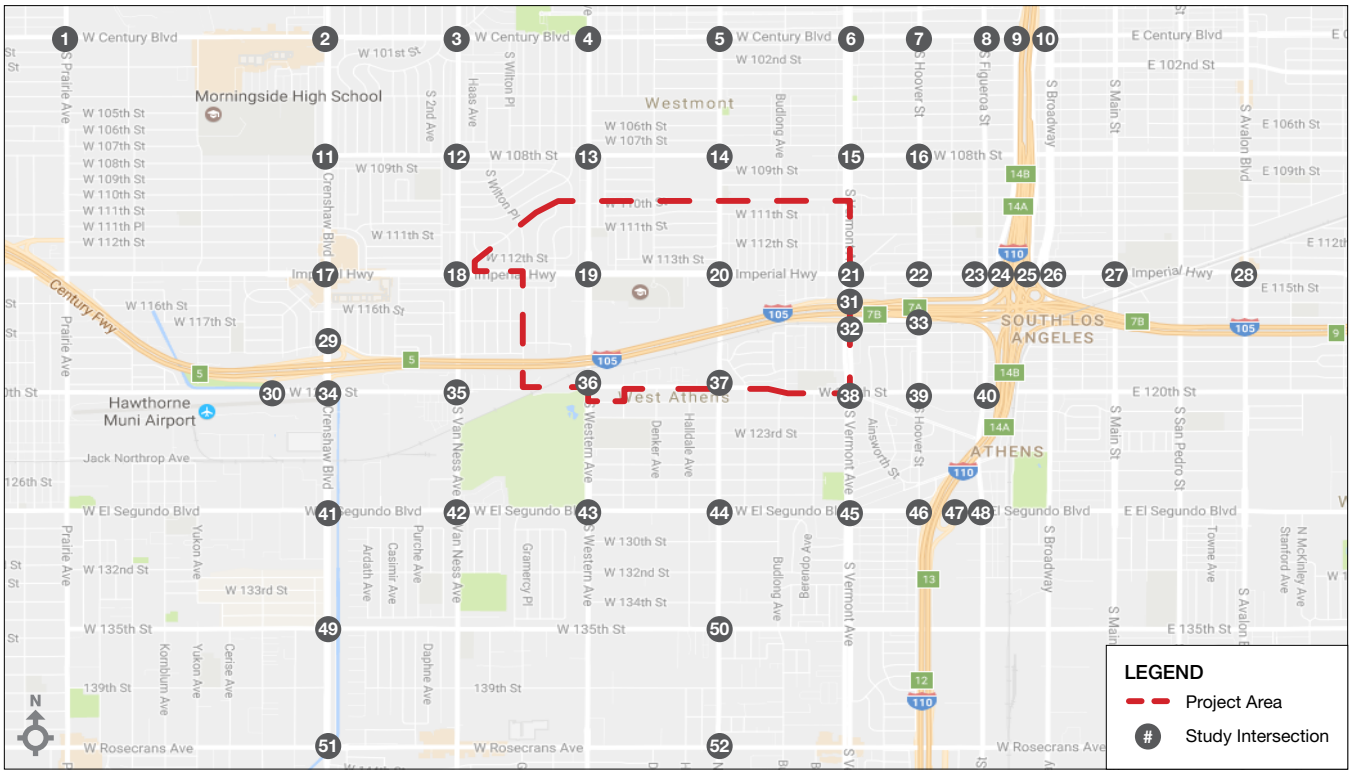


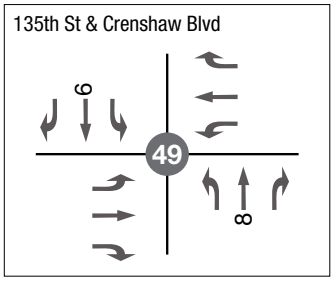


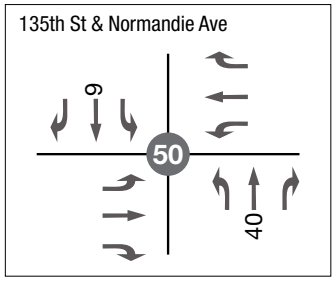
Legend

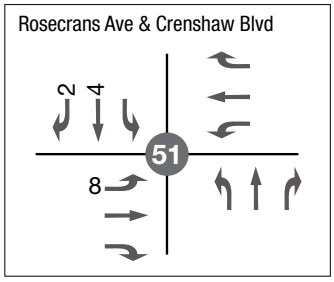
Signalized Intersection Unsignalized Intersection Lane Geometry

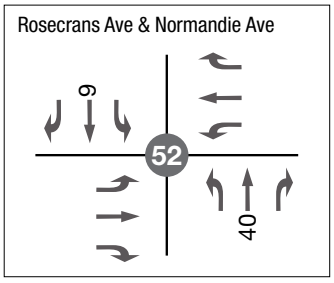
FIGURE 6.3: PROJECT TURNING MOVEMENT VOLUMES - AM PEAK HOUR







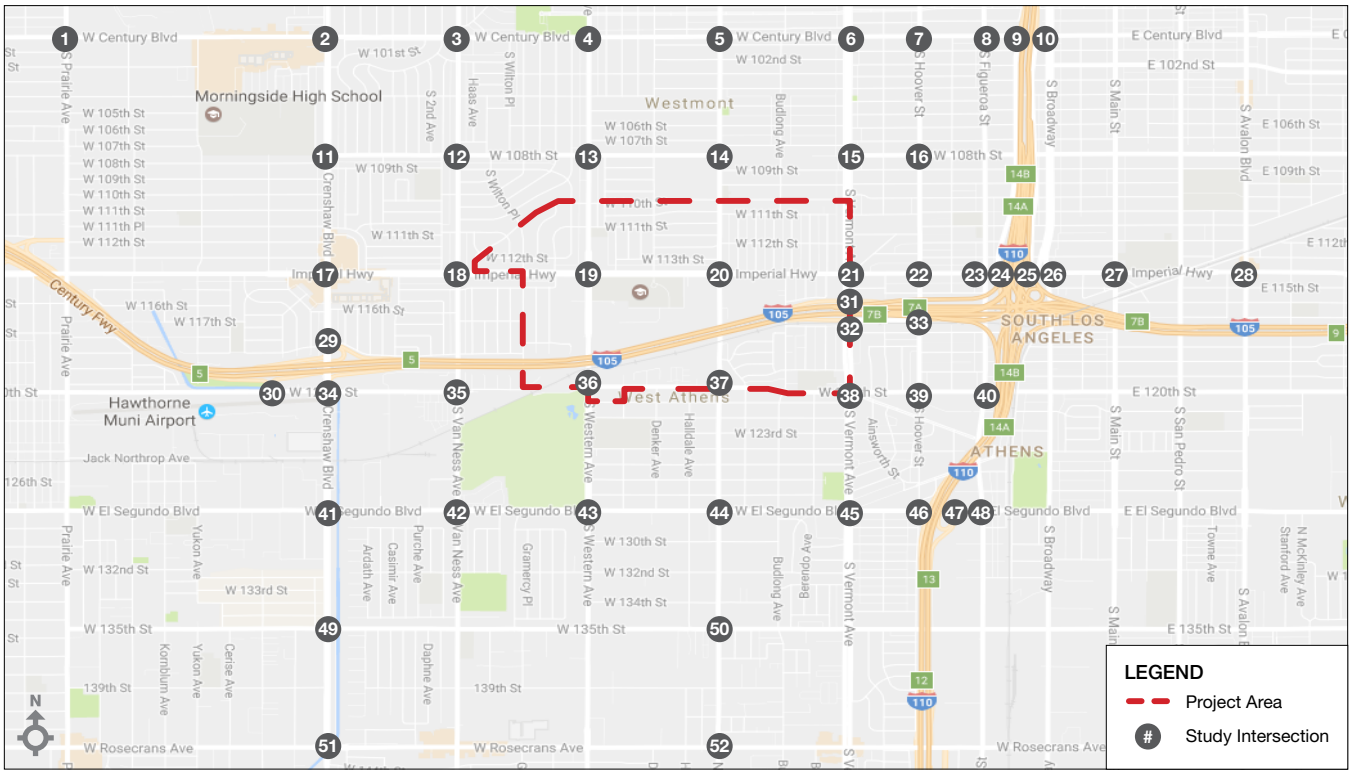


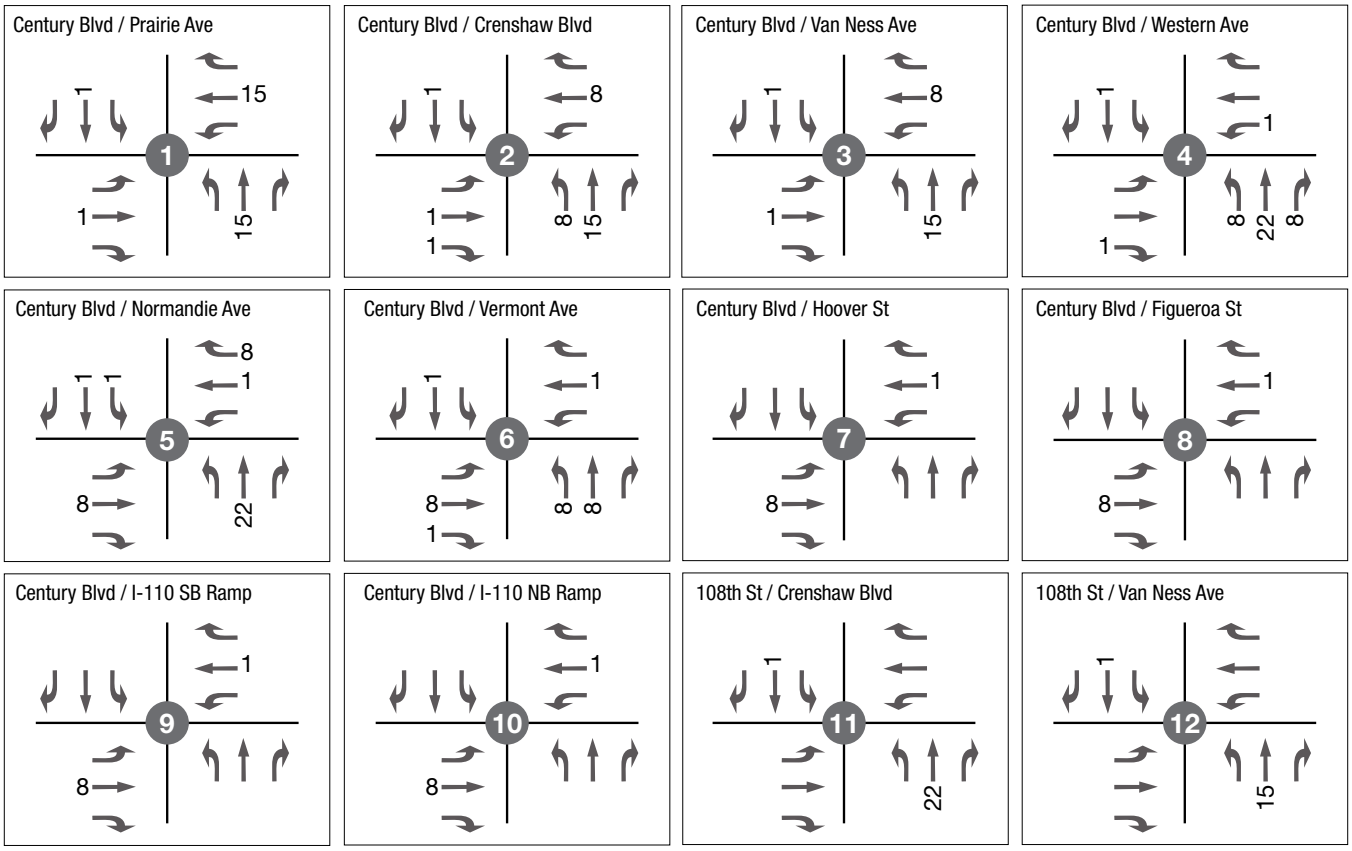


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 6.4: PROJECT TURNING MOVEMENT VOLUMES - PM PEAK HOUR

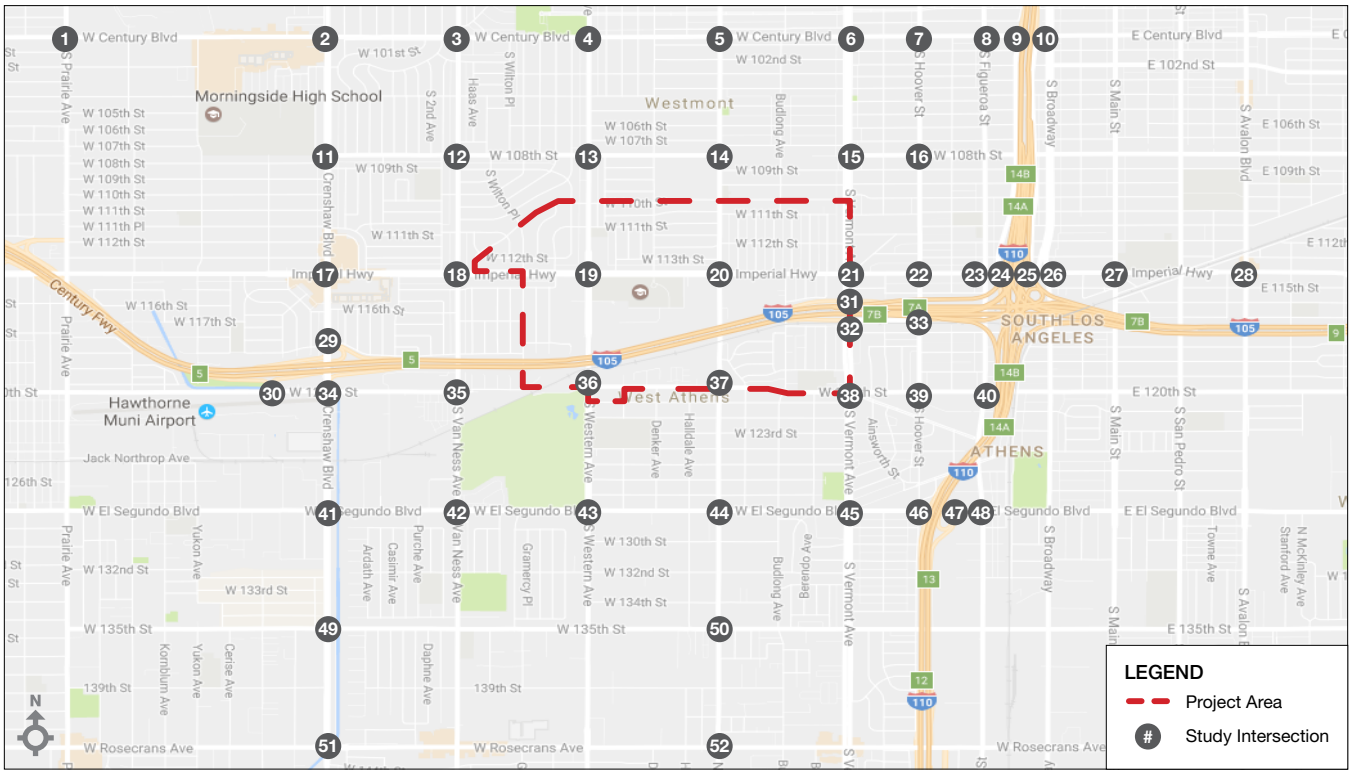


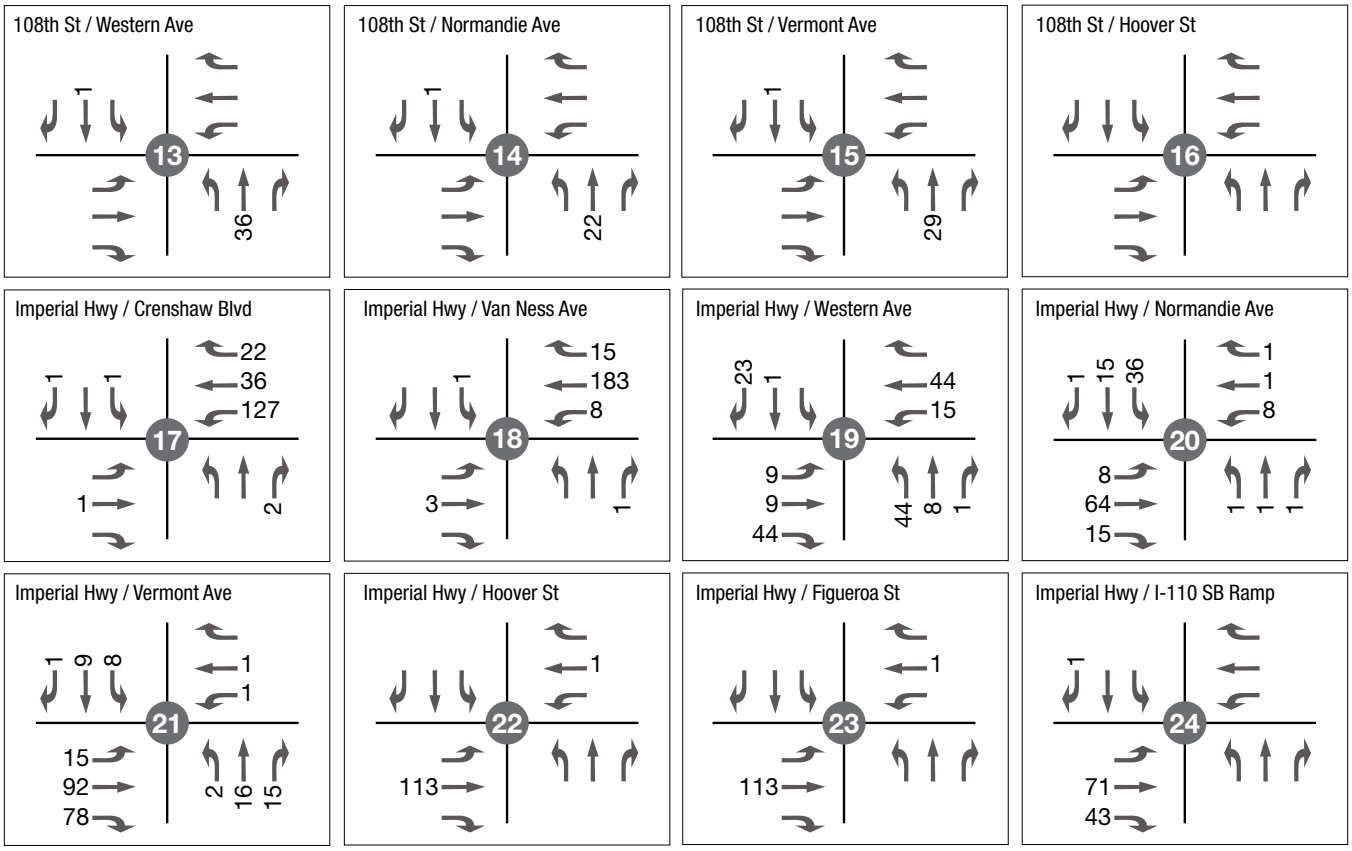


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 6.4: PROJECT TURNING MOVEMENT VOLUMES - PM PEAK HOUR

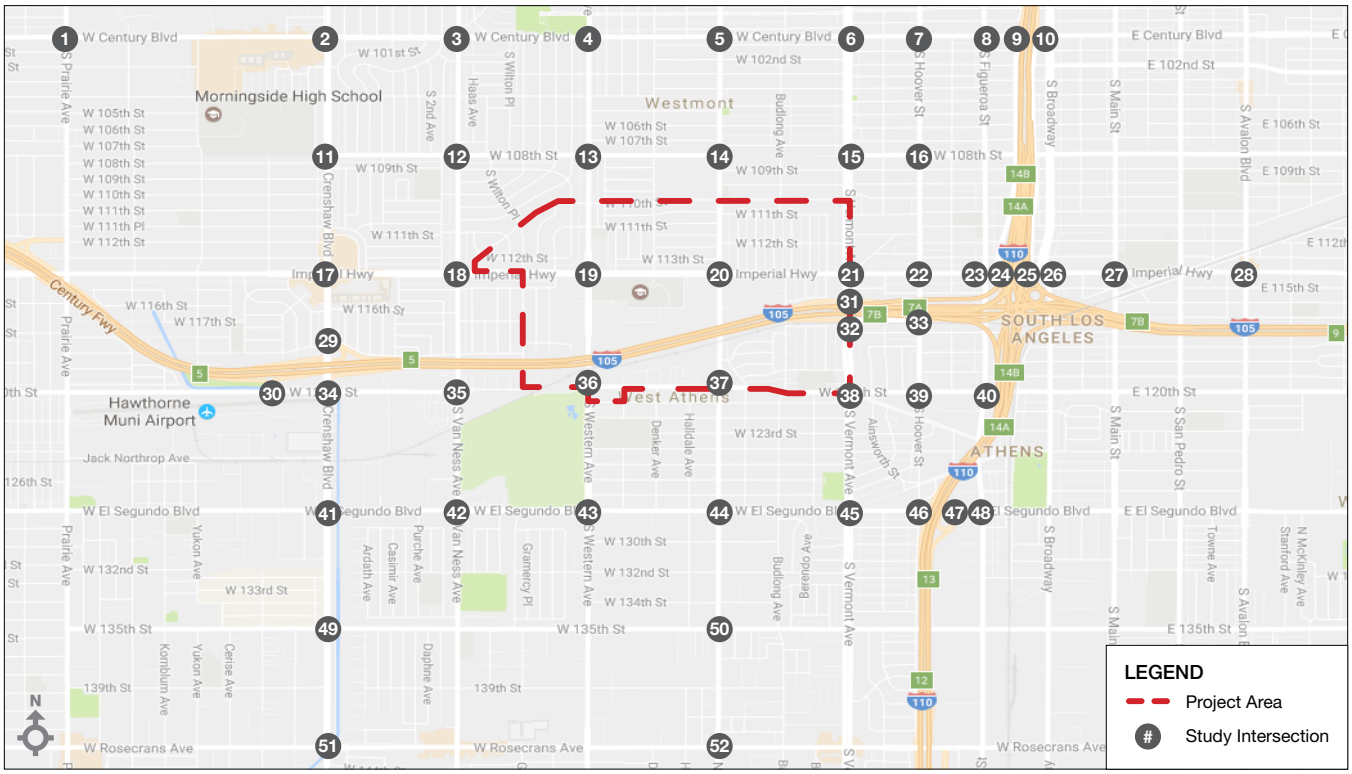


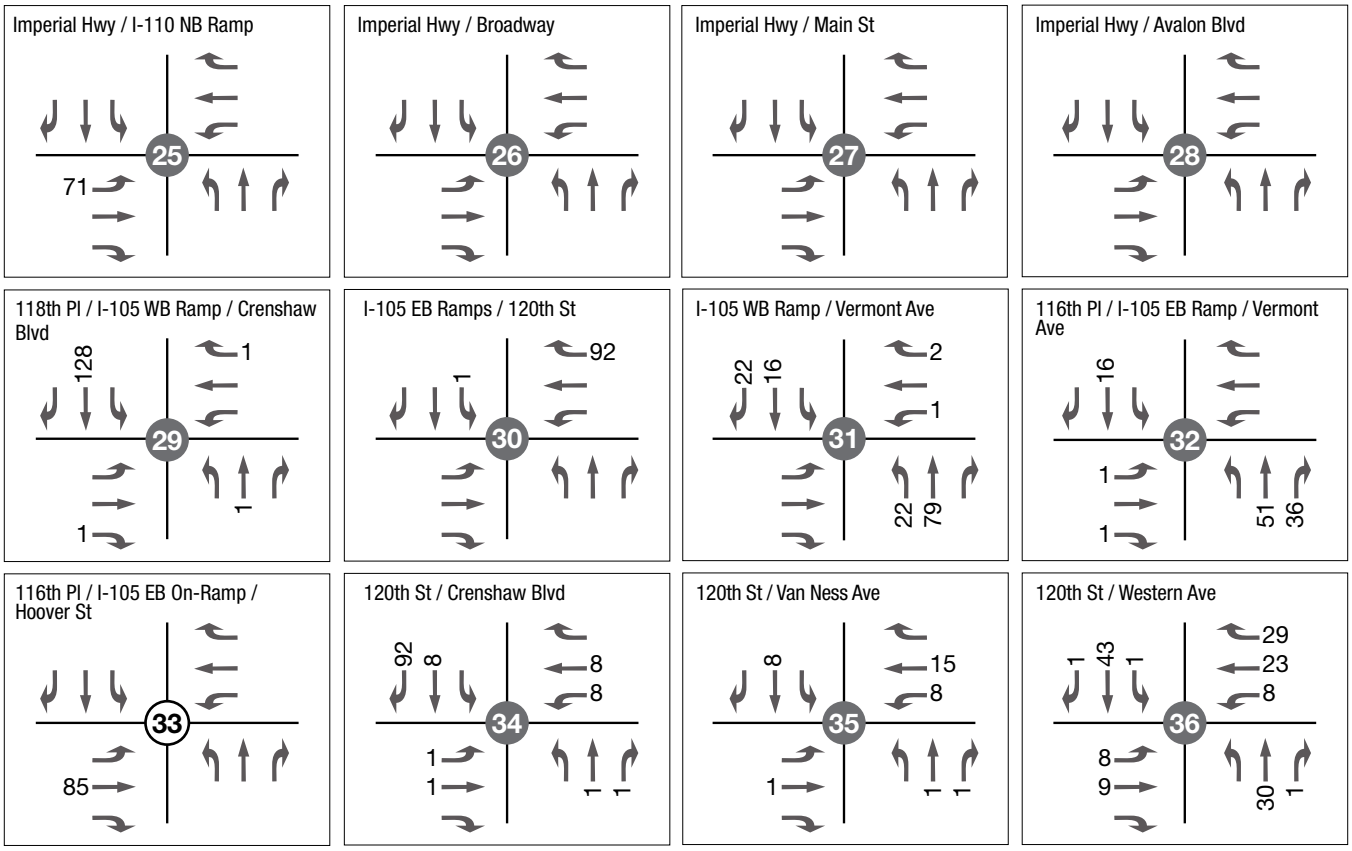


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry

FIGURE 6.4: PROJECT TURNING MOVEMENT VOLUMES - PM PEAK HOUR





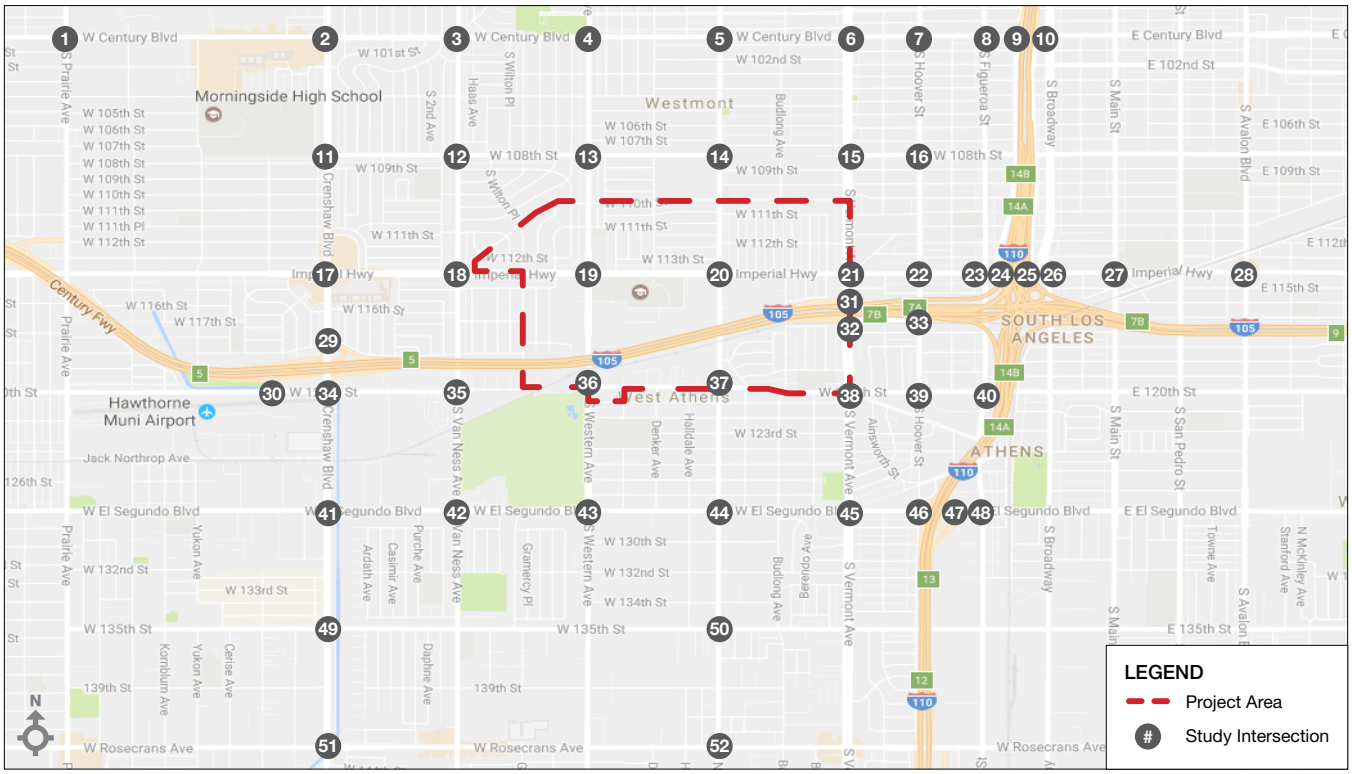
Legend

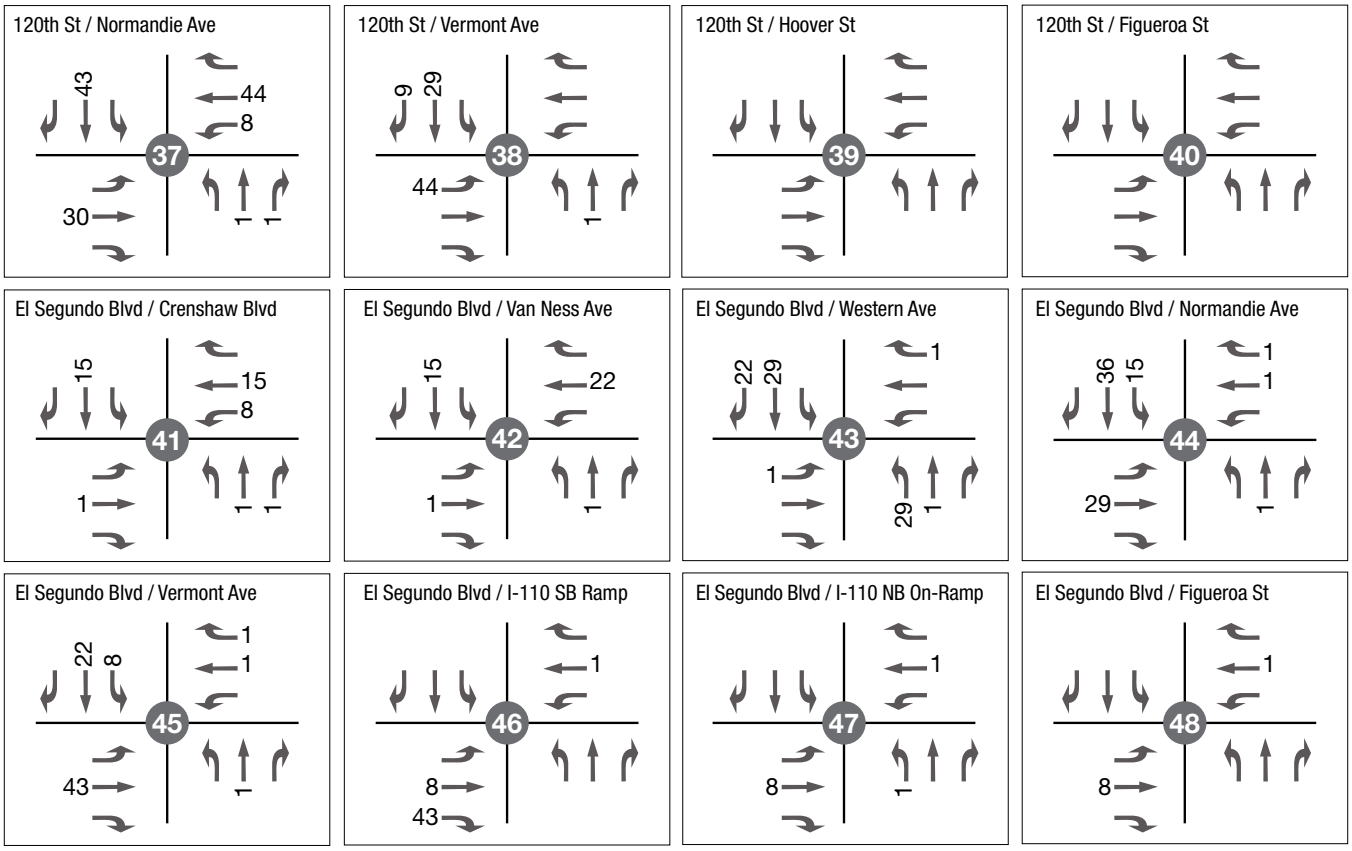
Signalized Intersection

Unsignalized Intersection

Lane Geometry

FIGURE 6.4: PROJECT TURNING MOVEMENT VOLUMES - PM PEAK HOUR

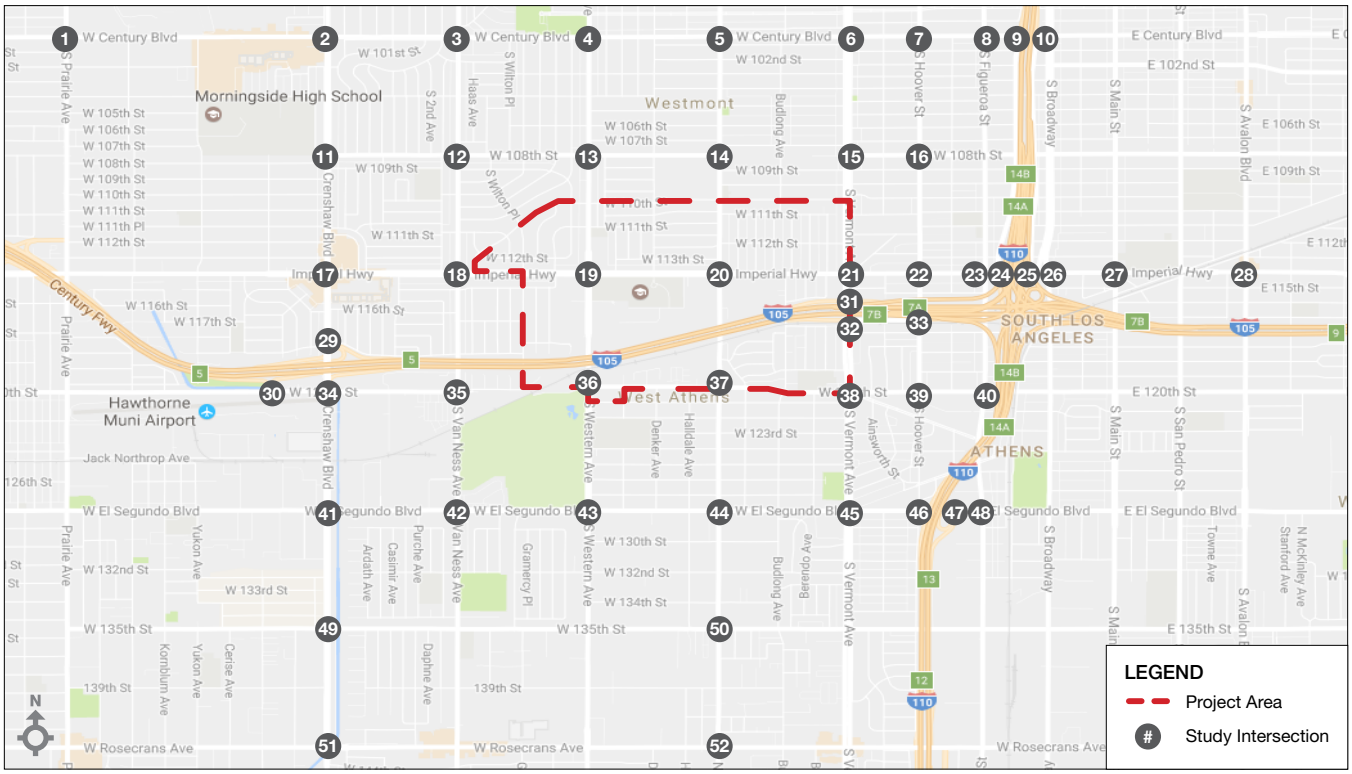


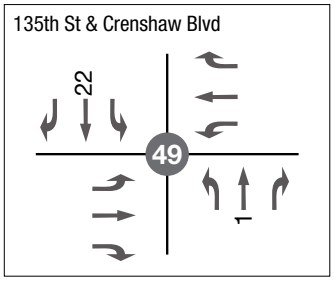


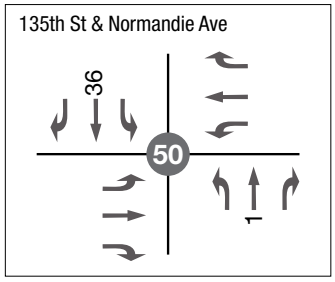
Legend

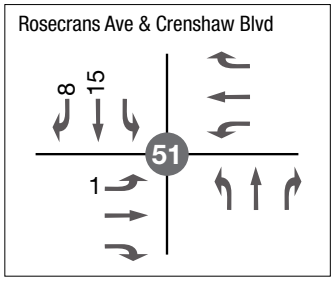
Signalized Intersection Unsignalized Intersection Lane Geometry

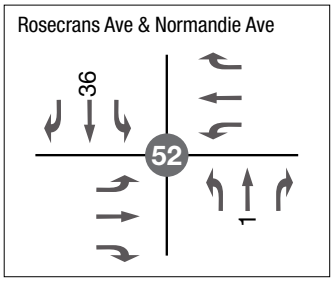
FIGURE 6.4: PROJECT TURNING MOVEMENT VOLUMES - PM PEAK HOUR











Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

7 EXISTING YEAR (2017) WITH PROJECT

Per CEQA noise and air quality guidelines, an analysis of the Existing Year (2017) With Project scenario was conducted. Results for the average daily traffic, queue analysis, freeway mainline analysis, and intersection level of service for the Existing Year (2017) With Project scenario are presented in this section.

7.1 AVERAGE DAILY TRAFFIC

The average daily traffic for selected links generated by the project as well as in the Existing Year (2017) No Project and Existing Year (2017) With Project scenarios are presented in Table 7.1 below:

TABLE 7.1: EXISTING YEAR (2017) WITH PROJECT ROADWAY SEGMENT SUMMARY

ID	Segment	Existing Year (2017) No Project	Project ADT	Existing Year (2017) With Project
1	Century Blvd between Prairie Ave and Crenshaw Blvd	29,254	206	29,460
2	Century Blvd between Western Ave and Normandie Ave	29,596	104	29,700
3	Century Blvd between Hoover St and Figueroa St	32,537	104	32,641
4	Van Ness Ave between Century Blvd and 108th St	19,854	206	20,060
5	Normandie Ave between Century Blvd and 108th St	23,586	310	23,896
6	108th St between Van Ness Ave and Western Ave	8,685	0	8,685
7	Crenshaw Blvd between 108th St and Imperial Hwy	31,929	310	32,239
8	Western Ave between 108th St and Imperial Hwy	27,334	518	27,852
9	Vermont Ave between 108th St and Imperial Hwy	35,852	518	36,370
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	29,643	518	30,161
11	Imperial Hwy between Van Ness Ave and Western Ave	33,264	2,688	35,952
12	Imperial Hwy between Normandie Ave and Vermont Ave	33,986	2,120	36,106
13	Imperial Hwy between Hoover St and Figueroa St	34,449	1,344	35,793
14	Imperial Hwy between Main St and San Pedro St	29,362	0	29,362
15	Van Ness Ave between Imperial Hwy and 120th St	23,071	104	23,175
16	Normandie Ave between Imperial Hwy and 120th St	17,854	594	18,448
17	120th St between Normandie Avenue and Vermont Ave	10,464	930	11,394
18	Crenshaw Blvd between 120th St and El Segundo Blvd	43,639	206	43,845
19	Western Ave between 120th St and El Segundo Blvd	24,337	1,138	25,475
20	Vermont Ave between 120th St and El Segundo Blvd	20,564	414	20,978
21	El Segundo Blvd between Van Ness Ave and Western Ave	40,862	310	41,172
22	El Segundo Blvd between Normandie Ave and Vermont Ave	39,304	620	39,924
23	Normandie Ave between El Segundo Blvd and 135th St	18,987	518	19,505
24	Crenshaw Blvd between 135th St and Rosecrans Ave	31,471	207	31,678

7.2 PEAK HOUR LINK LEVEL OF SERVICE

AM and PM peak hour link analyses are presented in Table 7.2 and 7.3, respectively. The peak hour link volumes are derived from the turning movement volumes; more specifically, the arriving and departing volumes between two intersections that the link of interest joins. In the event that the departures of one intersection did not equal the arrivals of the second intersection, an average of the two volumes was taken to be the link volume experienced. A loss, or even gain, in volumes between two intersections is not uncommon, especially in situations where additional intersections or driveways are present between the intersections. The following links are expected to be operate at LOS E or worse:

- El Segundo Boulevard between Van Ness Avenue and Western Avenue
- El Segundo Boulevard between Normandie Avenue and Vermont Avenue

TABLE 7.2: EXISTING YEAR (2017) WITH PROJECT AM PEAK HOUR LINK ANALYSIS

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,050	874	0.656	0.546	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	785	1,274	0.491	0.796	A	C
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,014	1,602	0.423	0.668	A	B
4	Van Ness Avenue	Century Boulevard	108th Street	Seconday Highway	800	2	2	834	989	0.521	0.618	A	B
5	Normandie Avenue	Century Boulevard	108th Street	Seconday Highway	800	3	3	996	973	0.415	0.405	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	343	527	0.429	0.659	A	B
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,093	1,121	0.455	0.467	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,275	1,176	0.797	0.735	C	C
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,373	1,607	0.572	0.670	A	B
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	786	1,599	0.328	0.666	A	B
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	976	1,740	0.407	0.725	A	C
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	862	1,615	0.359	0.673	A	B
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	941	1,518	0.392	0.633	A	B
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	747	1,287	0.311	0.536	A	A
15	Van Ness Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	899	1,081	0.562	0.676	A	B
16	Normandie Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	936	880	0.585	0.550	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	Seconday Highway	800	2	2	451	690	0.282	0.431	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	1,981	1,095	0.825	0.456	D	A
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	1,037	963	0.648	0.602	B	B
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	895	942	0.373	0.393	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,091	2,413	0.455	**1.005**	A	**F**
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	1,000	2,351	0.417	**0.980**	A	**E**
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	746	786	0.466	0.491	A	B
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Seconday Highway	800	3	3	1,262	988	0.526	0.412	A	B

Bold and shaded = Unacceptable LOS.

TABLE 7.3: EXISTING YEAR (2017) WITH PROJECT PM PEAK HOUR LINK ANALYSIS

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,098	949	0.686	0.593	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	1,228	910	0.768	0.569	C	A
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,430	1,017	0.596	0.424	A	A
4	Van Ness Avenue	Century Boulevard	108th Street	Seconday Highway	800	2	2	910	788	0.569	0.493	A	A
5	Normandie Avenue	Century Boulevard	108th Street	Seconday Highway	800	3	3	992	875	0.413	0.365	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	574	283	0.718	0.354	C	A
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,271	1,062	0.530	0.443	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,158	1,028	0.724	0.643	C	B
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,585	1,233	0.660	0.514	B	A
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	1,447	956	0.603	0.398	B	A
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,482	1,030	0.618	0.429	B	A
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	1,455	1,121	0.606	0.467	B	A
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,464	1,008	0.610	0.420	B	A
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	1,451	948	0.605	0.395	B	A
15	Van Ness Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	1,041	956	0.651	0.598	B	A
16	Normandie Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	871	742	0.544	0.464	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	Seconday Highway	800	2	2	605	424	0.378	0.265	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	1,389	1,673	0.579	0.697	A	B
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	1,074	951	0.671	0.594	B	A
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	861	923	0.359	0.385	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,898	1,263	0.791	0.526	C	A
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	2,095	1,093	0.873	0.455	D	A
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	925	642	0.578	0.401	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Seconday Highway	800	3	3	1,122	1,381	0.468	0.575	A	A

Bold and shaded = Unacceptable LOS.

7.3 INTERSECTION LEVEL OF SERVICE

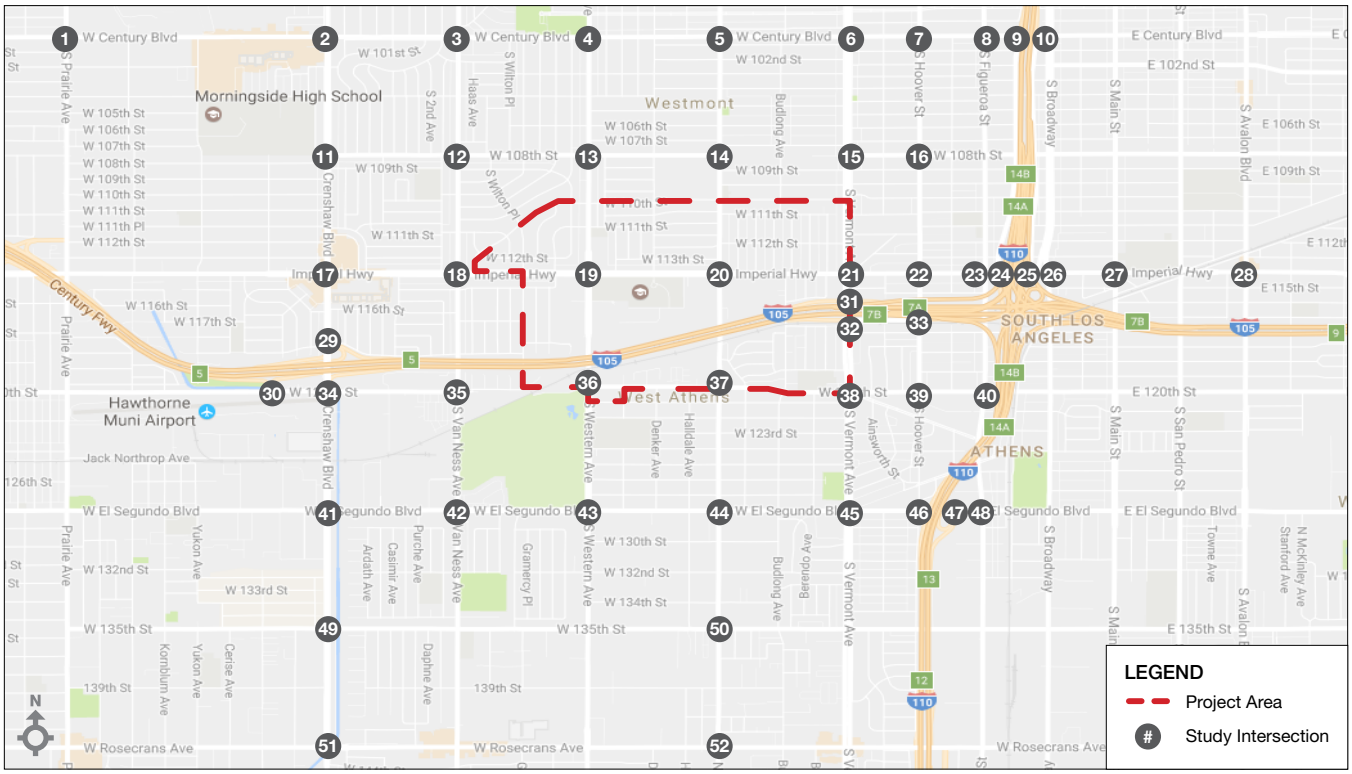
The peak hour turning movement volumes presented in Figure 7.1 and 7.2 were utilized in order to assess intersection performance. A summary of the AM and PM peak hour intersection level of service analysis results for the Existing Year (2017) With Project scenario is presented in Table 7.4. Additionally, study intersections were evaluated to determine if the addition of project-generated traffic significantly impacted them; summary tables for the AM and PM peak hours are presented in Table 7.5 and Table 7.6, respectively. The significant impact thresholds used to determine the impacts are summarized in Section 3. The following intersections are expected to perform at an unacceptable level of service with the addition of project traffic:

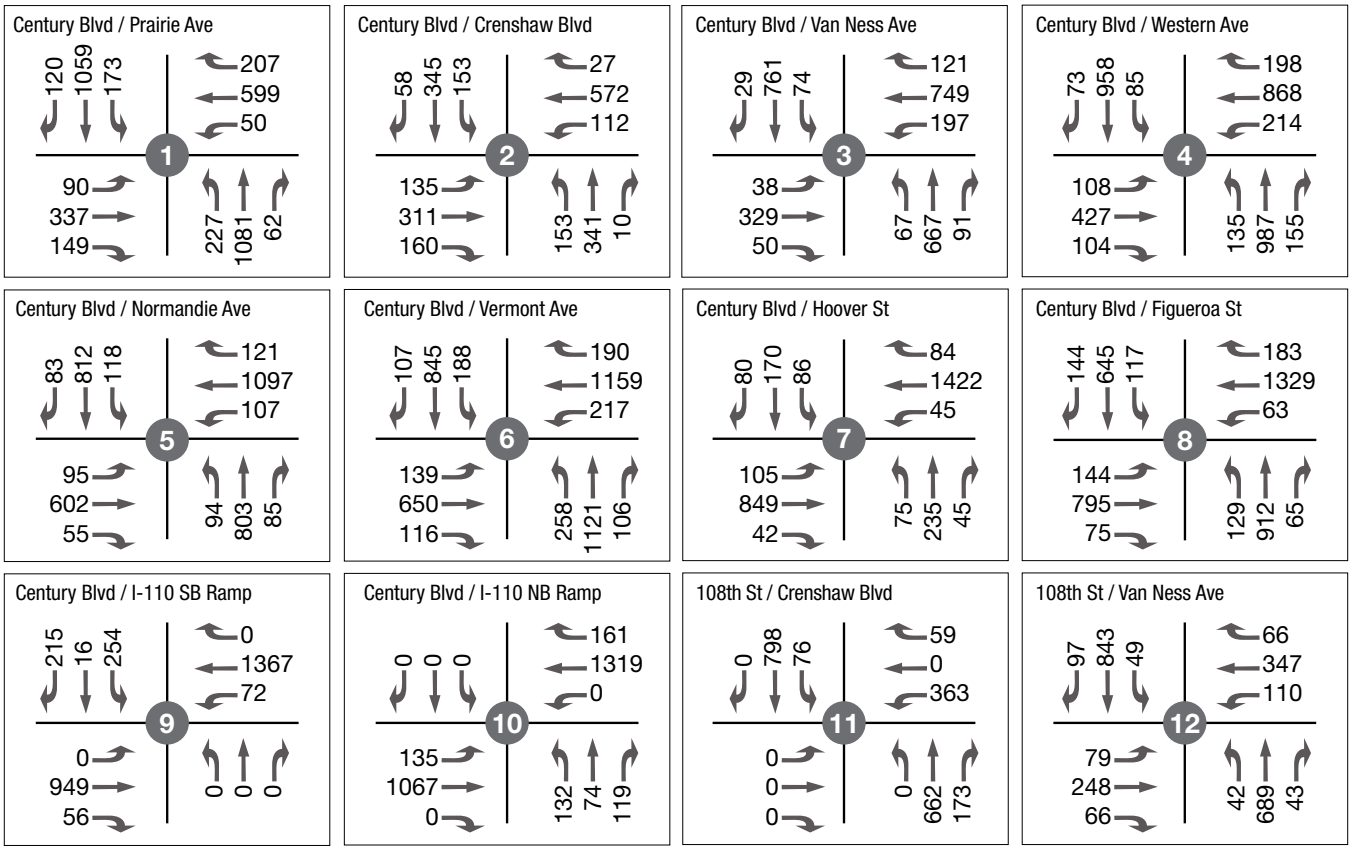
- Imperial Highway and Crenshaw Boulevard
- Imperial Highway and Western Avenue
- I-105 WB Off-Ramp / 118th Place and Crenshaw Boulevard
- I-105 WB Ramps and Vermont Avenue
- 120th Street and Van Ness Avenue
- El Segundo Boulevard and Van Ness Avenue
- El Segundo Boulevard and Western Avenue
- El Segundo Boulevard and I-110 SB Ramps

The following ten intersections are expected to be significantly impacted due to the addition of project traffic:

- Imperial Highway and Crenshaw Boulevard
- Imperial Highway and Western Avenue
- Imperial Highway and Normandie Avenue
- Imperial Highway and Vermont Avenue
- Imperial Highway and Figueroa Street
- I-105 WB Off-Ramp / 118th Place and Crenshaw Boulevard
- I-105 WB Ramps and Vermont Avenue
- 120th Street and Western Avenue
- El Segundo Boulevard and Western Avenue
- El Segundo Boulevard and Normandie Avenue

FIGURE 7.1: EXISTING YEAR (2017) WITH PROJECT VOLUMES - AM PEAK HOUR

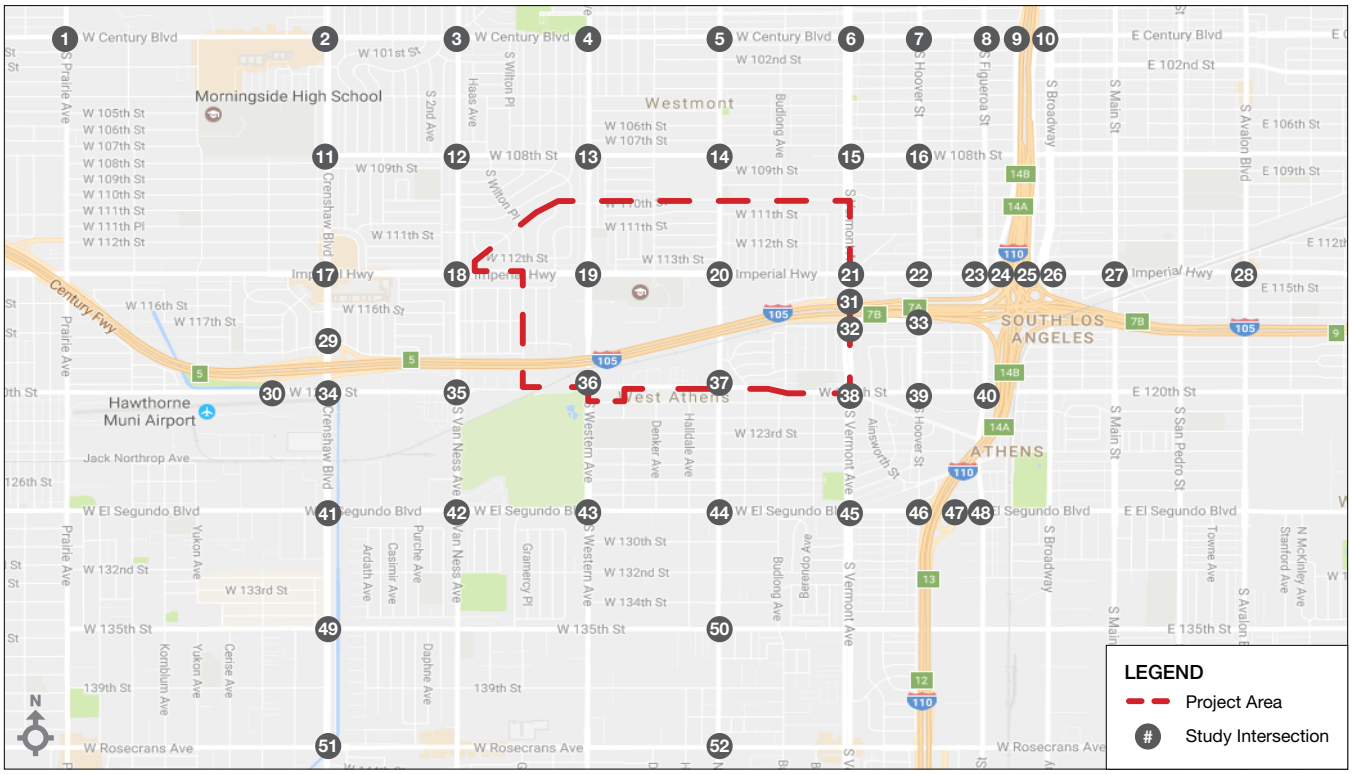


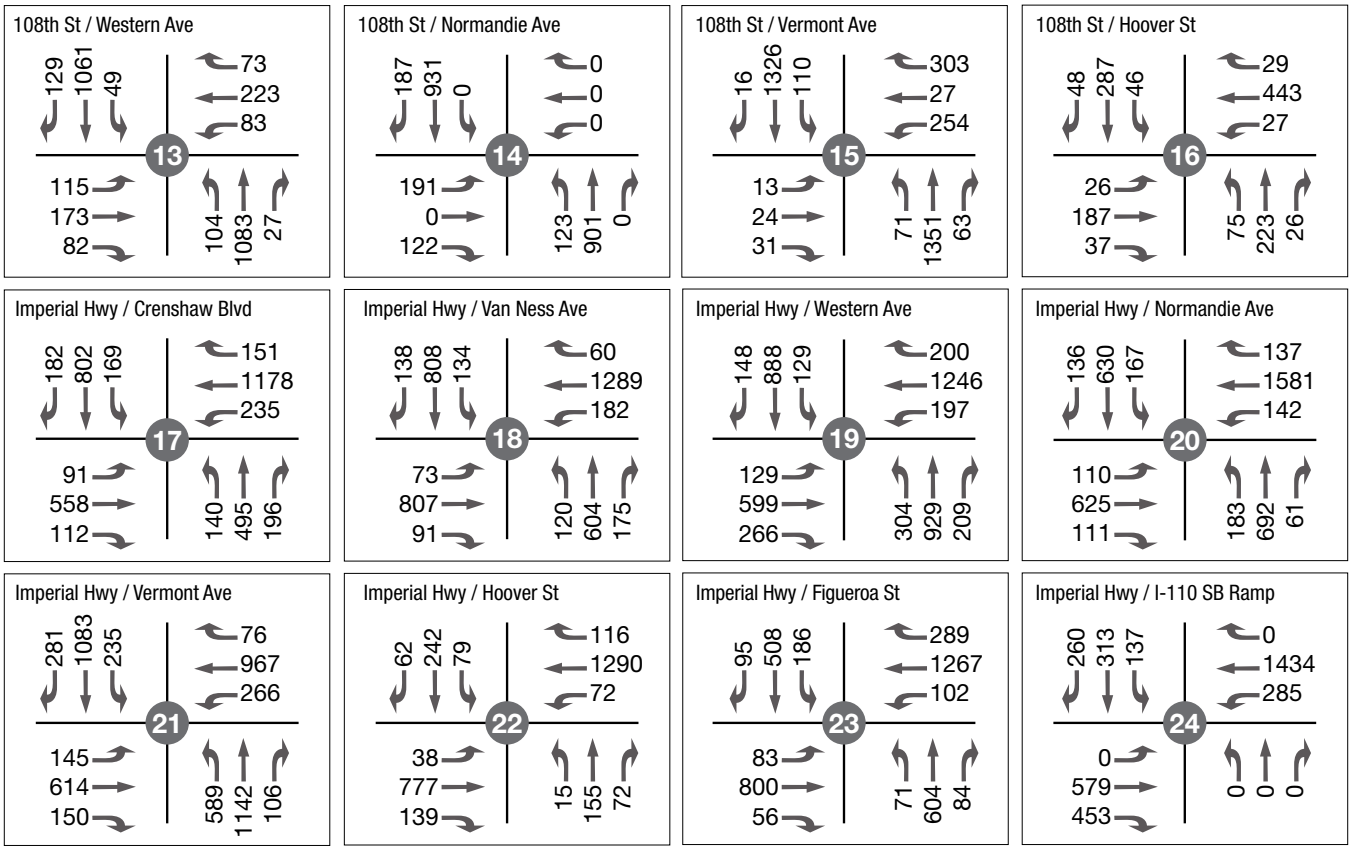


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 7.1: EXISTING YEAR (2017) WITH PROJECT VOLUMES - AM PEAK HOUR

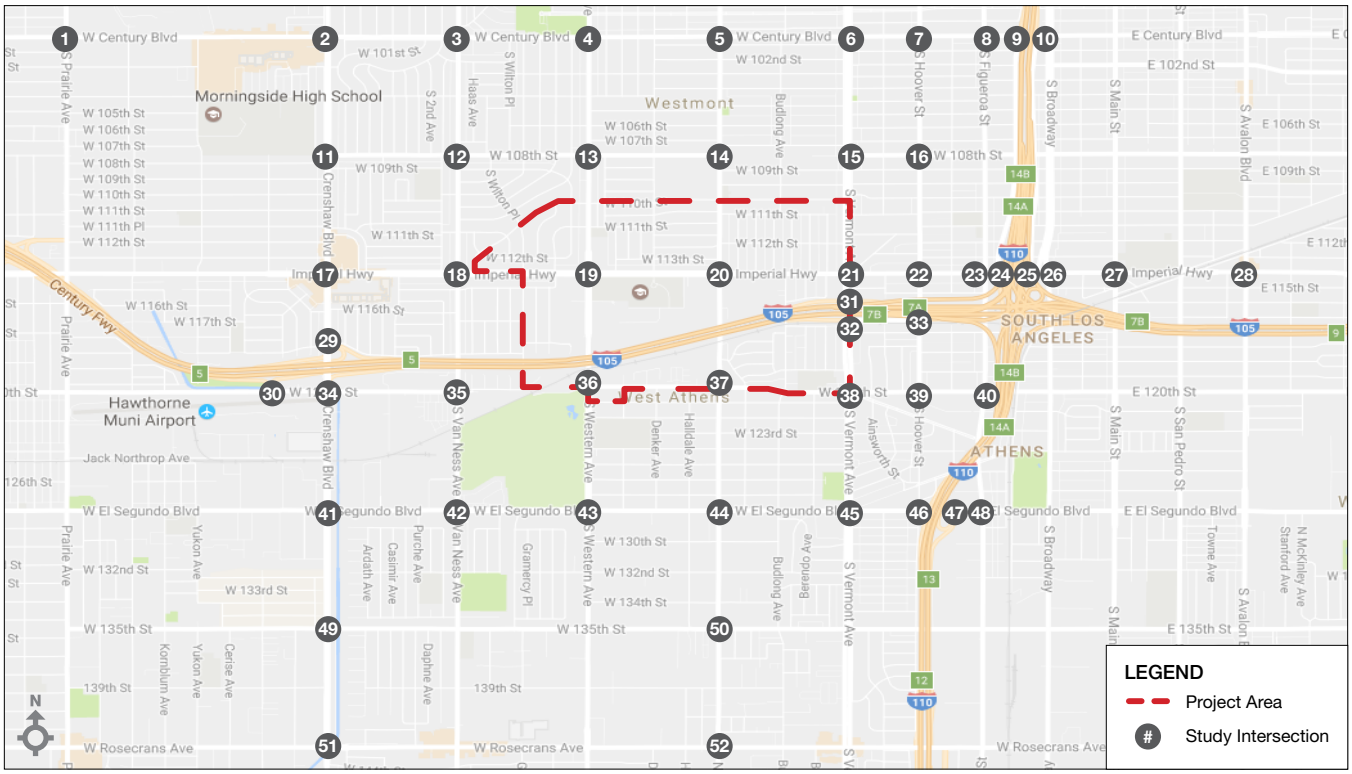


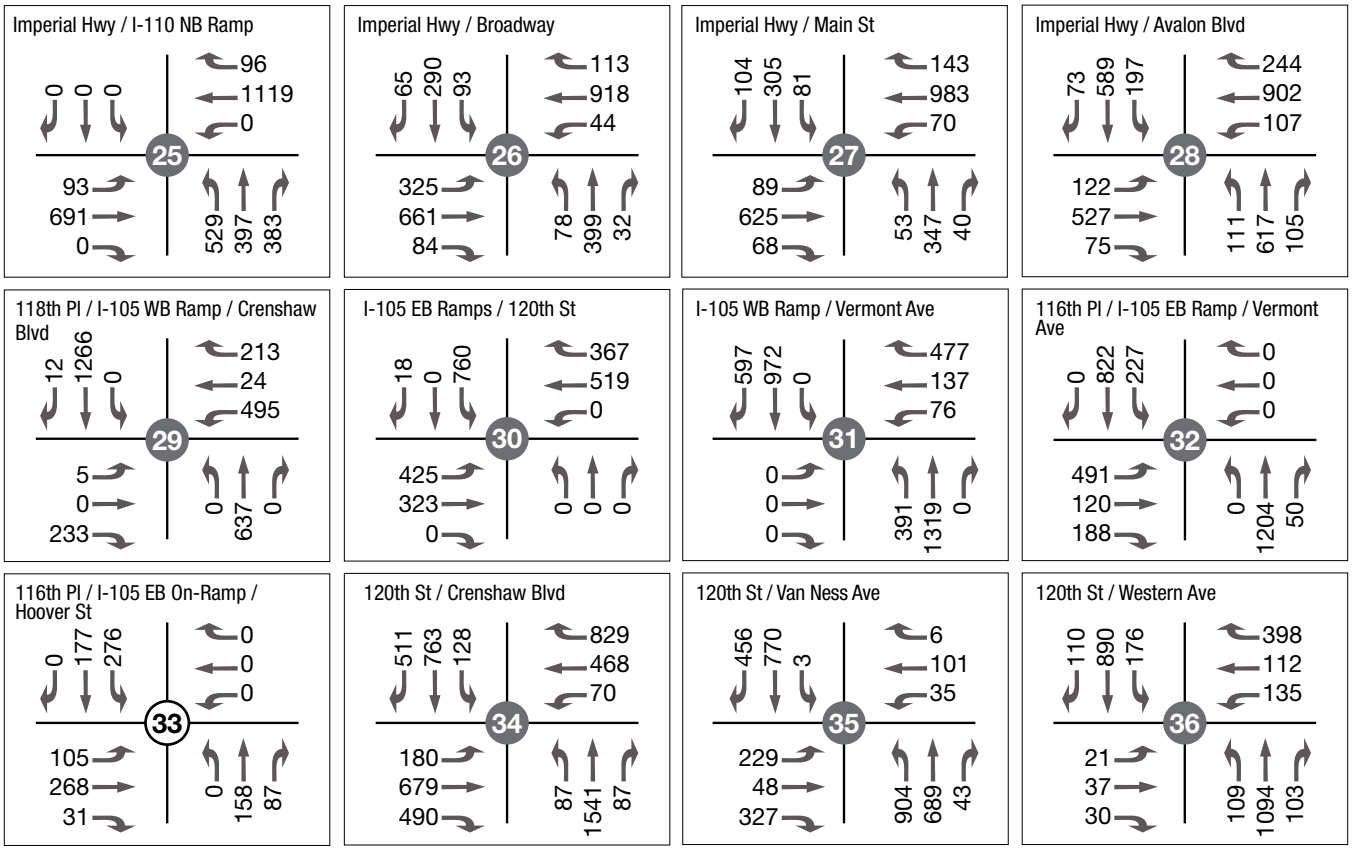


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry

FIGURE 7.1: EXISTING YEAR (2017) WITH PROJECT VOLUMES - AM PEAK HOUR





Legend

- Signalized Intersection
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- Lane Geometry

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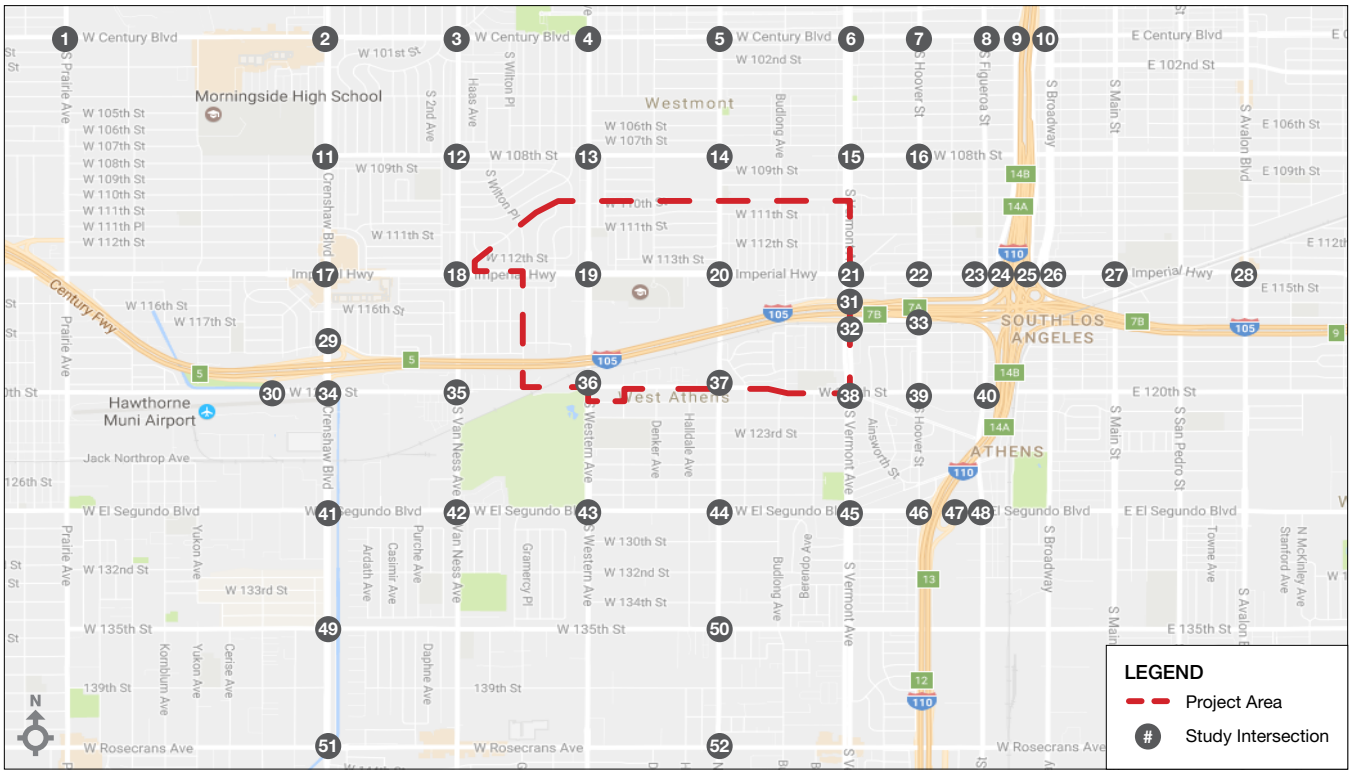

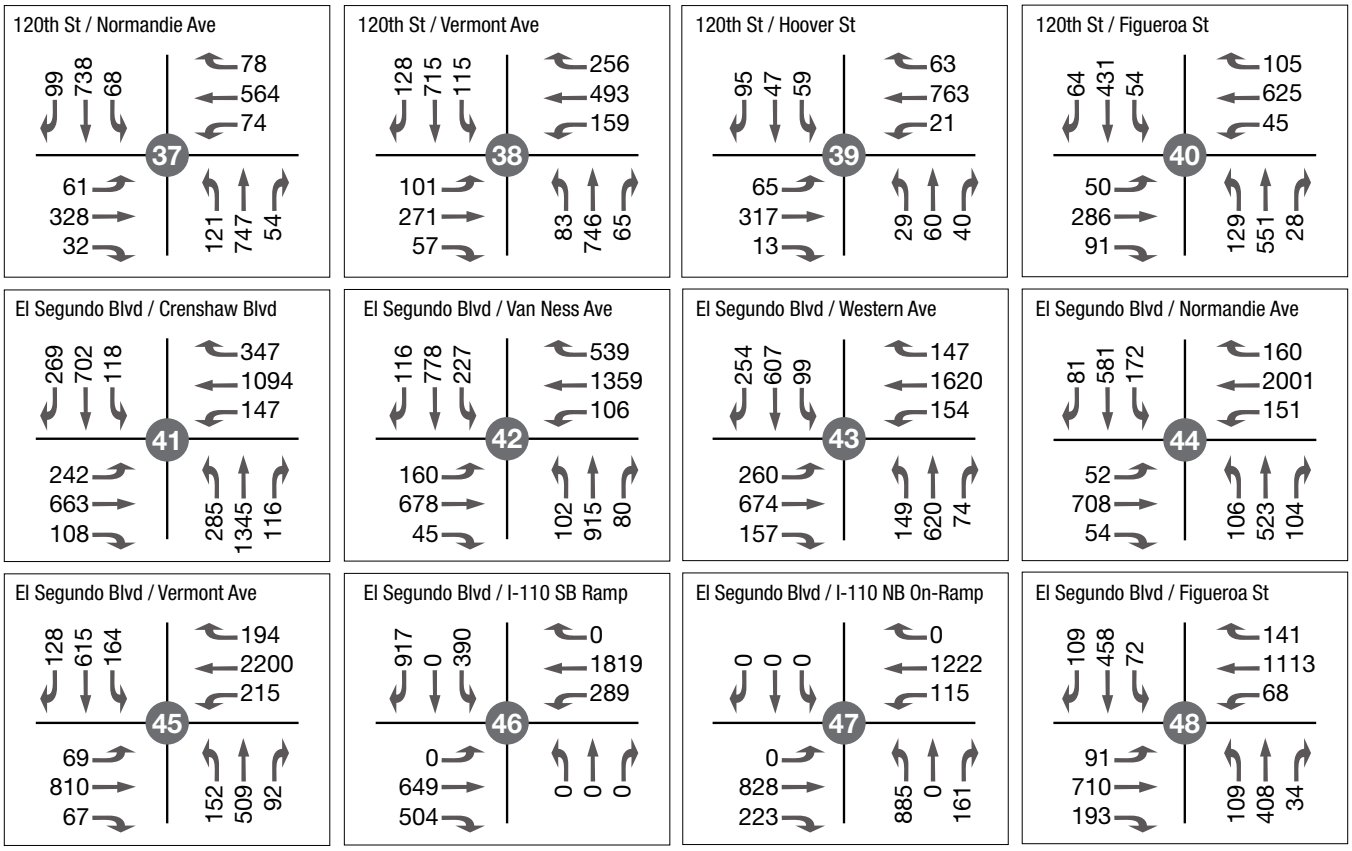

Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

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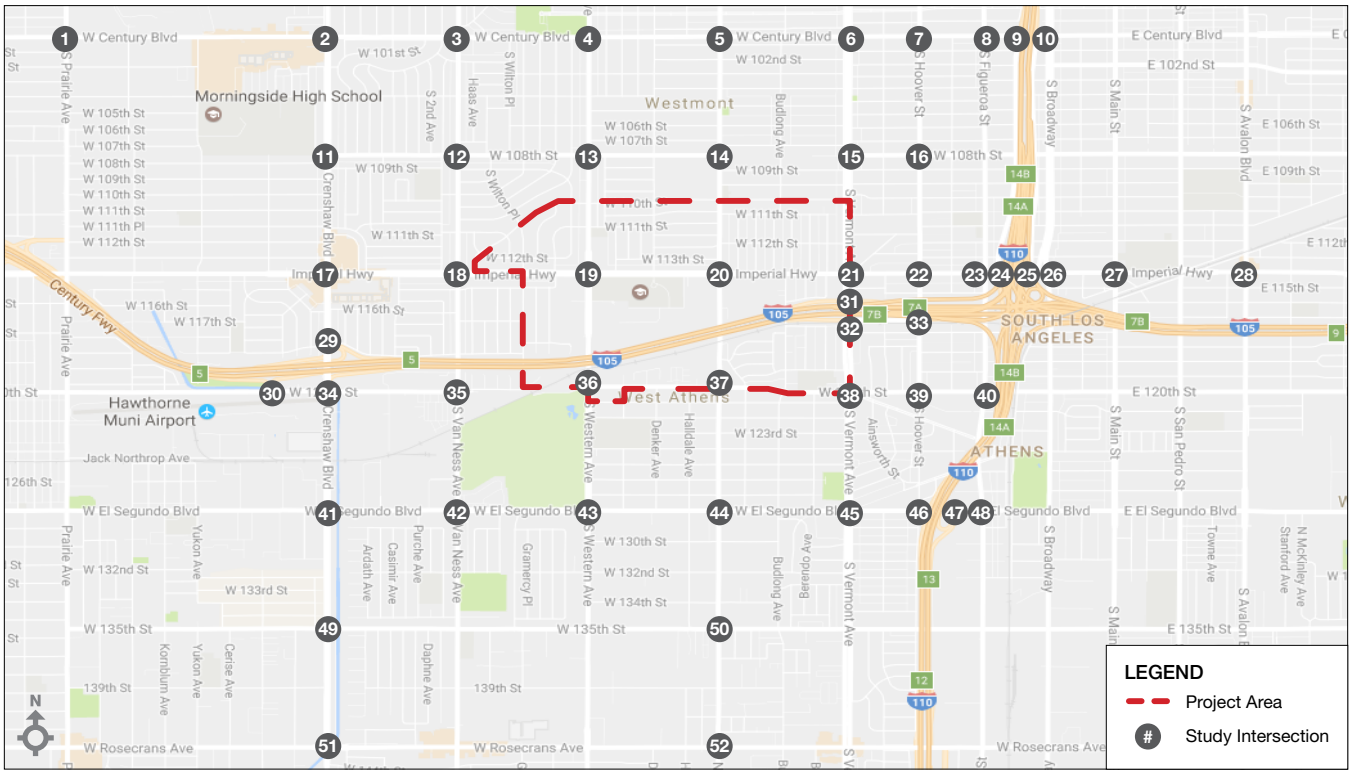
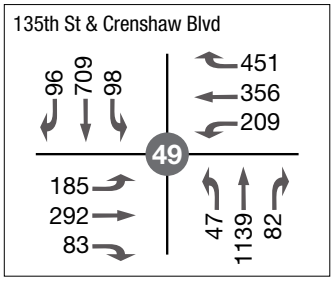
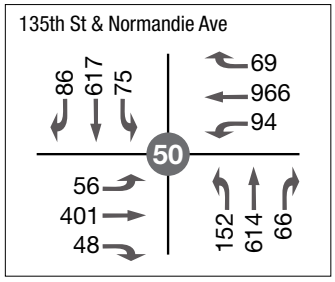
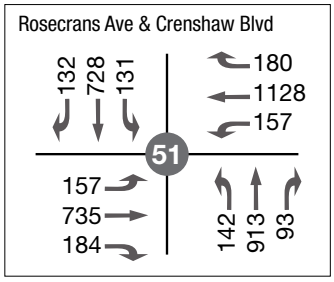
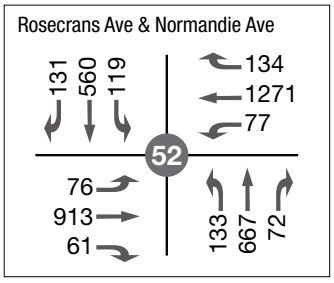






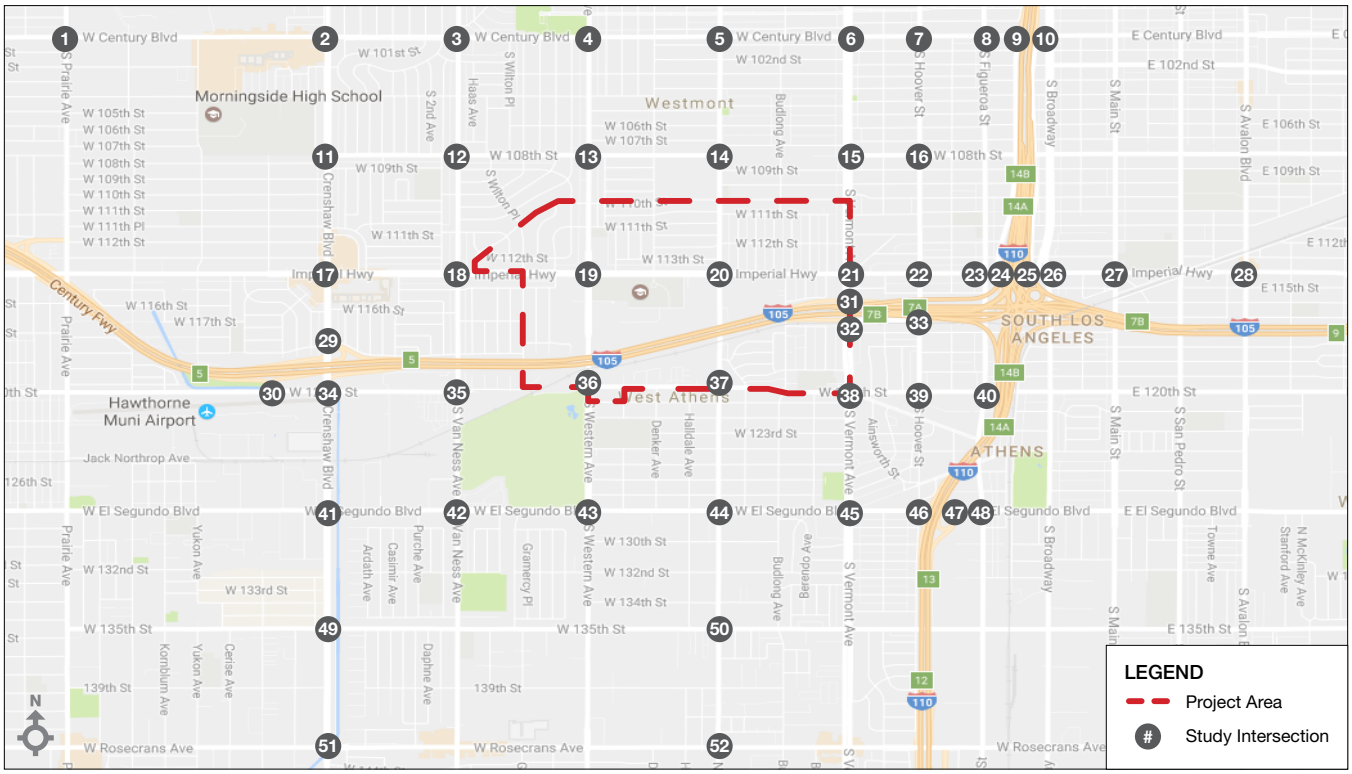


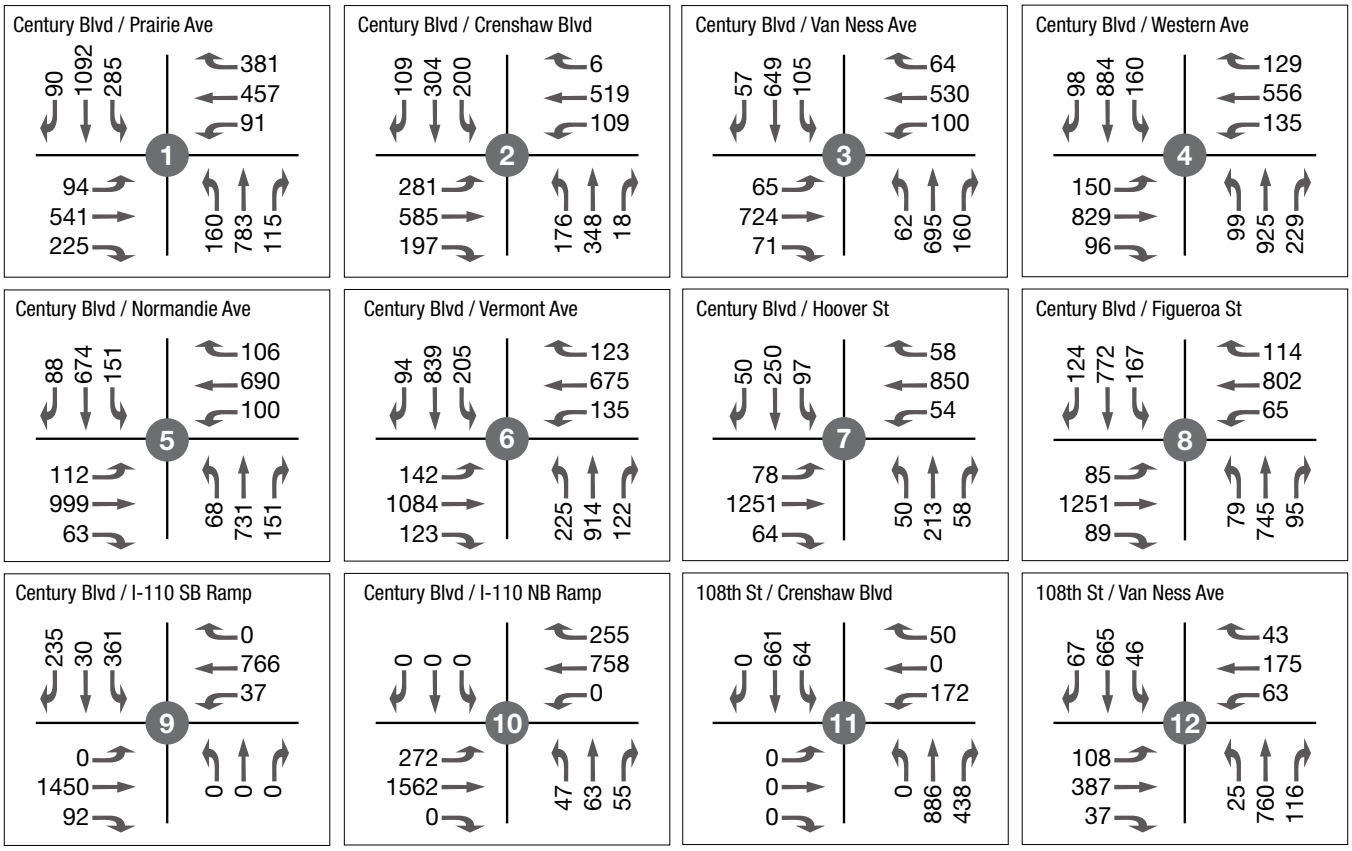


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 7.2: EXISTING YEAR (2017) WITH PROJECT VOLUMES - PM PEAK HOUR

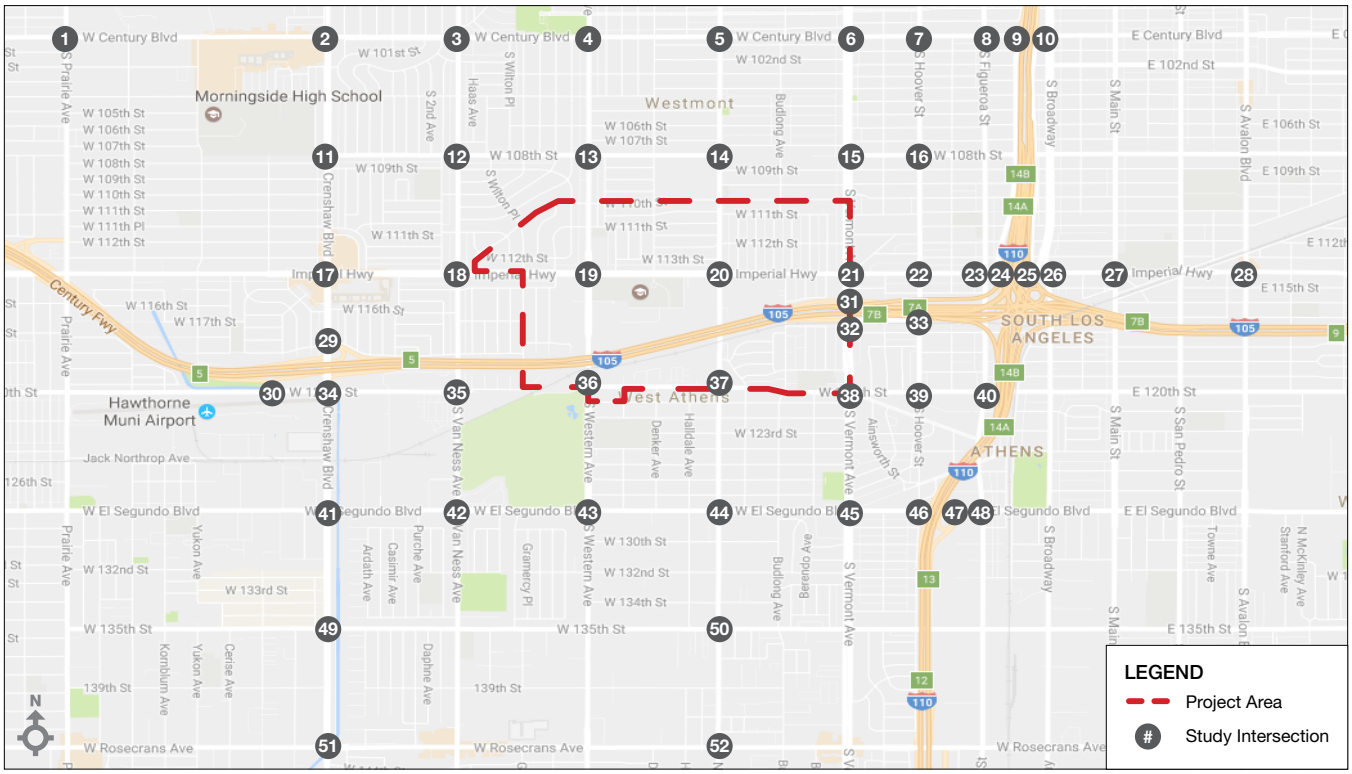


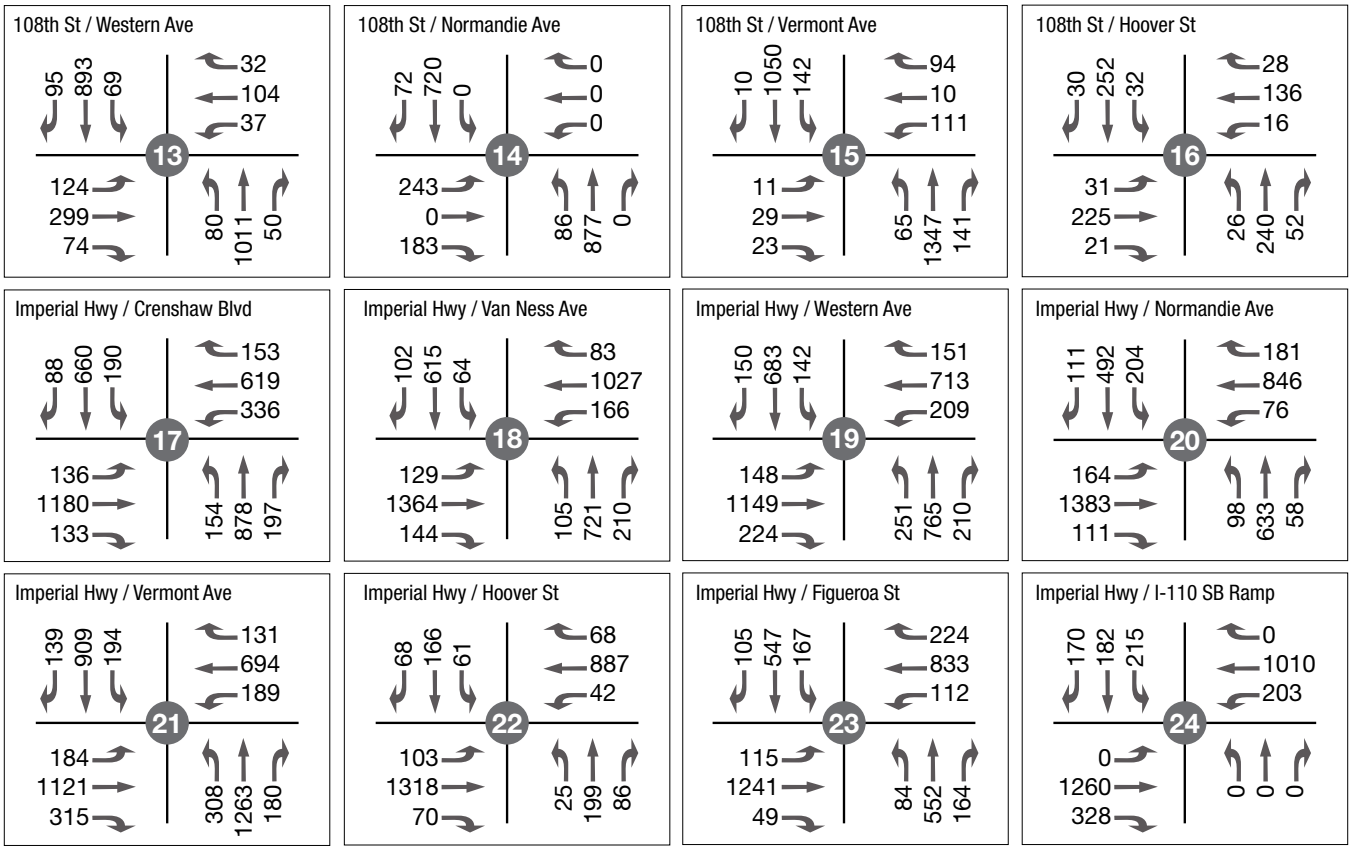


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 7.2: EXISTING YEAR (2017) WITH PROJECT VOLUMES - PM PEAK HOUR

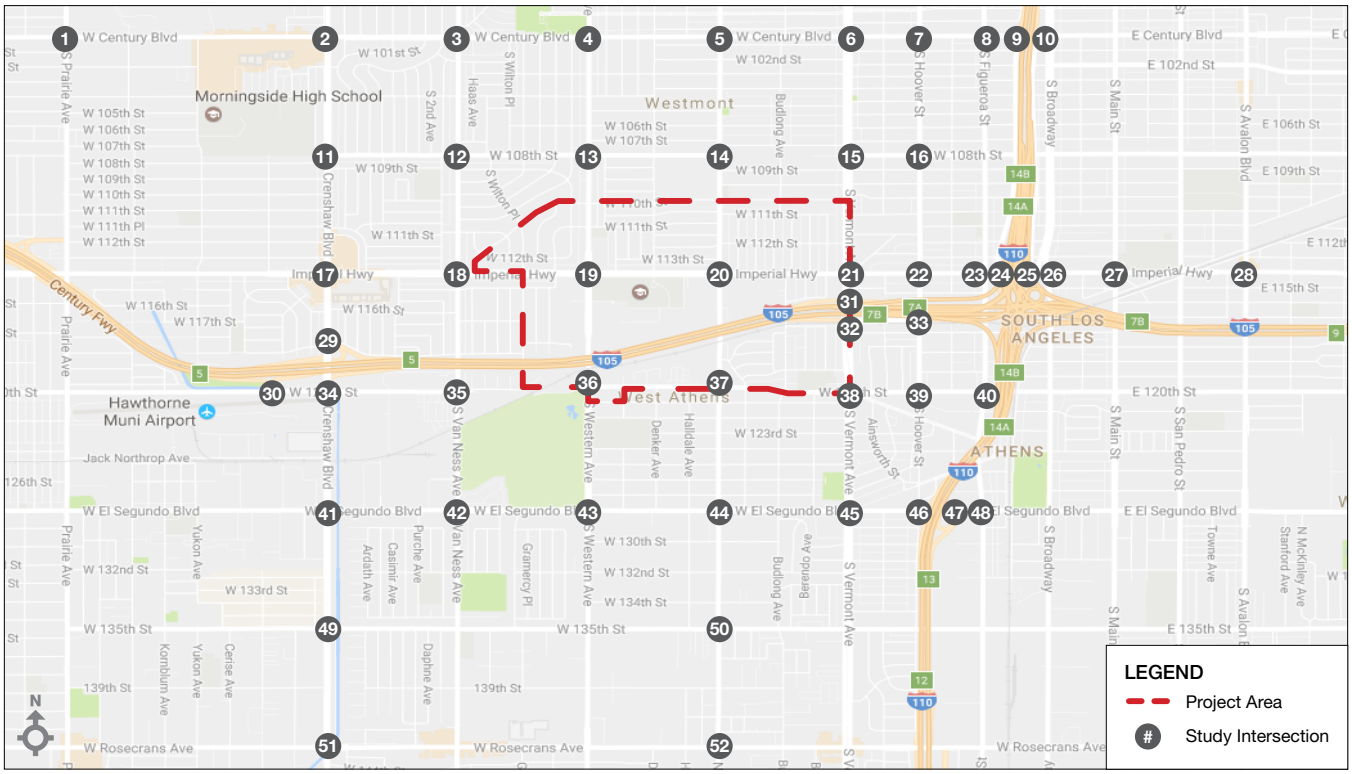


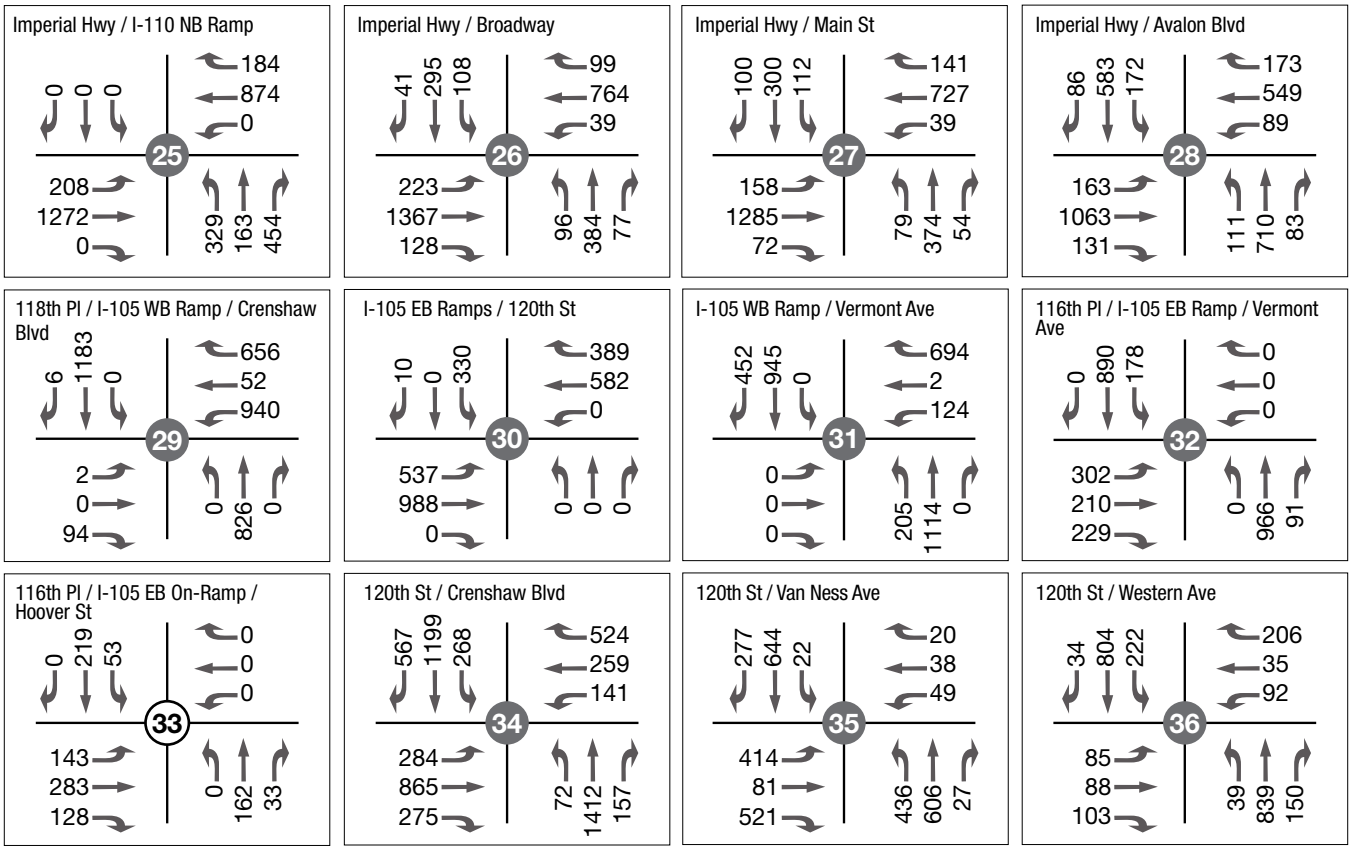


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 7.2: EXISTING YEAR (2017) WITH PROJECT VOLUMES - PM PEAK HOUR

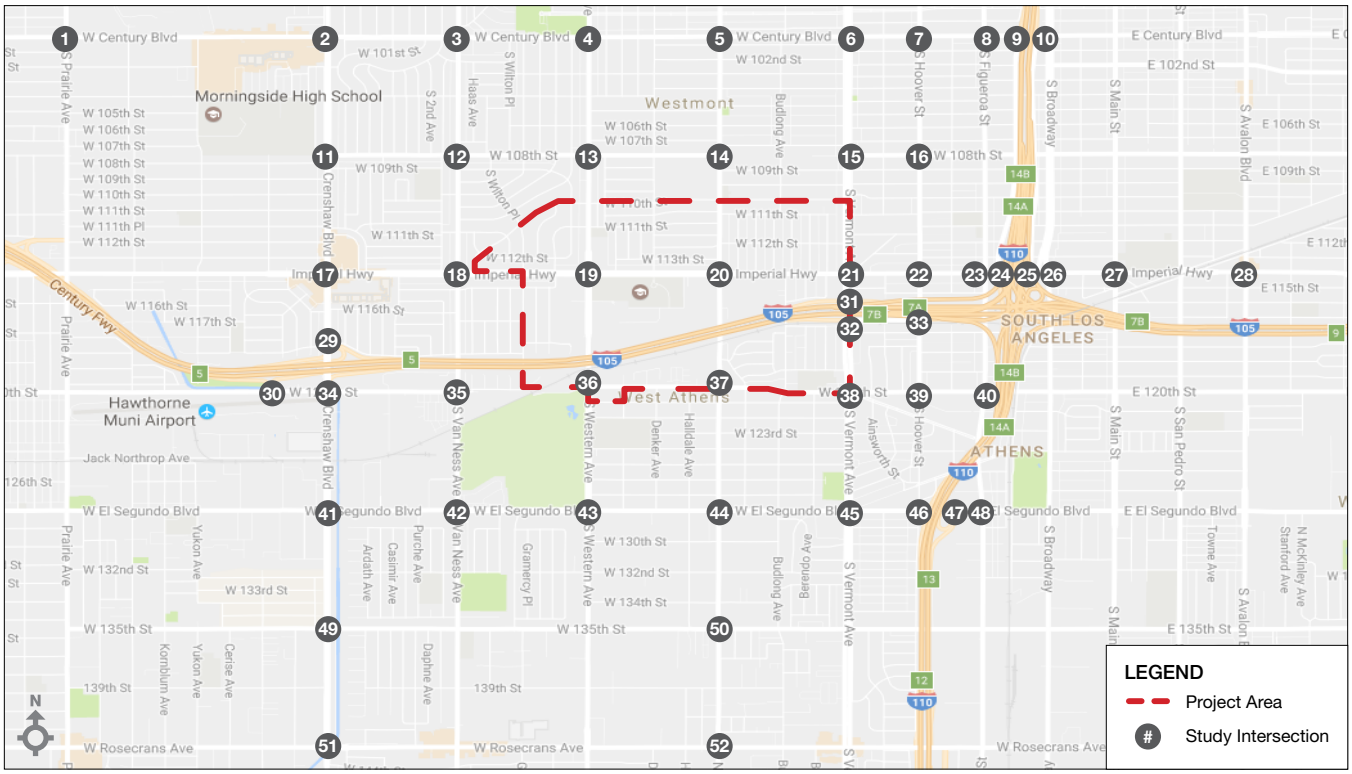


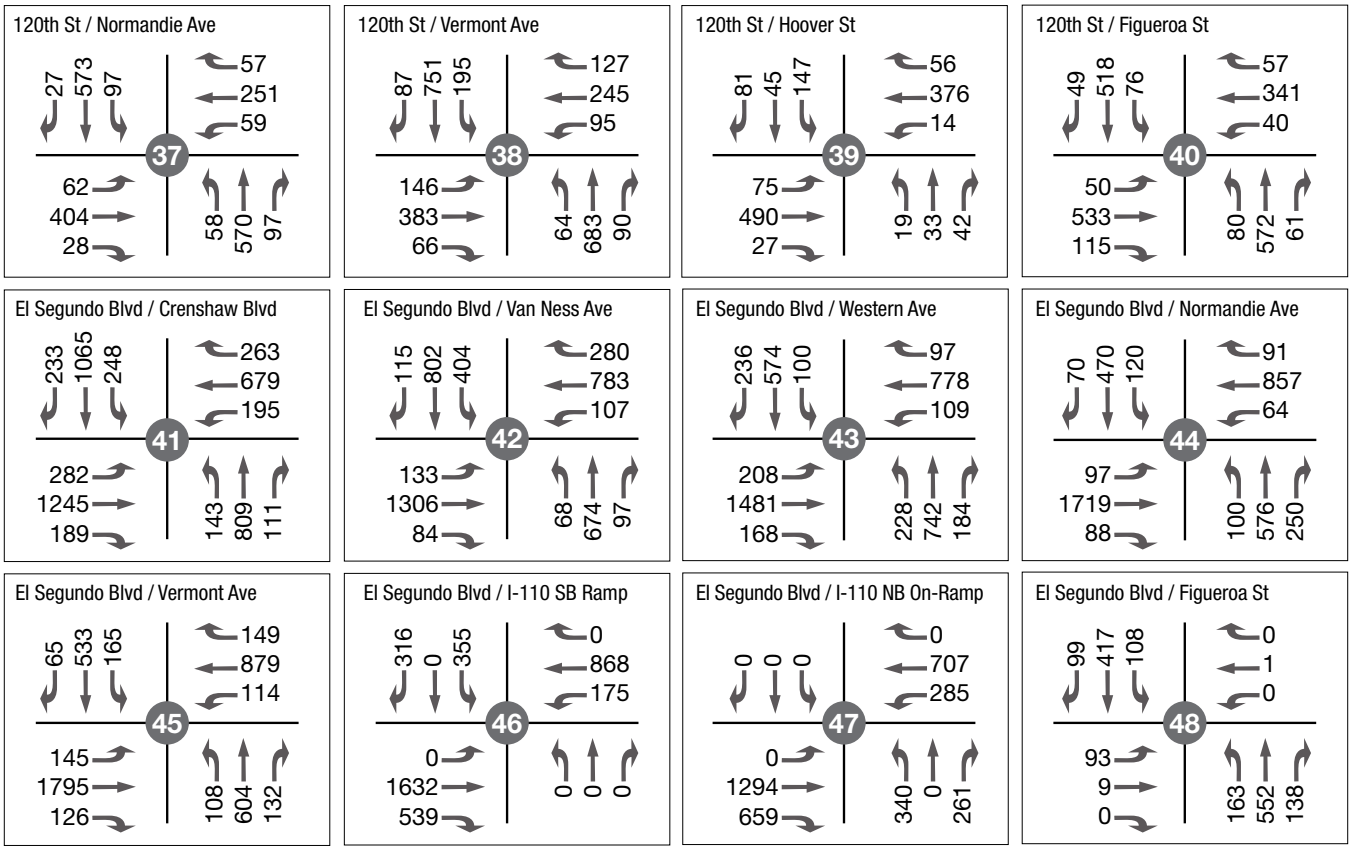


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry

FIGURE 7.2: EXISTING YEAR (2017) WITH PROJECT VOLUMES - PM PEAK HOUR

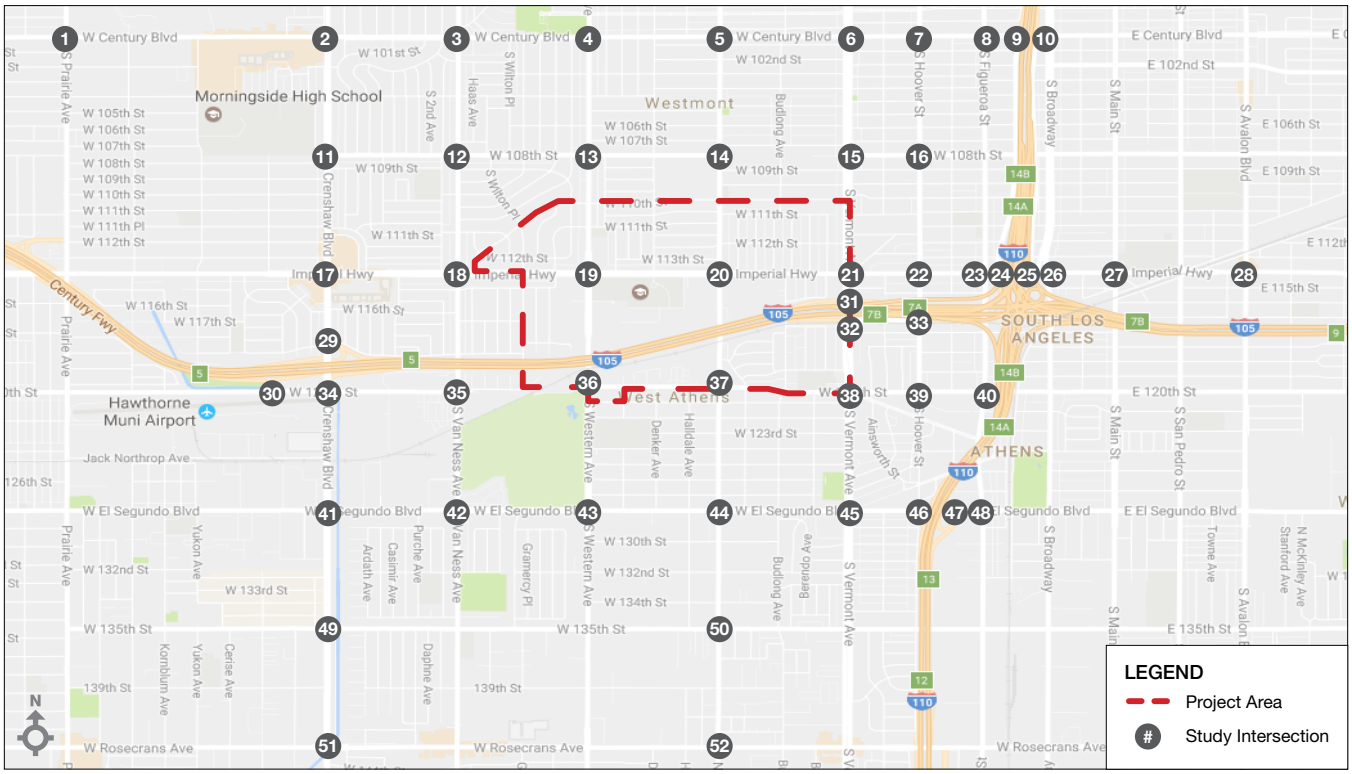


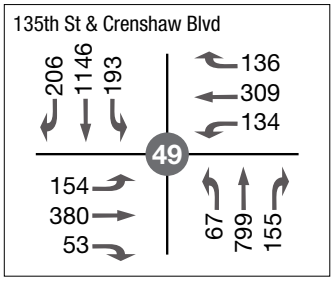


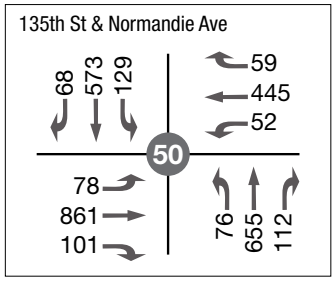
Legend

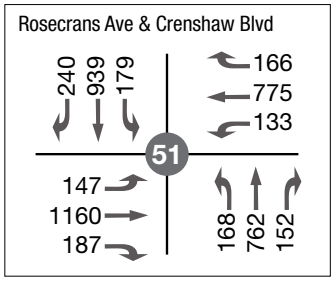
Signalized Intersection Unsignalized Intersection Lane Geometry

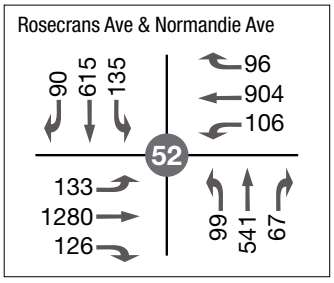
FIGURE 7.2: EXISTING YEAR (2017) WITH PROJECT VOLUMES - PM PEAK HOUR











Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

TABLE 7.4: EXISTING YEAR (2017) WITH PROJECT INTERSECTION LOS

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	AM		PM	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.669	B	0.682	B
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.501	A	0.681	B
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.838	D	0.828	D
4	Century / Western	County of Los Angeles	ICU	Signalized	0.796	C	0.766	C
5	Century / Normandie	County of Los Angeles	ICU	Signalized	0.891	D	0.864	D
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.674	B	0.595	A
		County of Los Angeles	ICU	Signalized	0.667	B	0.597	A
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.519	A	0.435	A
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.812	D	0.699	B
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.349	A	0.360	A
		Caltrans	HCM	Signalized	12.3	B	12.7	B
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.445	A	0.343	A
		Caltrans	HCM	Signalized	13.9	B	12.0	B
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.548	A	0.523	A
12	108th / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.686	B	0.684	B
13	108th / Western	County of Los Angeles	ICU	Signalized	0.708	C	0.669	B
14	108th / Normandie	County of Los Angeles	ICU	Signalized	0.602	B	0.516	A
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.488	A	0.410	A
		County of Los Angeles	ICU	Signalized	0.551	A	0.478	A
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.454	A	0.246	A
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.720	C	**0.926**	**E**
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / City of Hawthorne [a]	ICU	Signalized	0.797	C	0.849	D
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	**0.908**	**E**	0.887	D
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.880	D	0.802	D
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.777	C	0.770	C
		County of Los Angeles	ICU	Signalized	0.756	C	0.748	C
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.409	A	0.410	A
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.776	C	0.755	C
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.638	B	0.541	A
		Caltrans	HCM	Signalized	20.0	B	21.7	C
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.478	A	0.612	B
		Caltrans	HCM	Signalized	21.7	C	18.2	B
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.600	A	0.509	A
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.573	A	0.679	B
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.723	C	0.765	C
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	**2.015**	**F**	0.751	C
		Caltrans	HCM	Signalized	15.9	B	21.1	C
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.814	D	0.752	C
		Caltrans	HCM	Signalized	30.0	C	28.2	C
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	**0.928**	**E**	0.848	D
		County of Los Angeles	ICU	Signalized	0.833	D	0.667	B
		Caltrans	HCM	Signalized	32.9	C	23.4	C
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.523	A	0.431	A
		County of Los Angeles	ICU	Signalized	0.872	D	0.481	A
		Caltrans	HCM	Signalized	20.3	C	16.2	B
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	14.5	B	14.0	B
		Caltrans	HCM	AWSC	14.5	B	14.0	B
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.795	C	0.781	C
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.023**	**F**	0.895	D

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	AM		PM	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
36	120th / Western	County of Los Angeles	ICU	Signalized	0.814	D	0.683	D
37	120th / Normandie	County of Los Angeles	ICU	Signalized	0.675	B	0.521	B
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.539	A	0.501	A
		County of Los Angeles	ICU	Signalized	0.599	A	0.563	A
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.577	A	0.397	A
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.580	A	0.544	A
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.833	D	0.844	D
		City of Gardena	ICU	Signalized	0.833	D	0.844	D
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.048**	**F**	**0.950**	**F**
		City of Gardena	ICU	Signalized	**1.048**	**F**	**0.950**	**F**
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	**0.908**	**E**	0.824	D
		City of Gardena	ICU	Signalized	**0.908**	**E**	0.824	D
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.886	D	0.850	D
		City of Gardena	ICU	Signalized	0.886	D	0.850	D
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.790	C	0.715	C
		County of Los Angeles	ICU	Signalized	0.765	C	0.700	B
		City of Gardena	ICU	Signalized	0.765	C	0.700	B
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.810	D	0.688	B
		Caltrans	HCM	Signalized	**47.8**	**D**	26.2	C
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.638	B	0.765	C
		Caltrans	HCM	Signalized	20.9	C	26.3	C
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.465	A	0.681	B
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.813	D	0.709	C
		City of Gardena	ICU	Signalized	0.813	D	0.709	C
50	135th / Normandie	City of Gardena	ICU	Signalized	0.773	C	0.718	C
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.762	C	0.814	D
		City of Gardena	ICU	Signalized	0.762	C	0.814	D
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.746	C	0.741	C

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

TABLE 7.5: EXISTING YEAR (2017) WITH PROJECT SIGNIFICANT IMPACT TABLE – AM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.664	B	0.669	B	0.005	No
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.563	A	0.501	A	-0.062	No
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.826	D	0.838	D	0.012	No
4	Century / Western	County of Los Angeles	ICU	Signalized	0.787	C	0.796	C	0.009	No
5	Century / Normandie	County of Los Angeles	ICU	Signalized	0.881	D	0.891	D	0.010	No
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.672	B	0.674	B	0.002	No
		County of Los Angeles	ICU	Signalized	0.665	B	0.667	B	0.002	No
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.517	A	0.519	A	0.002	No
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.810	D	0.812	D	0.002	No
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.347	A	0.349	A	0.002	No
		Caltrans	HCM	Signalized	12.3	B	12.3	B	0.0	No
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.443	A	0.445	A	0.002	No
		Caltrans	HCM	Signalized	14.0	B	13.9	B	-0.1	No
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.547	A	0.548	A	0.001	No
12	108th / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.681	B	0.686	B	0.005	No
13	108th / Western	County of Los Angeles	ICU	Signalized	0.695	B	0.708	C	0.013	No
14	108th / Normandie	County of Los Angeles	ICU	Signalized	0.595	A	0.602	B	0.007	No
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.487	A	0.488	A	0.001	No
		County of Los Angeles	ICU	Signalized	0.550	A	0.551	A	0.001	No
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.454	A	0.454	A	0.000	No
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.720	C	0.004	No
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / City of Hawthorne [a]	ICU	Signalized	0.787	C	0.797	C	0.010	No
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.848	D	**0.908**	**E**	0.060	Yes
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.842	D	0.880	D	0.038	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.699	B	0.777	C	0.078	No
		County of Los Angeles	ICU	Signalized	0.689	B	0.756	C	0.067	Yes
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.391	A	0.409	A	0.018	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.776	C	0.029	No
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.489	A	0.638	B	0.149	No
		Caltrans	HCM	Signalized	19.9	B	20.0	B	0.1	No
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.465	A	0.478	A	0.013	No
		Caltrans	HCM	Signalized	21.0	C	21.7	C	0.7	No
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.600	A	0.600	A	0.000	No
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.573	A	0.573	A	0.000	No
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.723	C	0.723	C	0.000	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	**1.971**	**F**	**2.015**	**F**	0.044	Yes
		Caltrans	HCM	Signalized	14.5	B	15.9	B	1.4	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.798	C	0.814	D	0.016	No
		Caltrans	HCM	Signalized	29.2	C	30.0	C	0.8	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.847	D	**0.928**	**E**	0.081	Yes
		County of Los Angeles	ICU	Signalized	0.781	C	0.833	D	0.052	Yes
		Caltrans	HCM	Signalized	26.6	C	32.9	C	6.3	No
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.541	A	0.523	A	-0.018	No
		County of Los Angeles	ICU	Signalized	**0.944**	**E**	0.872	D	-0.072	No
		Caltrans	HCM	Signalized	19.8	B	20.3	C	0.5	No
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	CMA	AWSC	14.2	B	14.5	B	0.300	No
		Caltrans	HCM	AWSC	14.2	B	14.5	B	0.3	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.769	C	0.795	C	0.026	No
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.021**	**F**	**1.023**	**F**	0.002	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
36	120th / Western	County of Los Angeles	ICU	Signalized	0.760	C	0.814	D	0.054	Yes
37	120th / Normandie	County of Los Angeles	ICU	Signalized	0.657	B	0.675	B	0.018	No
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.519	A	0.539	A	0.020	No
		County of Los Angeles	ICU	Signalized	0.580	A	0.599	A	0.019	No
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.577	A	0.577	A	0.000	No
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.580	A	0.580	A	0.000	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.831	D	0.833	D	0.002	No
		City of Gardena	ICU	Signalized	0.831	D	0.833	D	0.002	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.042**	**F**	**1.048**	**F**	0.006	No
		City of Gardena	ICU	Signalized	**1.042**	**F**	**1.048**	**F**	0.006	No
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.884	D	**0.908**	**E**	0.024	Yes
		City of Gardena	ICU	Signalized	0.884	D	**0.908**	**E**	0.024	Yes
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.861	D	0.886	D	0.025	Yes
		City of Gardena	ICU	Signalized	0.861	D	0.886	D	0.025	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.775	C	0.790	C	0.015	No
		County of Los Angeles	ICU	Signalized	0.752	C	0.765	C	0.013	No
		City of Gardena	ICU	Signalized	0.752	C	0.765	C	0.013	No
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.802	D	0.810	D	0.008	No
		Caltrans	HCM	Signalized	**46.4**	**D**	**47.8**	**D**	1.4	No
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.621	B	0.638	B	0.017	No
		Caltrans	HCM	Signalized	20.2	C	20.9	C	0.7	No
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.514	A	0.465	A	-0.049	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.811	D	0.813	D	0.002	No
		City of Gardena	ICU	Signalized	0.811	D	0.813	D	0.002	No
50	135th / Normandie	City of Gardena	ICU	Signalized	0.770	C	0.773	C	0.003	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.757	C	0.762	C	0.005	No
		City of Gardena	ICU	Signalized	0.757	C	0.762	C	0.005	No
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.733	C	0.746	C	0.013	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

TABLE 7.6: EXISTING YEAR (2017) WITH PROJECT SIGNIFICANT IMPACT TABLE – PM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.678	B	0.682	B	0.004	No
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.768	C	0.681	B	-0.087	No
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.819	D	0.828	D	0.009	No
4	Century / Western	County of Los Angeles	ICU	Signalized	0.758	C	0.766	C	0.008	No
5	Century / Normandie	County of Los Angeles	ICU	Signalized	0.854	D	0.864	D	0.010	No
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.590	A	0.595	A	0.005	No
		County of Los Angeles	ICU	Signalized	0.594	A	0.597	A	0.003	No
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.433	A	0.435	A	0.002	No
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.697	B	0.699	B	0.002	No
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.358	A	0.360	A	0.002	No
		Caltrans	HCM	Signalized	12.7	B	12.7	B	0.0	No
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.341	A	0.343	A	0.002	No
		Caltrans	HCM	Signalized	12.0	B	12.0	B	0.0	No
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.518	A	0.523	A	0.005	No
12	108th / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.679	B	0.684	B	0.005	No
13	108th / Western	County of Los Angeles	ICU	Signalized	0.658	B	0.669	B	0.011	No
14	108th / Normandie	County of Los Angeles	ICU	Signalized	0.515	A	0.516	A	0.001	No
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.403	A	0.410	A	0.007	No
		County of Los Angeles	ICU	Signalized	0.472	A	0.478	A	0.006	No
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.246	A	0.246	A	0.000	No
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.846	D	**0.926**	**E**	0.080	Yes
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / City of Hawthorne [a]	ICU	Signalized	0.842	D	0.849	D	0.007	No
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.839	D	0.887	D	0.048	Yes
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.758	C	0.802	D	0.044	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.720	C	0.770	C	0.050	Yes
		County of Los Angeles	ICU	Signalized	0.706	C	0.748	C	0.042	Yes
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.385	A	0.410	A	0.025	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.714	C	0.755	C	0.041	Yes
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.515	A	0.541	A	0.026	No
		Caltrans	HCM	Signalized	22.2	C	21.7	C	-0.5	No
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.562	A	0.612	B	0.050	No
		Caltrans	HCM	Signalized	16.7	B	18.2	B	1.5	No
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.509	A	0.509	A	0.000	No
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.679	B	0.679	B	0.000	No
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.765	C	0.765	C	0.000	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.724	C	0.751	C	0.027	No
		Caltrans	HCM	Signalized	19.8	B	21.1	C	1.3	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.733	C	0.752	C	0.019	No
		Caltrans	HCM	Signalized	26.5	C	28.2	C	1.7	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.816	D	0.848	D	0.032	Yes
		County of Los Angeles	ICU	Signalized	0.638	B	0.667	B	0.029	No
		Caltrans	HCM	Signalized	21.9	C	23.4	C	1.5	No
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.419	A	0.431	A	0.012	No
		County of Los Angeles	ICU	Signalized	0.471	A	0.481	A	0.010	No
		Caltrans	HCM	Signalized	16.0	B	16.2	B	0.2	No
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	12.8	B	14.0	B	1.200	No
		Caltrans	HCM	AWSC	12.8	B	14.0	B	1.2	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.774	C	0.781	C	0.007	No
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	0.888	D	0.895	D	0.007	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
36	120th / Western	County of Los Angeles	ICU	Signalized	0.650	B	0.683	D	0.033	No
37	120th / Normandie	County of Los Angeles	ICU	Signalized	0.507	A	0.521	B	0.014	No
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.500	A	0.501	A	0.001	No
		County of Los Angeles	ICU	Signalized	0.563	A	0.563	A	0.000	No
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.397	A	0.397	A	0.000	No
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.544	A	0.544	A	0.000	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.839	D	0.844	D	0.005	No
		City of Gardena	ICU	Signalized	0.839	D	0.844	D	0.005	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**0.949**	**E**	**0.950**	**E**	0.001	No
		City of Gardena	ICU	Signalized	**0.949**	**E**	**0.950**	**E**	0.001	No
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.806	D	0.824	D	0.018	No
		City of Gardena	ICU	Signalized	0.806	D	0.824	D	0.018	No
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.834	D	0.850	D	0.016	No
		City of Gardena	ICU	Signalized	0.834	D	0.850	D	0.016	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.699	B	0.715	C	0.016	No
		County of Los Angeles	ICU	Signalized	0.686	B	0.700	B	0.014	No
		City of Gardena	ICU	Signalized	0.686	B	0.700	B	0.014	No
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.676	B	0.688	B	0.012	No
		Caltrans	HCM	Signalized	25.1	C	26.2	C	1.1	No
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.762	C	0.765	C	0.003	No
		Caltrans	HCM	Signalized	26.1	C	26.3	C	0.2	No
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.678	B	0.681	B	0.003	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.709	C	0.709	C	0.000	No
		City of Gardena	ICU	Signalized	0.709	C	0.709	C	0.000	No
50	135th / Normandie	City of Gardena	ICU	Signalized	0.718	C	0.718	C	0.000	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.810	D	0.814	D	0.004	No
		City of Gardena	ICU	Signalized	0.810	D	0.814	D	0.004	No
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.733	C	0.741	C	0.008	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

7.4 CMP MONITORING STATION ANALYSIS

The CMP monitoring station analysis results for the AM and PM peak hours are summarized in Table 7.7 and Table 7.8, respectively. The analysis was performed in accordance with the methodology outlined in Section 3.5.2. An unacceptable LOS (LOS F) is observed at the following locations:

- I-105 at Western Avenue
- I-110 at Manchester Avenue

No significant impacts are expected due to the addition of project traffic.

7.5 FREEWAY MAINLINE ANALYSIS

The freeway mainline analysis results for the AM and PM peak hours are summarized in Table 7.9 and Table 7.10, respectively. The analysis was conducted using the methodology and settings outlined in Section 3.5.1. All freeway segments are anticipated to operate at an unacceptable level of service (LOS D or worse). A significant impact is expected to occur at the following locations due to the onset of project traffic:

- I-105 at Wilmington Avenue
- I-110 at Manchester Avenue
- I-110 north of I-105 (at 110th Street)
- I-110 south of I-105 (at 126th Street)
- I-110 at 135th Street

7.6 FREEWAY ON-RAMP QUEUE ANALYSIS

In response to a request by Caltrans, a queue analysis for left-turns at freeway on-ramps was conducted. Table 7.11 summarizes the storage capacities and projected queue lengths. The freeway on-ramp locations listed below are anticipated to experience queues such that the measured storage length is exceeded for left-turns; additional storage deficiencies are not expected as a result of the addition of project traffic when compared to the Existing Year (2017) No Project scenario.

- I-110 SB On-Ramp at Imperial Highway
- I-105 EB On-Ramp at 120th Street
- I-105 WB On-Ramp at Vermont Avenue
- I-105 EB On-Ramp at Vermont Avenue*
- I-110 NB On-Ramp at El Segundo Boulevard

* It should be noted that the on-ramp is not located at this intersection, however it does serve as the primary access point for I-105 in the eastbound direction.

7.7 FREEWAY OFF-RAMP QUEUE ANALYSIS

Per Caltrans traffic study guidelines, a queue analysis for freeway off-ramps at study intersections is provided. Table 7.12 summarizes the storage capacities and queue lengths expected for these off-ramps. All freeway off-ramps are expected to provide sufficient storage capacity such that the 85% storage capacity is not exceeded with the addition of project traffic.

7.8 VEHICLE MILES TRAVELED (VMT) ANALYSIS

VMT calculations were prepared based on the land use characteristics in the Existing Year (2017) With Project scenario; project-related changes in land uses were calculated using the land use existing and proposed zoning outlined in Section 2.2 and Section 2.3, respectively. A summary of the following scenarios is presented in Table 7.13 and Table 7.14:

- Existing Year (2017) w/ Project
- Existing Year (2017) w/ Project + Pass-By and Internal Capture Reductions

TABLE 7.7: EXISTING YEAR (2017) WITH PROJECT CMP MONITORING STATION ANALYSIS – AM PEAK HOUR

ID	Freeway	Segment	Station	Direction	Lanes	Capacity	Existing Year (2017) No Project			Project Trips	Existing Year (2017) With Project			Change in V/C	Significant Impact?
							Peak Hour Volume	V/C	LOS		Peak Hour Volume	V/C	LOS		
2	I-105	at Western Avenue	1042	EB	4	8,000	6,434	0.804	D	79	6,513	0.814	D	0.010	No
				WB	4	8,000	7,793	0.974	E	18	7,811	0.976	E	0.002	No
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	4	8,000	6,999	0.875	D	13	7,012	0.876	D	0.002	No
				WB	4	8,000	5,949	0.744	C	55	6,004	0.751	C	0.007	No
6	I-110	at Manchester Avenue	1046	NB	4	8,000	8,482	**1.060**	**F(0)**	22	8,504	**1.063**	**F(0)**	0.003	No
				SB	4	8,000	10,334	**1.292**	**F(1)**	95	10,429	**1.304**	**F(1)**	0.012	No

Bold and shaded = Unacceptable evel of service (LOS F).

TABLE 7.8: EXISTING YEAR (2017) WITH PROJECT CMP MONITORING STATION ANALYSIS – PM PEAK HOUR

ID	Freeway	Segment	Station	Direction	Lanes	Capacity	Existing Year (2017) No Project			Project Trips	Existing Year (2017) With Project			Change in V/C	Significant Impact?
							Peak Hour Volume	V/C	LOS		Peak Hour Volume	V/C	LOS		
2	I-105	at Western Avenue	1042	EB	4	8,000	8,219	**1.027**	**F(0)**	1	8,220	**1.028**	**F(0)**	0.000	No
				WB	4	8,000	7,749	0.969	E	70	7,819	0.977	E	0.009	No
4	I-105	w/o I-710 (at Harris Avenue)	1043	EB	4	8,000	7,064	0.883	D	49	7,113	0.889	D	0.006	No
				WB	4	8,000	5,717	0.715	C	1	5,718	0.715	C	0.000	No
6	I-110	at Manchester Avenue	1046	NB	4	8,000	9,325	**1.166**	**F(0)**	84	9,409	**1.176**	**F(0)**	0.011	No
				SB	4	8,000	11,379	**1.422**	**F(2)**	1	11,380	**1.423**	**F(2)**	0.000	No

Bold and shaded = Unacceptable evel of service (LOS F).

TABLE 7.9: EXISTING YEAR (2017) WITH PROJECT FREEWAY MAINLINE ANALYSIS SUMMARY – AM PEAK HOUR

ID	Freeway	Location	Direction	Existing Year (2017) No Project		Project Trips	Existing Year (2017) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
1	I-105	at Hawthorne Boulevard	EB	23.2	C	55	23.5	C	0.3	No
			WB	22.3	C	13	22.4	C	0.1	No
2	I-105	at Western Avenue	EB	**26.9**	**D**	79	**27.5**	**D**	0.6	No
			WB	25.7	C	18	25.8	C	0.1	No
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**	32	**OVR**	**F**	-	No
			WB	**45.0**	**F**	143	**45.0**	**F**	0	**Yes**
4	I-105	w/o I-710 (Harris Avenue)	EB	**31.8**	**D**	13	**32.0**	**D**	0.2	No
			WB	24.7	C	55	25.0	C	0.3	No
5	I-110	s/o I-10 (at Adams Boulevard)	NB	21.3	C	13	21.4	C	0.1	No
			SB	**30.5**	**D**	55	**30.9**	**D**	0.4	No
6	I-110	at Manchester Avenue	NB	**OVR**	**F**	22	**OVR**	**F**	-	No
			SB	**45.0**	**F**	95	**45.0**	**F**	0	**Yes**
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**	31	**OVR**	**F**	-	No
			SB	**31.6**	**D**	135	**32.4**	**D**	0.8	No
8	I-110	s/o I-105 (at 126th Street)	NB	**33.1**	**D**	95	**33.8**	**D**	0.7	No
			SB	**45.0**	**F**	22	**45.0**	**F**	0	No
9	I-110	at 135th Street	NB	**30.5**	**D**	79	**31.0**	**D**	0.5	No
			SB	**45.0**	**F**	18	**45.0**	**F**	0	No
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	**26.8**	**D**	55	**27.0**	**D**	0.2	No
			SB	24.6	C	13	24.6	C	0	No

Bold and shaded = Unacceptable evel of service (LOS D or w orse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 7.10: EXISTING YEAR (2017) WITH PROJECT FREEWAY MAINLINE ANALYSIS SUMMARY – PM PEAK HOUR

ID	Freeway	Location	Direction	Existing Year (2017) No Project		Project Trips	Existing Year (2017) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
1	I-105	at Hawthorne Boulevard	EB	**33.9**	**D**	1	**33.9**	**D**	0	No
			WB	22.2	C	49	22.4	C	0.2	No
2	I-105	at Western Avenue	EB	**44.2**	**E**	1	**44.2**	**E**	0	No
			WB	25.6	C	70	25.9	C	0.3	No
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**	127	**OVR**	**F**	-	**Yes**
			WB	**45.0**	**F**	2	**45.0**	**F**	0	No
4	I-105	w/o I-710 (Harris Avenue)	EB	**32.5**	**D**	49	**32.8**	**D**	0.3	No
			WB	23.5	C	1	23.5	C	0	No
5	I-110	s/o I-10 (at Adams Boulevard)	NB	23.8	C	49	24.0	C	0.2	No
			SB	**30.0**	**D**	1	**30.0**	**D**	0	No
6	I-110	at Manchester Avenue	NB	**OVR**	**F**	84	**OVR**	**F**	-	**Yes**
			SB	**45.0**	**F**	1	**45.0**	**F**	0	No
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**	120	**OVR**	**F**	-	**Yes**
			SB	**34.0**	**D**	2	**34.0**	**D**	0	No
8	I-110	s/o I-105 (at 126th Street)	NB	**31.4**	**D**	1	**31.4**	**D**	0	No
			SB	**45.0**	**F**	84	**45.0**	**F**	0	**Yes**
9	I-110	at 135th Street	NB	**29.0**	**D**	1	**29.0**	**D**	0	No
			SB	**44.4**	**E**	70	**45.0**	**F**	0.6	**Yes**
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	20.9	C	1	20.9	C	0	No
			SB	**29.4**	**D**	49	**29.7**	**D**	0.3	No

Bold and shaded = Unacceptable evel of service (LOS D or w orse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 7.11: EXISTING YEAR (2017) WITH PROJECT ON-RAMP QUEUE ANALYSIS

ID	Ramp	Cross Street	Pocket Length (ft) [a]	Ramp Turn Lanes at Intersection				AM Queue		PM Queue		Queue Exceeds Storage?	
				Direction	Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM
10	I-110 NB On-Ramp	Century Boulevard	220	EB	2 [b]	Left	160	50	50	74	74	No	No
						Left	220	50		74			
24	I-110 SB On-Ramp	Imperial Highway	120	WB	1	Left	120	254	254	193	193	Yes	Yes
30	I-105 EB On-Ramp	120th Street	200	EB	1	Left	200	366	366	493	493	Yes	Yes
31	I-105 WB On-Ramp	Vermont Avenue	200	NB	1	Left	200	378	378	190	190	Yes	No
32	I-105 EB On-Ramp*	Vermont Avenue	200	SB	1	Left	200	204	204	149	149	Yes	No
33	I-105 EB On-Ramp	Hoover Street	90	SB	1	Left	90	70	70	8	8	No	No
46	I-110 SB On-Ramp	El Segundo Boulevard	240	WB	1	Left	240	217	217	168	168	No	No
47	I-110 NB On-Ramp	El Segundo Boulevard	250	WB	1	Left	250	124	124	313	313	No	Yes

*On-ramp is not located at intersection, but is the primary route for which traffic accesses the designated ramp. [a] = Length measured from scaled aerial images. [b] = Approach consists of one left-turn pocket and one left-turn lane; pocket length and lane length to downstream intersection where cars may queue uninterrupted are provided.

TABLE 7.12: EXISTING YEAR (2017) WITH PROJECT OFF-RAMP QUEUE ANALYSIS

ID	Ramp	Cross Street	Ramp Length (ft) [a]	85% Ramp Length (ft)	85% Ramp Length (ft)	Ramp Turn Lanes at Intersection			AM Queue		PM Queue		Queue Exceeds 85% Storage?	
						Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM
9	I-110 Southbound Off-Ramp	Century Boulevard	850	723	725	3	Left	725	91	91	115	115	No	No
							Left/Through/Right	250	87		113			
							Right	250	47		65			
25	I-110 Northbound Off-Ramp	Imperial Highway	2,000	1,700	1,700	3	Left	1,700	330	361	185	245	No	No
							Left/Through/Right	280	361		245			
							Right	280	145		156			
29	I-105 Westbound Off-Ramp	Crenshaw Boulevard	1,300	1,105	1,100	3	Left	1,140	118	121	331	397	No	No
							Left/Through/Right*	1,140	121		397			
							Right	525	58		242			
30	I-105 Eastbound Off-Ramp	120th Street	1,500	1,275	1,300	3	Left*	1,300	284	284	132	132	No	No
							Left	1,000	284		132			
							Right	425	15		14			
31	I-105 Westbound Off-Ramp	Vermont Avenue	1,150	978	980	2	Left/Through/Right	980	369	369	313	313	No	No
							Right	750	303		272			
32	I-105 Eastbound Off-Ramp	Vermont Avenue	1,120	952	950	3	Left	950	207	232	162	173	No	No
							Left/Through/Right	420	232		173			
							Right	420	57		86			
46	I-110 Southbound Off-Ramp	El Segundo Bouldevard	875	744	740	3	Left	740	145	291	140	140	No	No
							Left/Right	450	291		116			
							Right	150	270		89			
47	I-110 Northbound Off-Ramp	El Segundo Bouldevard	1,400	1190	1,200	2	Left	1,200	297	297	189	189	No	No
							Left/Right	500	297		189			

*Lane continues on freeway mainline as its own lane; length shown is to gore point of lane or adjacent lane. [a] = Length measured from scaled aerial images.

TABLE 7.13: EXISTING YEAR (2017) WITH PROJECT VMT SUMMARY

Land Use	Average Daily Trip Rate			Annual VMT	Population / Employees	Annual VMT Per Capita
	Weekday	Saturday	Sunday			
Single - Family	14,765.52	15,370.41	13,369.62	**50,069,882**	**4,654**	**10,758**
Multi - Family	21,100.45	20,275.47	18,593.78	**70,477,049**	**9,708**	**7,260**
General Office Building	29,167.74	6,505.22	2,776.62	**71,387,807**	**1,449**	**49,267**
Specialty Retail Center	36,814.41	34,920.53	16,970.18	**64,134,514**	**3,765**	**17,034**
Total	**101,848.12**	**77,071.63**	**51,710.20**	**256,069,252**	**19,576**	**13,081**

TABLE 7.14: EXISTING YEAR (2017) WITH PROJECT + PASS-BY, INTERNAL CAPTURE, AND PROJECT DESIGN FEATURE REDUCTIONS VMT SUMMARY

Land Use	Average Daily Trip Rate			Annual VMT	Population / Employees	Annual VMT Per Capita
	Weekday	Saturday	Sunday			
Single - Family	12,460.62	12,971.09	11,282.62	**42,253,973**	**4,654**	**9,079**
Multi - Family	17,806.67	17,110.47	15,691.29	**59,475,582**	**9,708**	**6,126**
General Office Building	24,360.89	5,433.16	2,319.03	**59,623,096**	**1,449**	**41,148**
Specialty Retail Center	27,224.26	25,823.73	12,549.45	**47,427,473**	**3,765**	**12,597**
Total	**81,852.44**	**61,338.45**	**41,842.39**	**208,780,125**	**19,576**	**10,665**

8 FUTURE YEAR (2035) WITH PROJECT

This section presents the ADT, peak hour link analysis, queue analysis, freeway mainline analysis, and intersection LOS analysis for the Future Year (2035) With Project scenario. The scenario is based on the addition of project traffic proposed as part of the West Athens-Westmont TOD Specific Plan described in Section 2. Associated lane geometries and controls are consistent with those used in the Future Year (2035) No Project scenario.

8.1 AVERAGE DAILY TRAFFIC

The average daily traffic for selected links generated by the project as well as in the Future Year (2035) No Project and Future Year (2035) With Project scenarios are presented in Table 8.1.

TABLE 8.1: FUTURE YEAR (2035) WITH PROJECT ROADWAY SEGMENT SUMMARY

ID	Segment	Future Year (2035) No Project	Project ADT	Future Year (2035) With Project
1	Century Blvd between Prairie Ave and Crenshaw Blvd	30,424	206	30,630
2	Century Blvd between Western Ave and Normandie Ave	30,780	104	30,884
3	Century Blvd between Hoover St and Figueroa St	33,838	104	33,942
4	Van Ness Ave between Century Blvd and 108th St	20,648	206	20,854
5	Normandie Ave between Century Blvd and 108th St	24,529	310	24,839
6	108th St between Van Ness Ave and Western Ave	9,032	0	9,032
7	Crenshaw Blvd between 108th St and Imperial Hwy	33,206	310	33,516
8	Western Ave between 108th St and Imperial Hwy	28,427	518	28,945
9	Vermont Ave between 108th St and Imperial Hwy	37,286	518	37,804
10	Imperial Hwy between Prairie Ave and Crenshaw Blvd	30,829	518	31,347
11	Imperial Hwy between Van Ness Ave and Western Ave	34,595	2,688	37,283
12	Imperial Hwy between Normandie Ave and Vermont Ave	35,345	2,120	37,465
13	Imperial Hwy between Hoover St and Figueroa St	35,827	1,344	37,171
14	Imperial Hwy between Main St and San Pedro St	30,536	0	30,536
15	Van Ness Ave between Imperial Hwy and 120th St	23,994	104	24,098
16	Normandie Ave between Imperial Hwy and 120th St	18,568	594	19,162
17	120th St between Normandie Avenue and Vermont Ave	10,883	930	11,813
18	Crenshaw Blvd between 120th St and El Segundo Blvd	45,385	206	45,591
19	Western Ave between 120th St and El Segundo Blvd	25,310	1,138	26,448
20	Vermont Ave between 120th St and El Segundo Blvd	21,387	414	21,801
21	El Segundo Blvd between Van Ness Ave and Western Ave	42,496	310	42,806
22	El Segundo Blvd between Normandie Ave and Vermont Ave	40,876	620	41,496
23	Normandie Ave between El Segundo Blvd and 135th St	19,746	518	20,264
24	Crenshaw Blvd between 135th St and Rosecrans Ave	32,730	207	32,937

8.2 PEAK HOUR LINK LEVEL OF SERVICE

AM and PM peak hour link analyses are presented in Table 8.2 and 8.3, respectively. The peak hour link volumes are derived from the turning movement volumes; more specifically, the arriving and departing volumes between two intersections that the link of interest joins. In the event that the departures of one intersection did not equal the arrivals of the second intersection, an average of the two volumes was taken to be the link volume experienced. A loss, or even gain, in volumes between two intersections is not uncommon, especially in situations where additional intersections or driveways are present between the intersections of interest. The following links are expected to be operate at LOS E or worse:

- El Segundo Boulevard between Van Ness Avenue and Western Avenue
- El Segundo Boulevard between Normandie Avenue and Vermont Avenue

TABLE 8.2: FUTURE YEAR (2035) WITH PROJECT AM PEAK HOUR LINK ANALYSIS

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,091	909	0.682	0.568	B	A
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	816	1,325	0.510	0.828	A	D
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,054	1,666	0.439	0.694	A	B
4	Van Ness Avenue	Century Boulevard	108th Street	Seconday Highway	800	2	2	867	1,028	0.542	0.643	A	B
5	Normandie Avenue	Century Boulevard	108th Street	Seconday Highway	800	3	3	1,036	1,011	0.432	0.421	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	357	548	0.446	0.685	A	B
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,137	1,165	0.474	0.485	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,325	1,222	0.828	0.764	D	C
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,427	1,670	0.595	0.696	A	B
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	816	1,663	0.340	0.693	A	B
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,014	1,809	0.423	0.754	A	C
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	896	1,679	0.373	0.700	A	B
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	977	1,576	0.407	0.657	A	B
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	777	1,338	0.324	0.558	A	A
15	Van Ness Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	935	1,124	0.584	0.703	A	C
16	Normandie Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	972	915	0.608	0.572	B	A
17	120th Street	Normandie Avenue	Vermont Avenue	Seconday Highway	800	2	2	467	716	0.292	0.448	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	2,060	1,138	0.858	0.474	D	A
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	1,075	1,001	0.672	0.626	B	B
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	930	979	0.388	0.408	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,134	2,509	0.473	**1.045**	A	**F**
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	1,040	2,443	0.433	**1.018**	A	**F**
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	774	817	0.484	0.511	A	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Seconday Highway	800	3	3	1,312	1,027	0.547	0.428	A	A

Bold and shaded = Unacceptable LOS.

TABLE 8.3: FUTURE YEAR (2035) WITH PROJECT PM PEAK HOUR LINK ANALYSIS

Link ID	Street	Segment		Class	Capacity per Lane	Number of Lanes		Volumes		V/C Ratio		Level of Service	
		From	To			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Century Boulevard	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	2	2	1,142	986	0.714	0.616	C	B
2	Century Boulevard	Western Avenue	Normandie Avenue	Major Highway	800	2	2	1,277	946	0.798	0.591	C	A
3	Century Boulevard	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,487	1,057	0.620	0.440	B	A
4	Van Ness Avenue	Century Boulevard	108th Street	Seconday Highway	800	2	2	946	820	0.591	0.513	A	A
5	Normandie Avenue	Century Boulevard	108th Street	Seconday Highway	800	3	3	1,031	910	0.430	0.379	A	A
6	108th Street	Van Ness Avenue	Western Avenue	Collector	800	1	1	597	294	0.746	0.368	C	A
7	Crenshaw Boulevard	108th Street	Imperial Highway	Major Highway	800	3	3	1,321	1,104	0.550	0.460	A	A
8	Western Avenue	108th Street	Imperial Highway	Major Highway	800	2	2	1,203	1,069	0.752	0.668	C	B
9	Vermont Avenue	108th Street	Imperial Highway	Major Highway	800	3	3	1,647	1,282	0.686	0.534	B	A
10	Imperial Highway	Prairie Avenue	Crenshaw Boulevard	Major Highway	800	3	3	1,505	993	0.627	0.414	B	A
11	Imperial Highway	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,541	1,070	0.642	0.446	B	A
12	Imperial Highway	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	1,512	1,166	0.630	0.486	B	A
13	Imperial Highway	Hoover Street	Figueroa Street	Major Highway	800	3	3	1,518	1,048	0.633	0.437	B	A
14	Imperial Highway	Main Street	San Pedro Street	Major Highway	800	3	3	1,509	986	0.629	0.411	B	A
15	Van Ness Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	1,083	994	0.677	0.621	B	B
16	Normandie Avenue	Imperial Highway	120th Street	Seconday Highway	800	2	2	906	770	0.566	0.481	A	A
17	120th Street	Normandie Avenue	Vermont Avenue	Seconday Highway	800	2	2	628	440	0.393	0.275	A	A
18	Crenshaw Boulevard	120th Street	El Segundo Boulevard	Major Highway	800	3	3	1,445	1,740	0.602	0.725	B	C
19	Western Avenue	120th Street	El Segundo Boulevard	Major Highway	800	2	2	1,116	987	0.698	0.617	B	B
20	Vermont Avenue	120th Street	El Segundo Boulevard	Major Highway	800	3	3	895	959	0.373	0.400	A	A
21	El Segundo Boulevard	Van Ness Avenue	Western Avenue	Major Highway	800	3	3	1,974	1,313	0.823	0.547	D	A
22	El Segundo Boulevard	Normandie Avenue	Vermont Avenue	Major Highway	800	3	3	2,177	1,137	0.907	0.474	E	A
23	Normandie Avenue	El Segundo Boulevard	135th Street	Major Highway	800	2	2	962	666	0.601	0.416	B	A
24	Crenshaw Boulevard	135th Street	Rosecrans Avenue	Seconday Highway	800	3	3	1,167	1,435	0.486	0.598	A	A

Bold and shaded = Unacceptable LOS.

8.3 INTERSECTION LEVEL OF SERVICE

The peak hour turning movement volumes presented in Figure 8.1 and 8.2 were utilized to assess intersection performance. A summary of the AM and PM peak hour intersection level of service analysis results for the Future Year (2035) With Project condition is presented in Table 8.4. Additionally, study intersections were evaluated to determine if the addition of project-generated traffic significantly impacted them; summary tables for the AM and PM peak hours are presented in Table 8.5 and Table 8.6, respectively. The intersection impact thresholds employed are outlined in Section 3. The following eleven intersections are expected to perform at an unacceptable level of service:

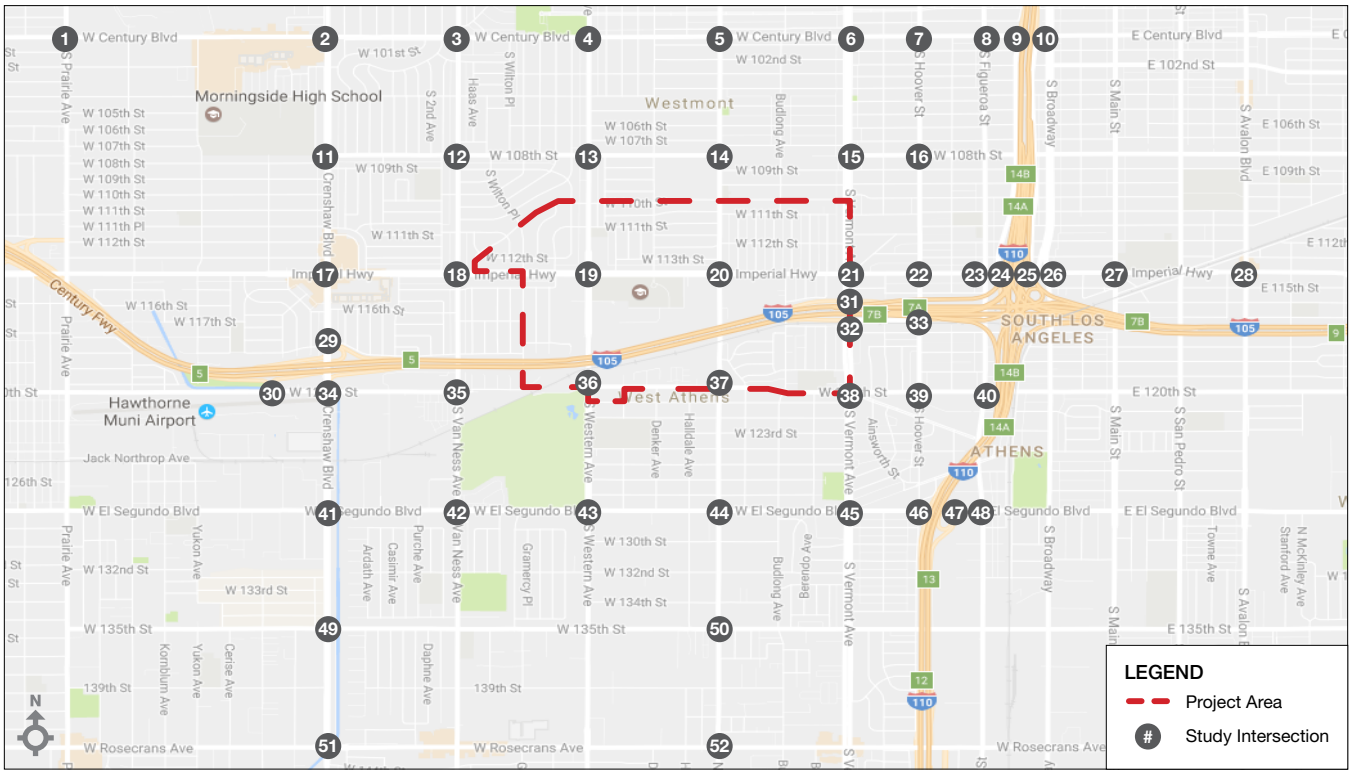
- Century Boulevard and Normandie Avenue
- Imperial Highway and Western Avenue
- Imperial Highway and Normandie Avenue
- I-105 WB Off-Ramp / 118th Place and Crenshaw Boulevard
- I-105 EB Ramps and Vermont Avenue
- I-105 EB Off-Ramp / 116th Place and Vermont Avenue
- 120th Street and Van Ness Avenue
- El Segundo Boulevard and Van Ness Avenue
- El Segundo Boulevard and Western Avenue
- El Segundo Boulevard and Normandie Avenue
- El Segundo Boulevard and I-110 SB Ramps

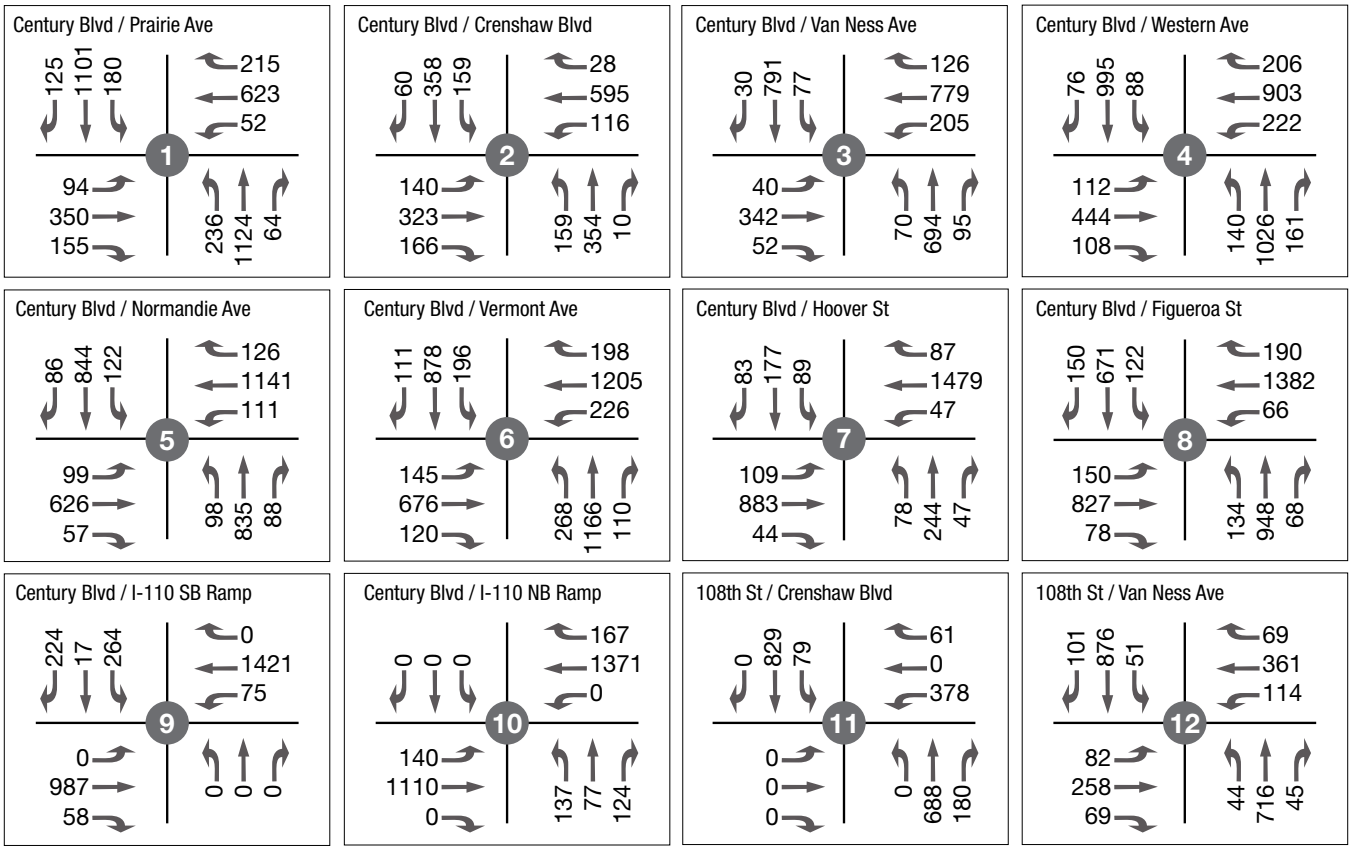
The following twenty-one intersections are expected to be significantly impacted due to the addition of project traffic:

- Century Boulevard and Van Ness Avenue
- Century Boulevard and Normandie Avenue
- Imperial Highway and Crenshaw Boulevard
- Imperial Highway and Van Ness Avenue
- Imperial Highway and Western Avenue
- Imperial Highway and Normandie Avenue
- Imperial Highway and Vermont Avenue
- Imperial Highway and Figueroa Street
- I-105 WB Off-Ramp / 118th Place and Crenshaw Boulevard
- I-105 EB Ramps and 120th Street
- I-105 WB Ramps and Vermont Avenue
- Crenshaw Boulevard and 120th Street
- Van Ness Avenue and 120th Street

- Western Avenue and 120th Street
- El Segundo Boulevard and Crenshaw Boulevard
- El Segundo Boulevard and Van Ness Avenue
- El Segundo Boulevard and Western Avenue
- El Segundo Boulevard and Normandie Avenue
- El Segundo Boulevard and Vermont Avenue
- Crenshaw Boulevard and 135th Street
- Crenshaw Boulevard and Rosecrans Avenue

FIGURE 8.1: FUTURE YEAR (2035) WITH PROJECT VOLUMES - AM PEAK HOUR

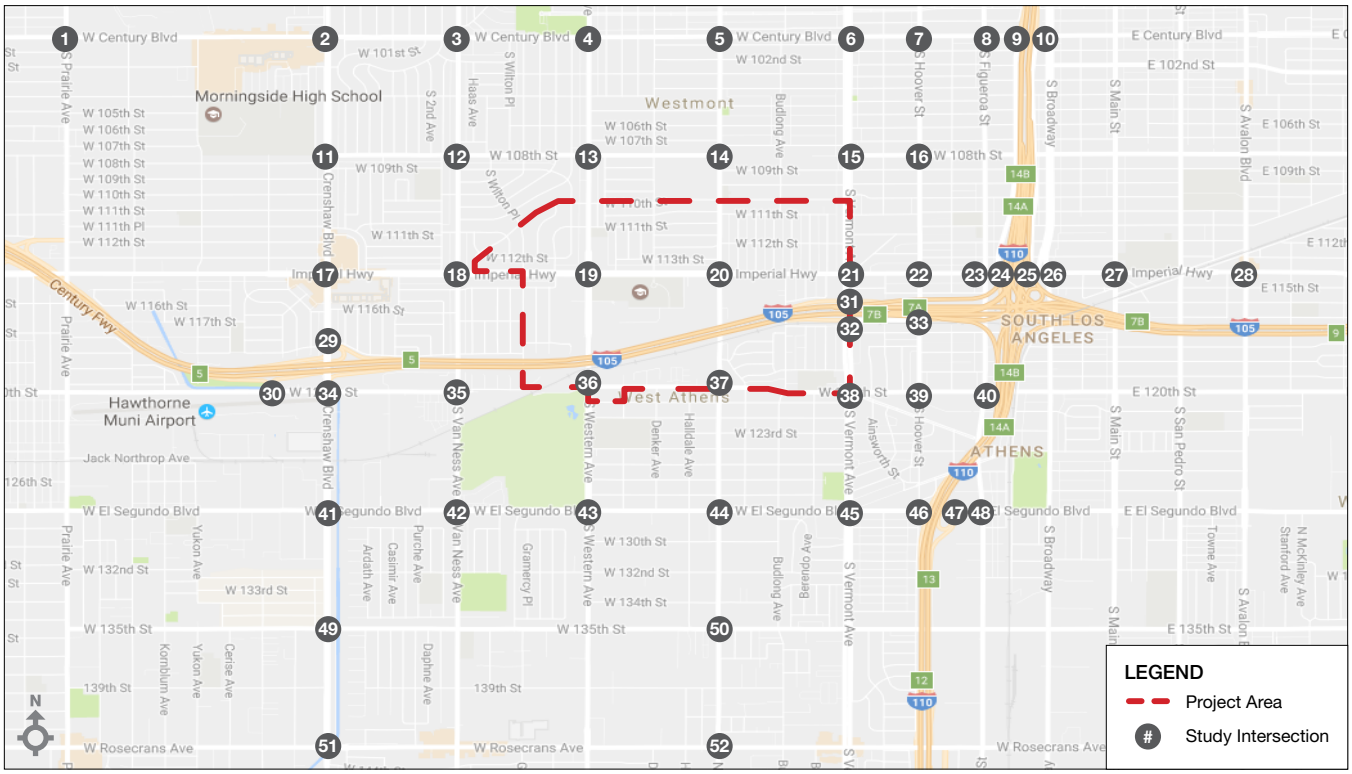


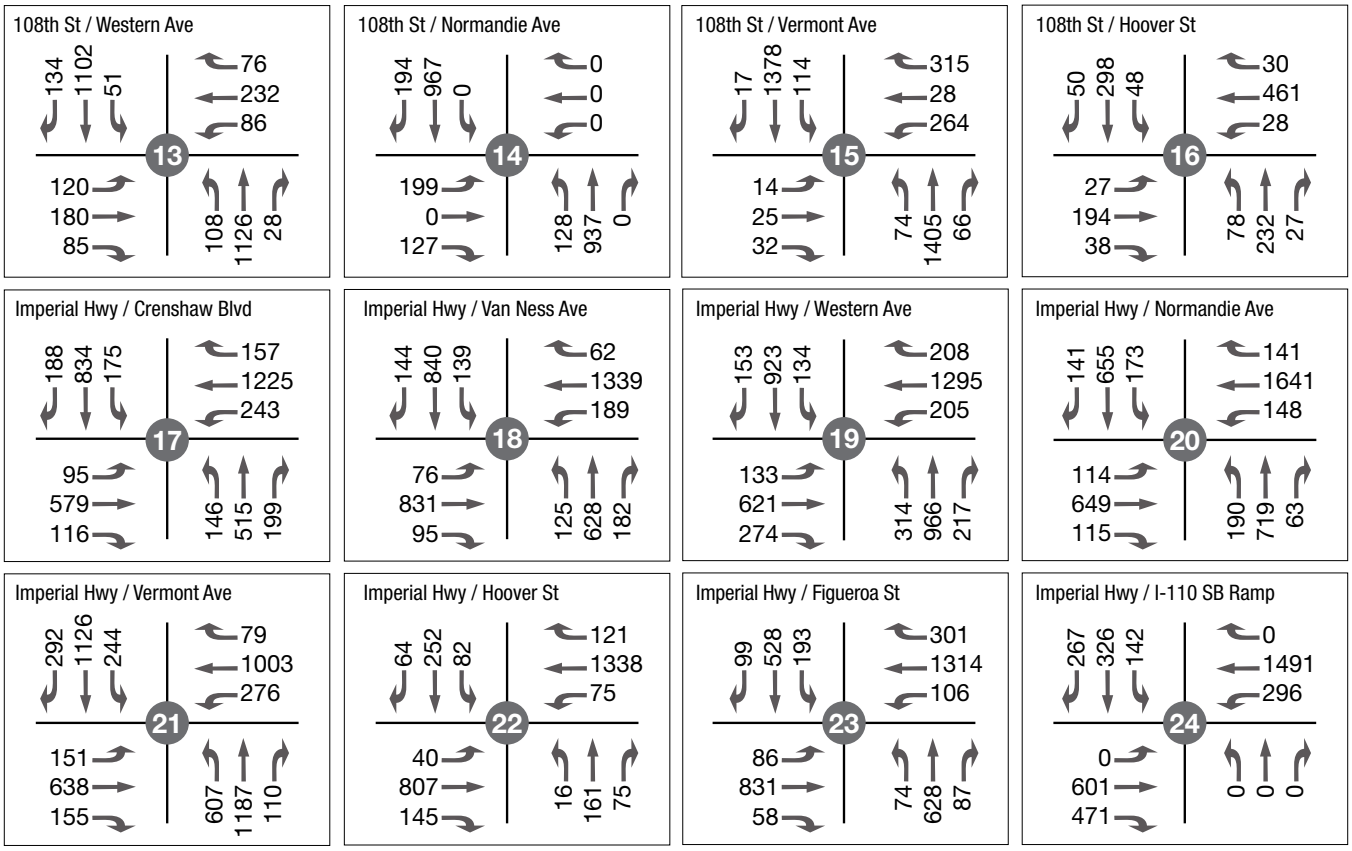


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 8.1: FUTURE YEAR (2035) WITH PROJECT VOLUMES - AM PEAK HOUR

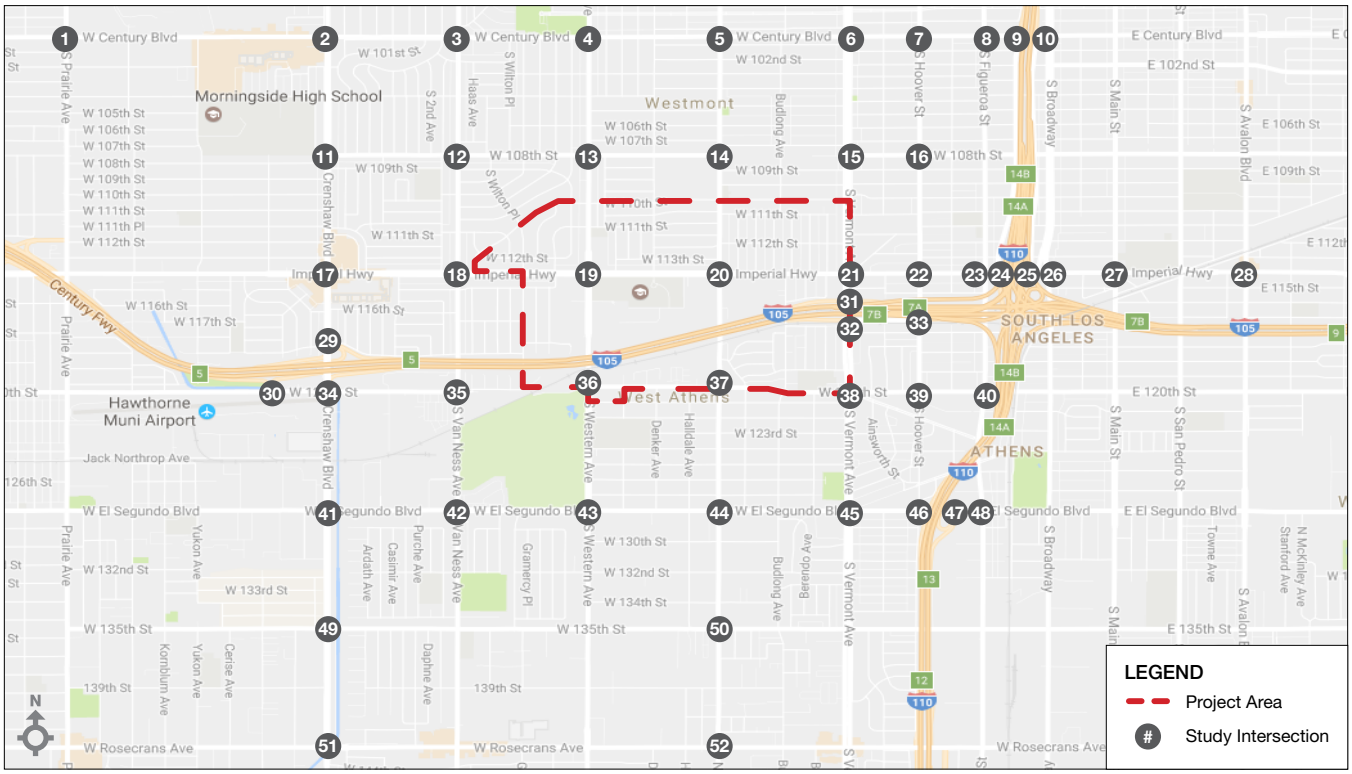


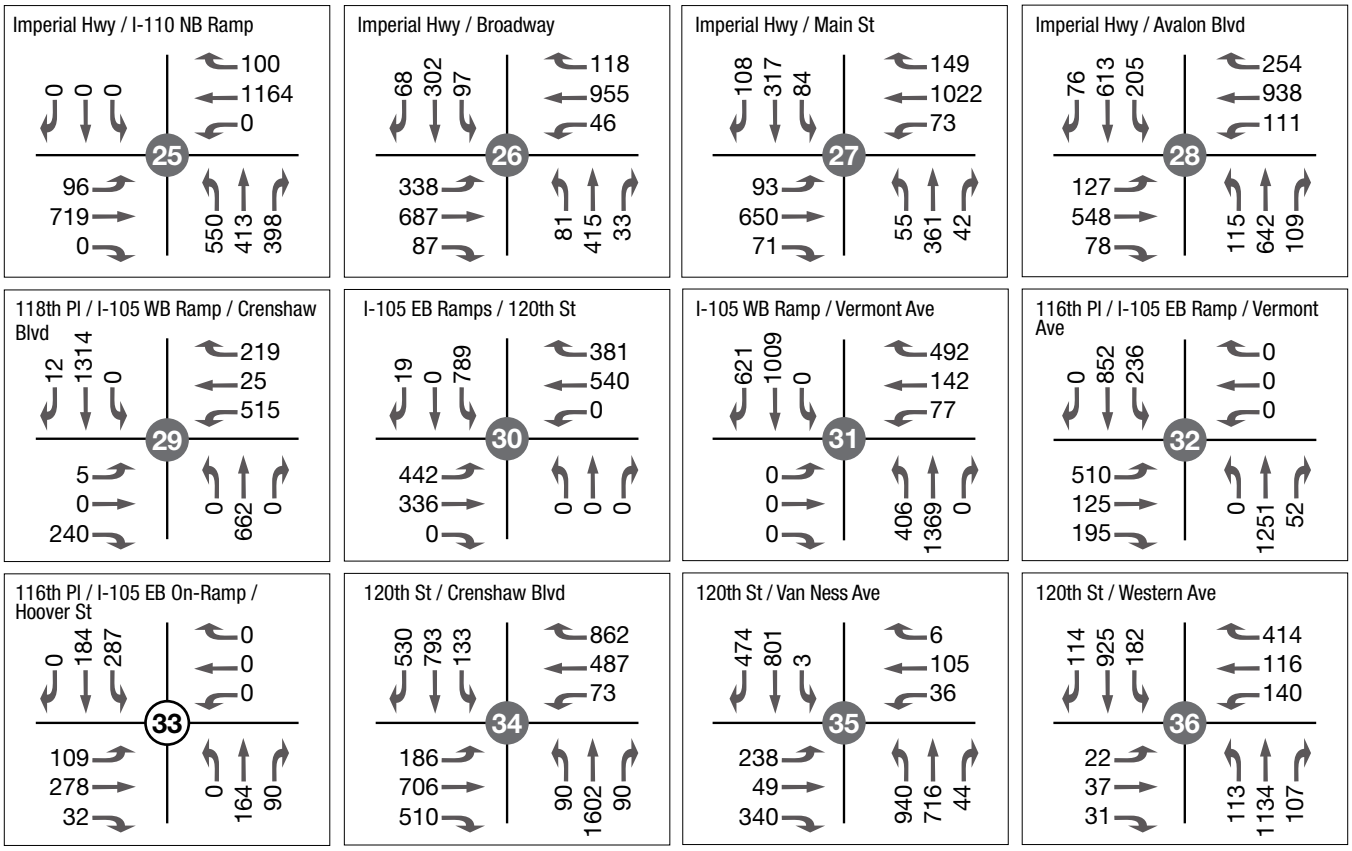


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 8.1: FUTURE YEAR (2035) WITH PROJECT VOLUMES - AM PEAK HOUR

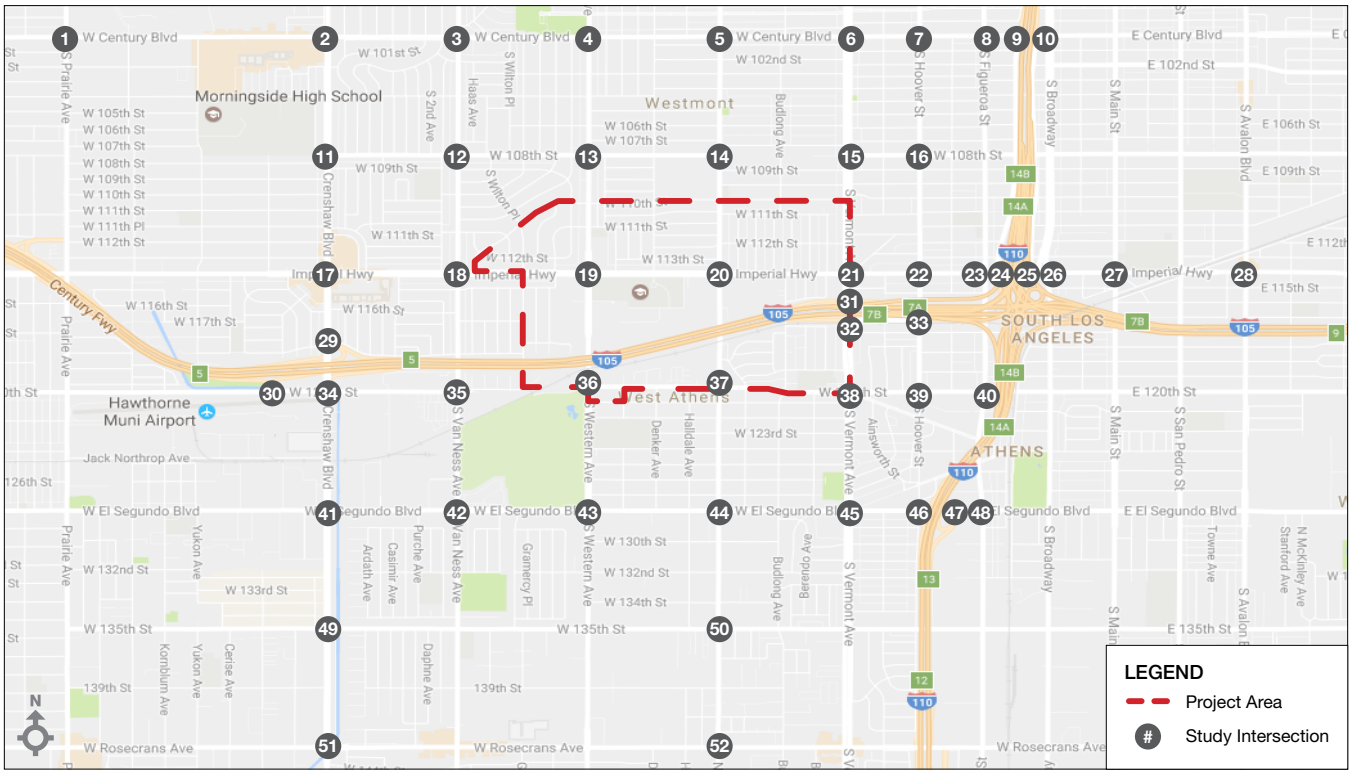


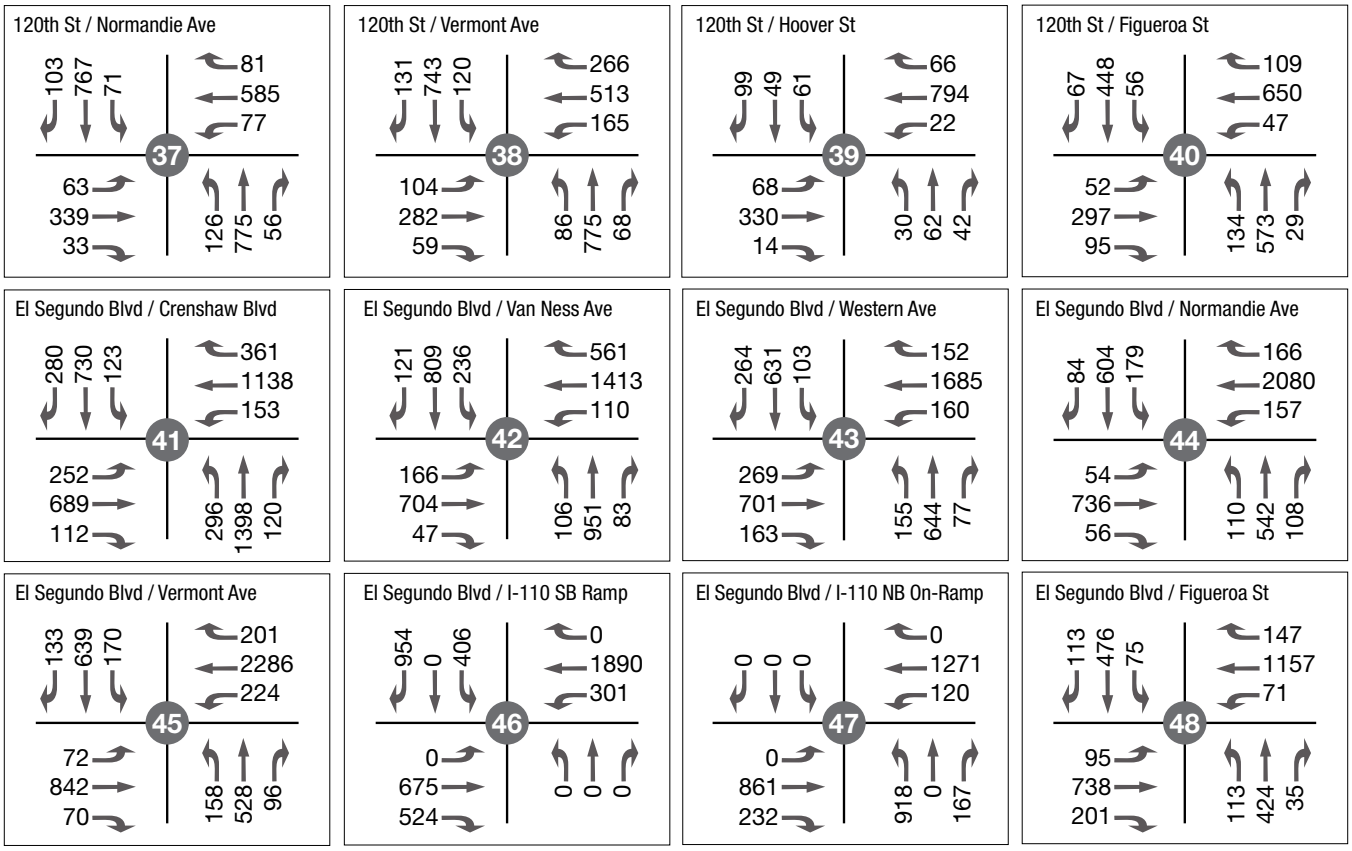


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 8.1: FUTURE YEAR (2035) WITH PROJECT VOLUMES - AM PEAK HOUR

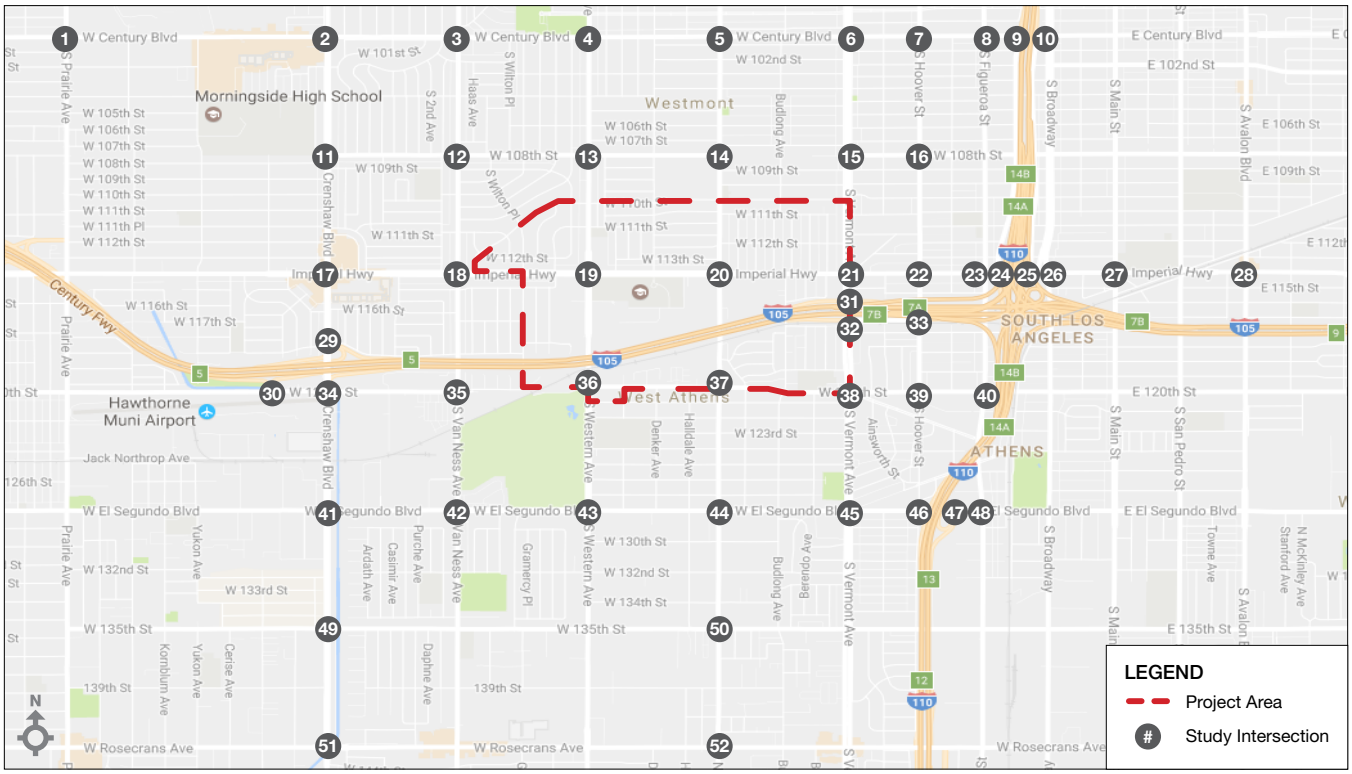


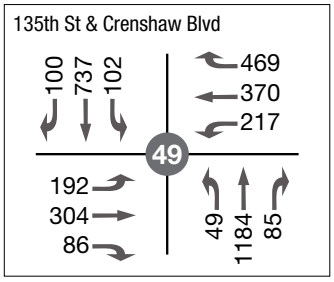


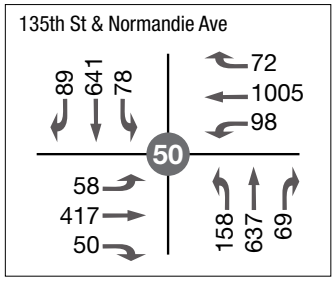
Legend

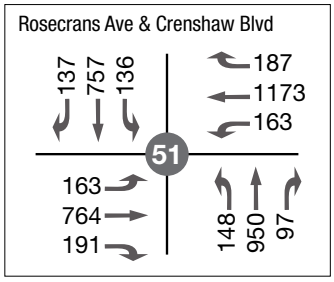
Signalized Intersection Unsignalized Intersection Lane Geometry

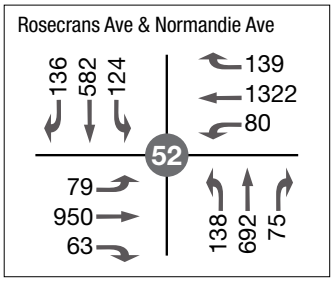
FIGURE 8.1: FUTURE YEAR (2035) WITH PROJECT VOLUMES - AM PEAK HOUR







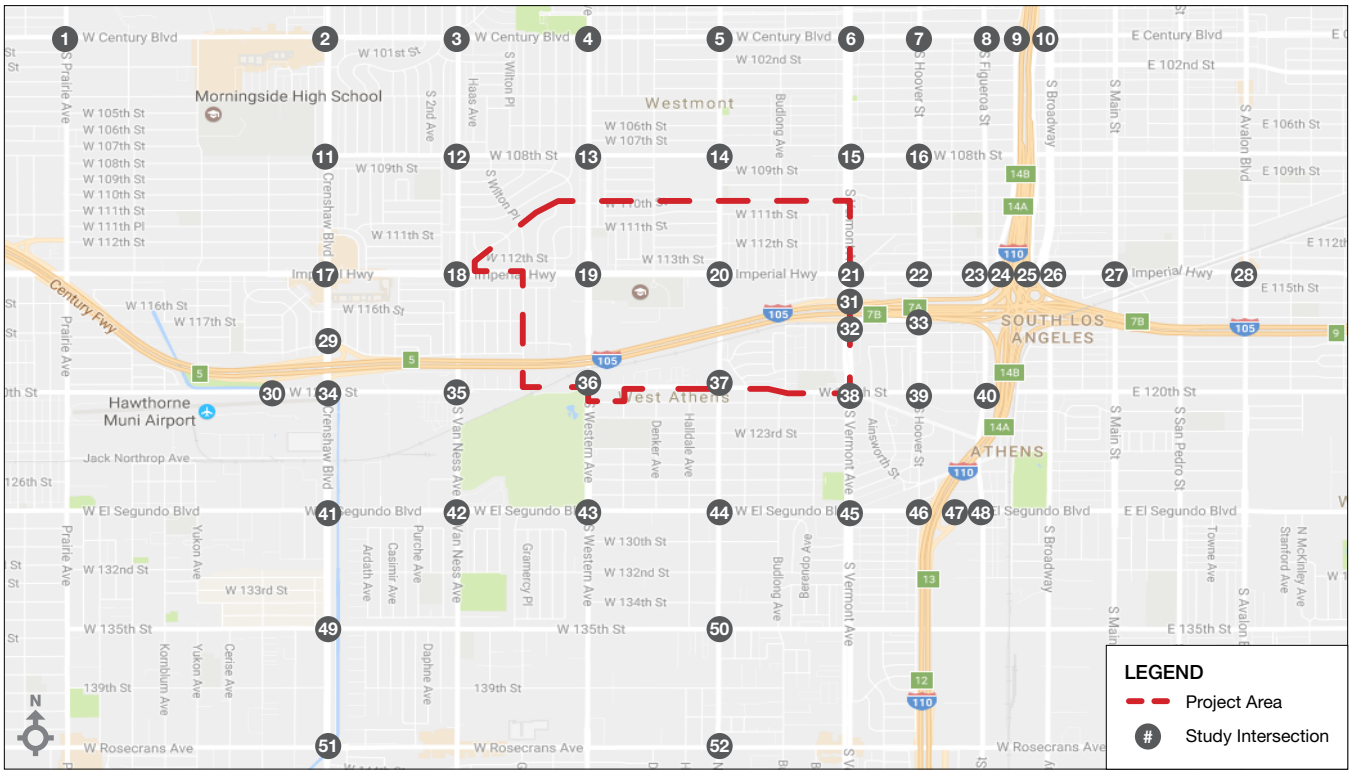


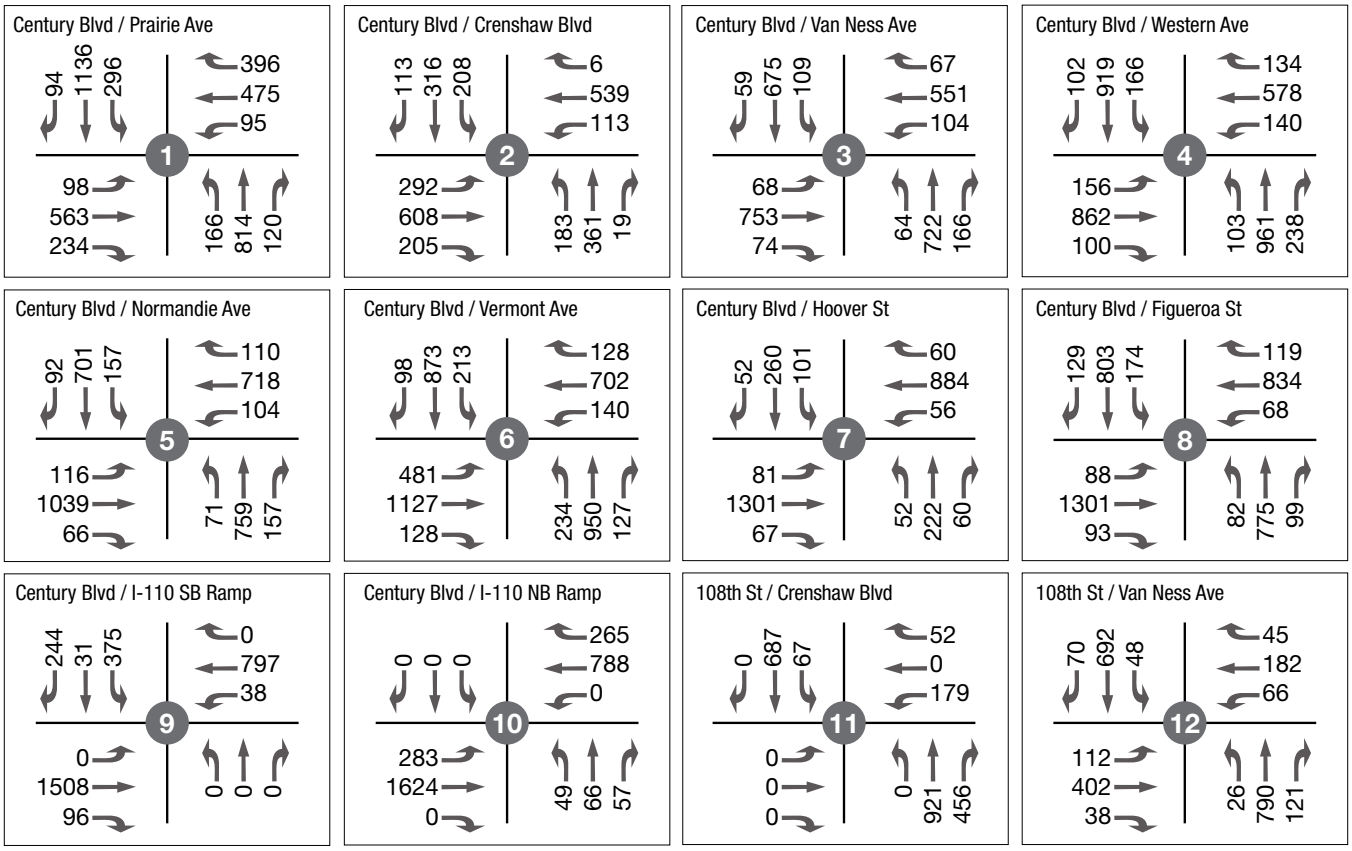


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 8.2: FUTURE YEAR (2035) WITH PROJECT VOLUMES - PM PEAK HOUR

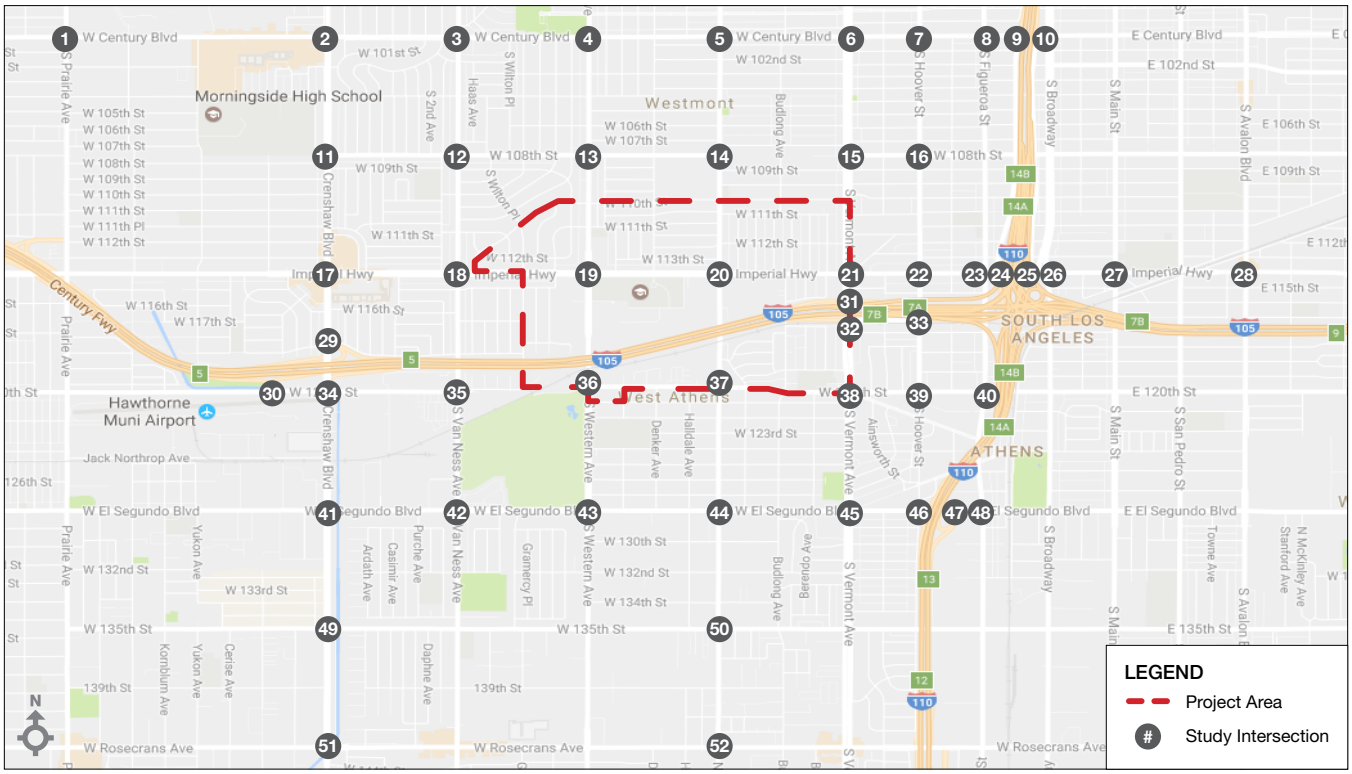


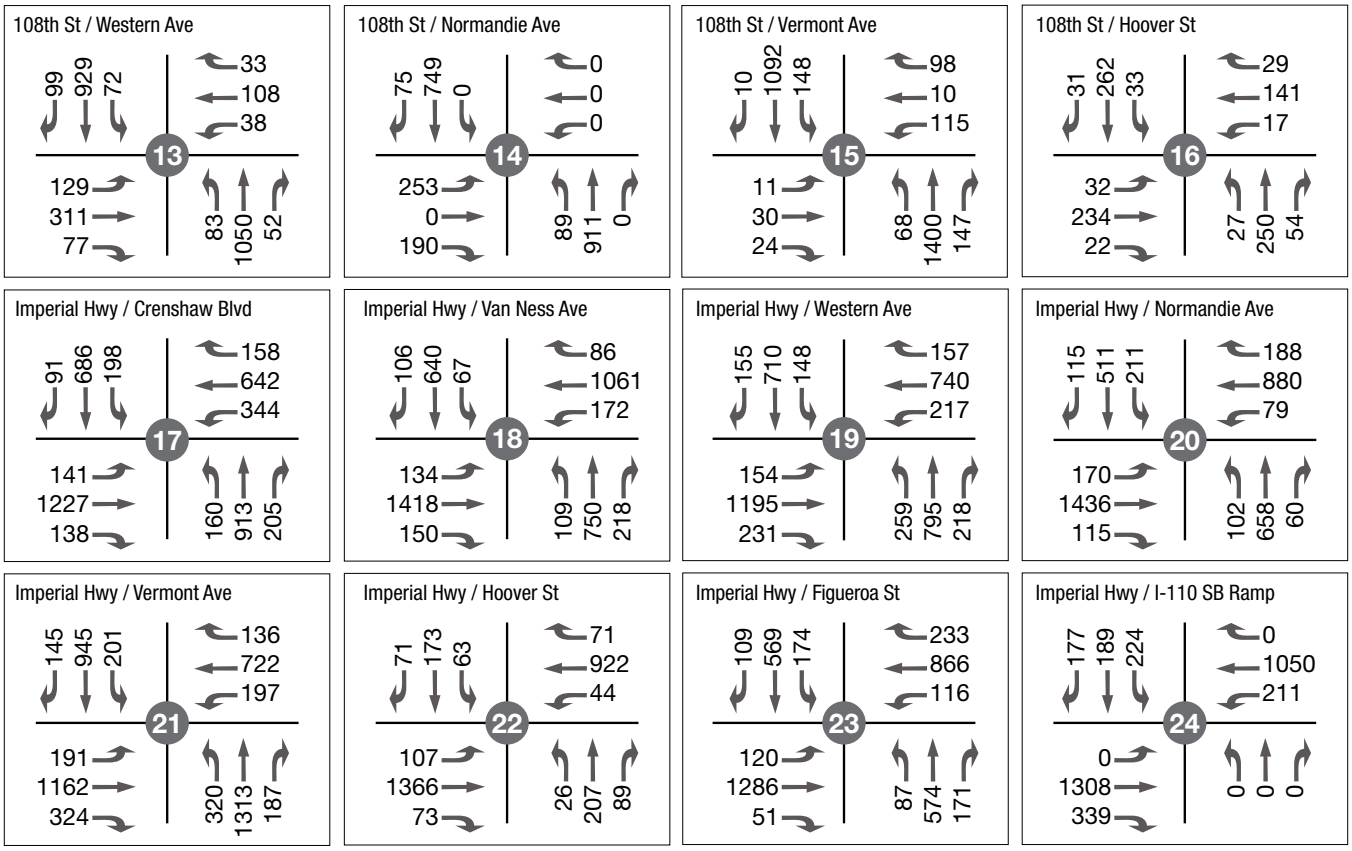


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry

FIGURE 8.2: FUTURE YEAR (2035) WITH PROJECT VOLUMES - PM PEAK HOUR

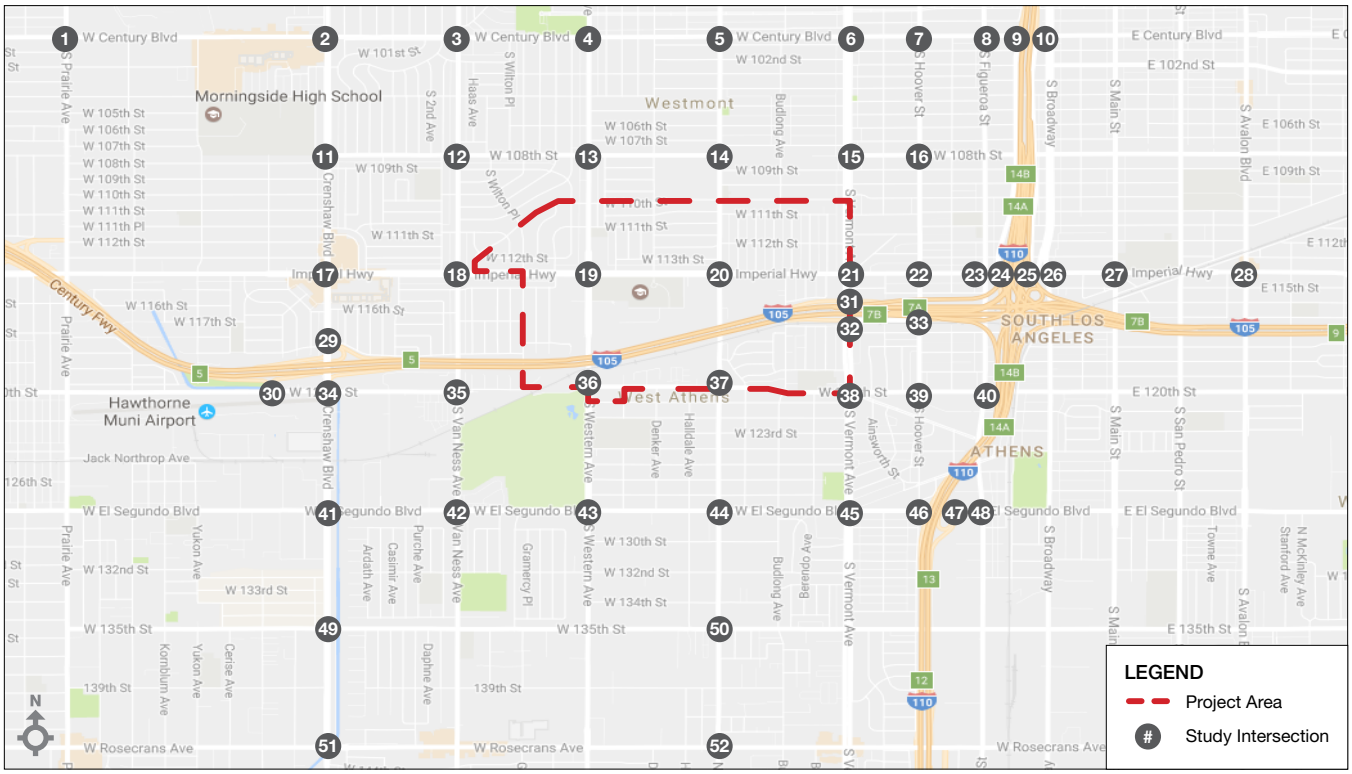


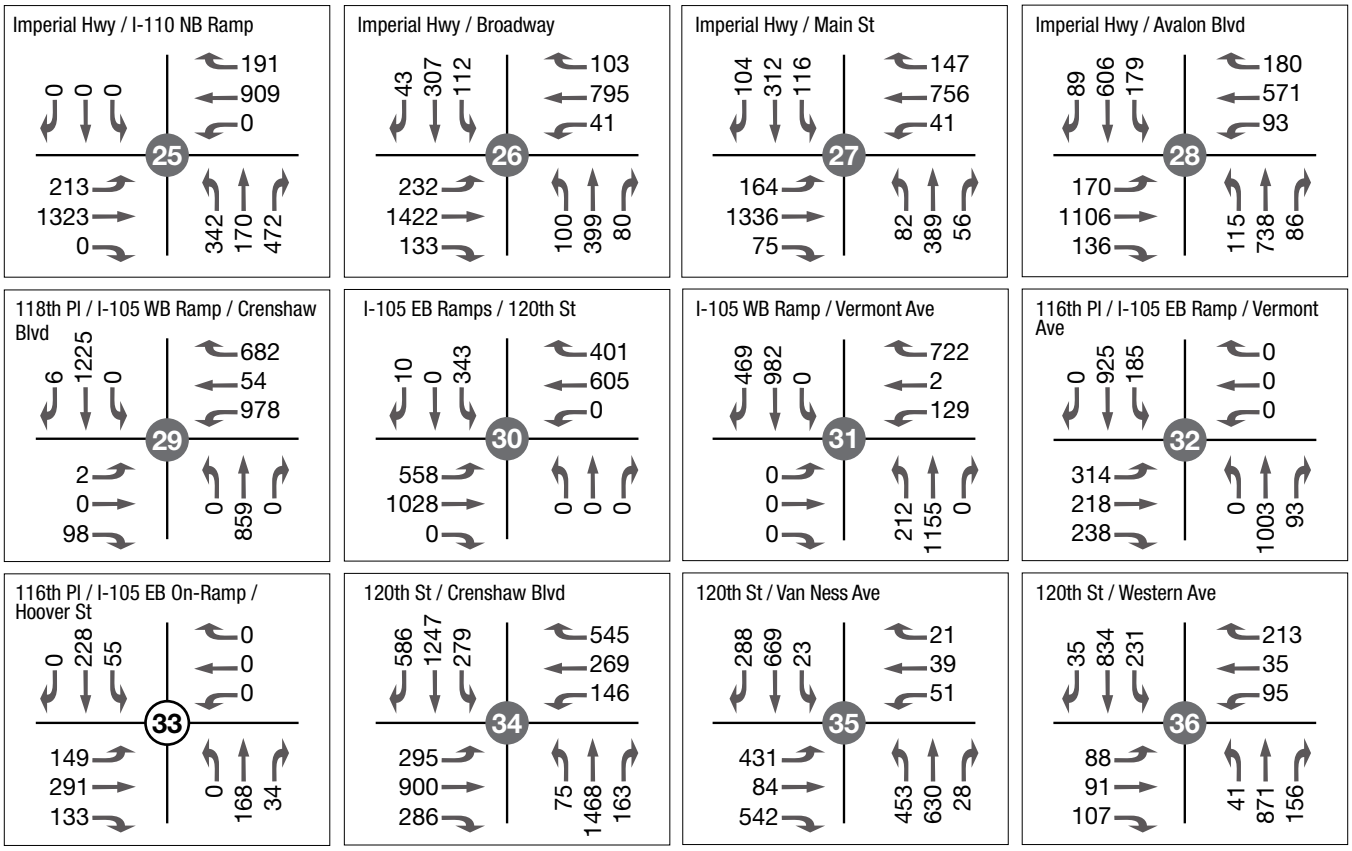


Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

FIGURE 8.2: FUTURE YEAR (2035) WITH PROJECT VOLUMES - PM PEAK HOUR

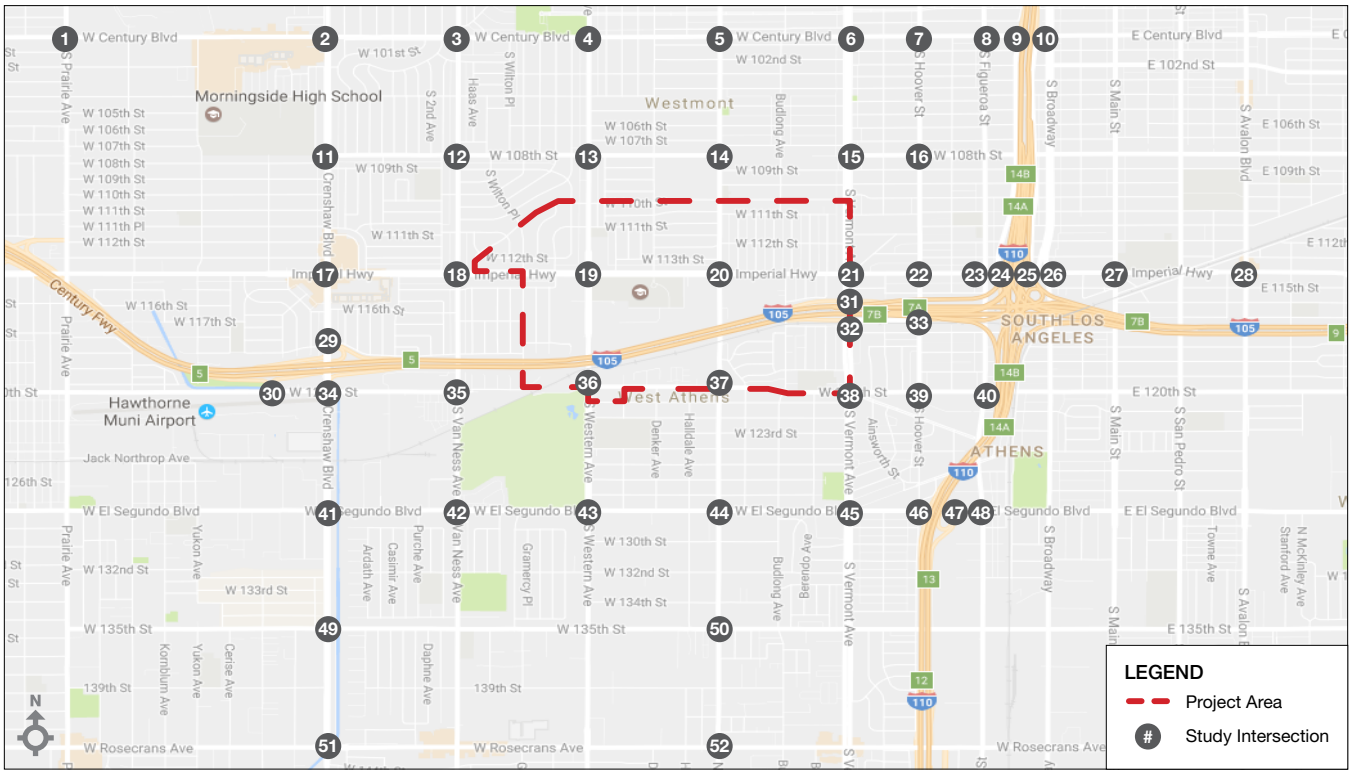


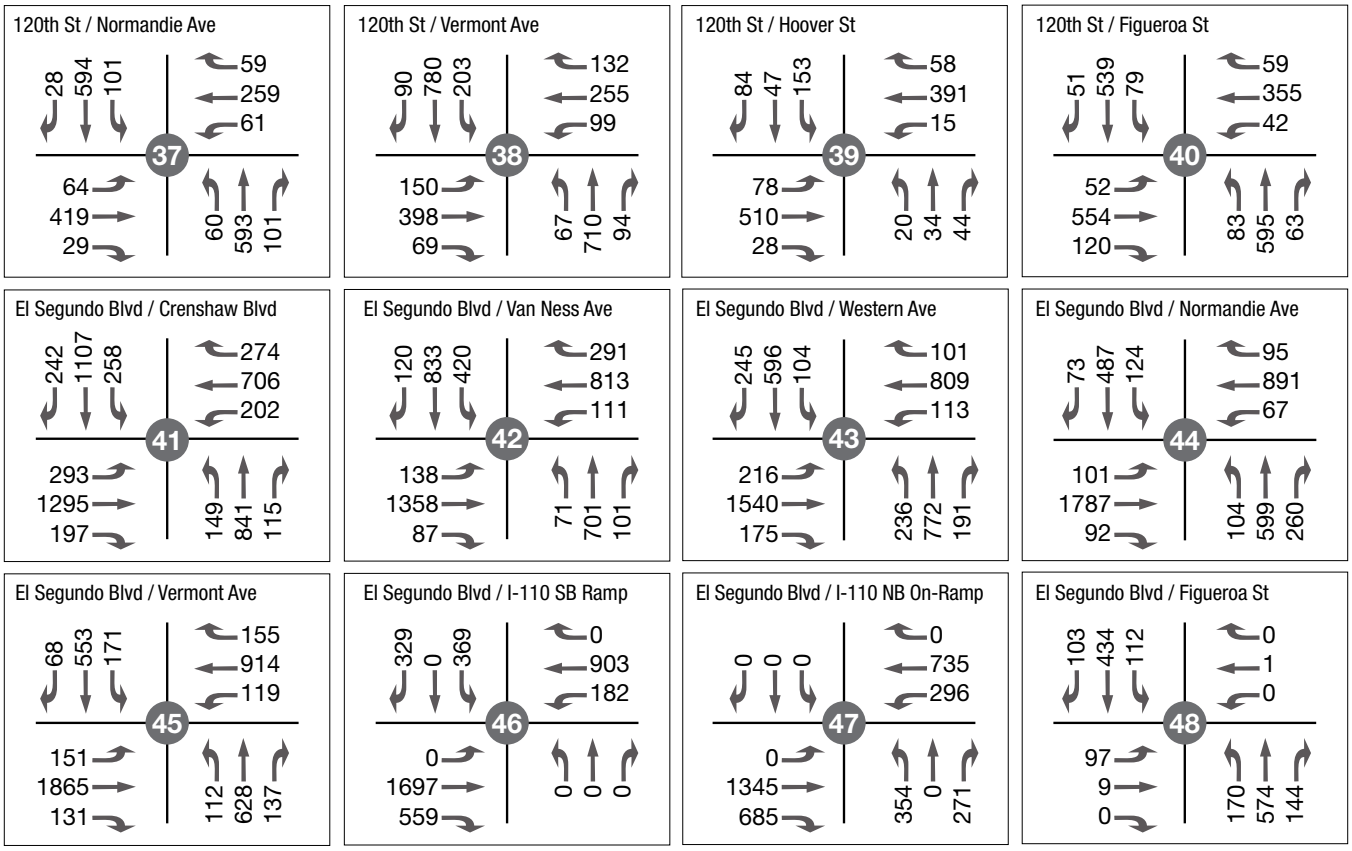


Legend

- Signalized Intersection
- Unsignalized Intersection
- Lane Geometry

FIGURE 8.2: FUTURE YEAR (2035) WITH PROJECT VOLUMES - PM PEAK HOUR

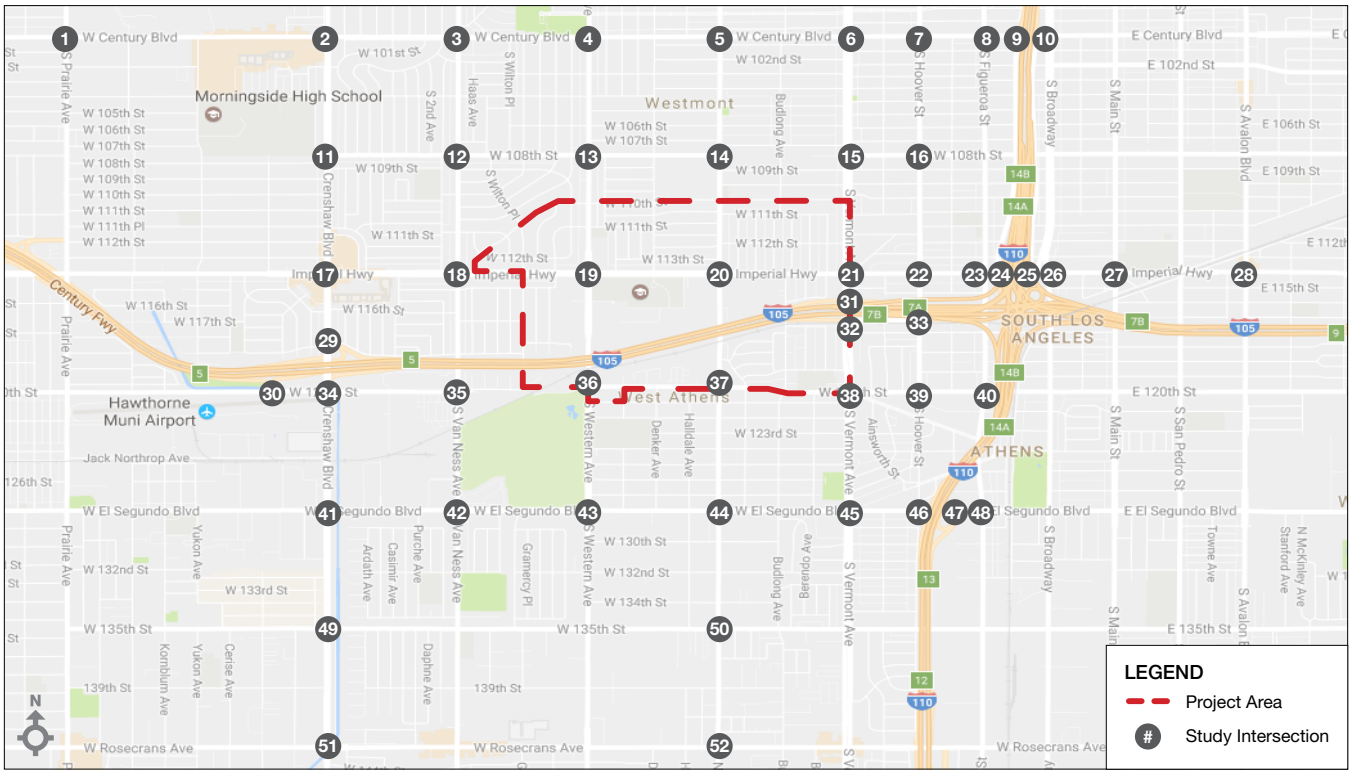


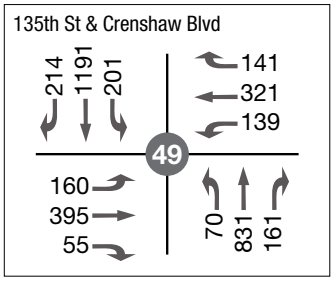


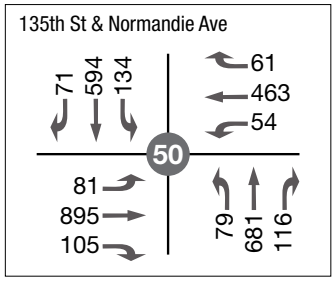
Legend

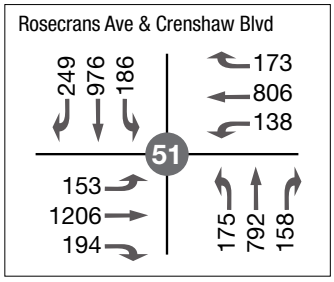
Signalized Intersection Unsignalized Intersection Lane Geometry

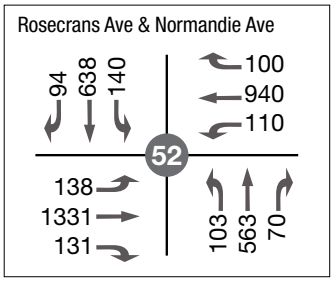
FIGURE 8.2: FUTURE YEAR (2035) WITH PROJECT VOLUMES - PM PEAK HOUR











Legend

Signalized Intersection Unsignalized Intersection Lane Geometry

TABLE 8.4: FUTURE YEAR (2035) WITH PROJECT INTERSECTION LOS

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	AM		PM	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.665	B	0.679	B
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.408	A	0.459	A
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.867	D	0.836	D
4	Century / Western	County of Los Angeles	ICU	Signalized	0.823	D	0.792	C
5	Century / Normandie	County of Los Angeles	ICU	Signalized	**0.922**	**E**	0.895	D
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.706	C	0.621	B
		County of Los Angeles	ICU	Signalized	0.694	B	0.621	B
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.543	A	0.457	A
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.849	D	0.732	C
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.367	A	0.377	A
		Caltrans	HCM	Signalized	12.6	B	13.0	B
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.466	A	0.361	A
		Caltrans	HCM	Signalized	14.4	B	13.2	B
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.566	A	0.541	A
12	108th / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.710	C	0.707	C
13	108th / Western	County of Los Angeles	ICU	Signalized	0.732	C	0.691	B
14	108th / Normandie	County of Los Angeles	ICU	Signalized	0.622	B	0.532	A
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.511	A	0.430	A
		County of Los Angeles	ICU	Signalized	0.570	A	0.497	A
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.477	A	0.260	A
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.745	C	**0.956**	**E**
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / City of Hawthorne [a]	ICU	Signalized	0.825	D	0.879	D
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	**0.938**	**E**	**0.916**	**E**
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	**0.910**	**E**	0.829	D
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.808	D	0.803	D
		County of Los Angeles	ICU	Signalized	0.783	C	0.776	C
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.430	A	0.382	A
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.811	D	0.789	C
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.667	B	0.566	A
		Caltrans	HCM	Signalized	18.3	B	24.0	C
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.501	A	0.638	B
		Caltrans	HCM	Signalized	23.0	C	19.1	B
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.628	B	0.533	A
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.600	A	0.711	C
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.756	C	0.800	C
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	**2.092**	**F**	0.776	C
		Caltrans	HCM	Signalized	16.5	B	23.3	C
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.842	D	0.777	C
		Caltrans	HCM	Signalized	32.2	C	29.7	C
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	**0.967**	**E**	0.885	D
		County of Los Angeles	ICU	Signalized	0.864	D	0.692	B
		Caltrans	HCM	Signalized	**37.4**	**D**	26.0	C
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.547	A	0.451	A
		County of Los Angeles	ICU	Signalized	**0.907**	**E**	0.500	A
		Caltrans	HCM	Signalized	21.8	C	16.7	B
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	15.2	C	14.6	B
		Caltrans	HCM	AWSC	15.2	C	14.6	B
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.821	D	0.808	D
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.060**	**F**	**0.927**	**E**

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	AM		PM	
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS
36	120th / Western	County of Los Angeles	ICU	Signalized	0.841	D	0.705	C
37	120th / Normandie	County of Los Angeles	ICU	Signalized	0.697	B	0.537	A
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.563	A	0.525	A
		County of Los Angeles	ICU	Signalized	0.622	B	0.585	A
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.605	B	0.417	A
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.607	B	0.570	A
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.863	D	0.874	D
		City of Gardena	ICU	Signalized	0.863	D	0.874	D
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.086**	**F**	**0.984**	**E**
		City of Gardena	ICU	Signalized	**1.086**	**F**	**0.984**	**E**
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	**0.940**	**E**	0.844	D
		City of Gardena	ICU	Signalized	**0.940**	**E**	0.844	D
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	**0.917**	**E**	0.879	D
		City of Gardena	ICU	Signalized	**0.917**	**E**	0.879	D
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.826	D	0.747	C
		County of Los Angeles	ICU	Signalized	0.795	C	0.728	C
		City of Gardena	ICU	Signalized	0.795	C	0.728	C
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.847	D	0.719	C
		Caltrans	HCM	Signalized	**54.3**	**D**	28.4	C
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.668	B	0.800	C
		Caltrans	HCM	Signalized	21.7	C	27.9	C
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.487	A	0.712	C
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.841	D	0.733	C
		City of Gardena	ICU	Signalized	0.841	D	0.733	C
50	135th / Normandie	City of Gardena	ICU	Signalized	0.800	C	0.743	C
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.788	C	0.843	D
		City of Gardena	ICU	Signalized	0.788	C	0.843	D
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.771	C	0.759	C

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

TABLE 8.5: FUTURE YEAR (2035) WITH PROJECT INTERSECTION LOS – AM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.664	B	0.665	B	0.001	No
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.563	A	0.408	A	-0.155	No
3	Century / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.826	D	0.867	D	0.041	Yes
4	Century / Western	County of Los Angeles [a]	ICU	Signalized	0.787	C	0.823	D	0.036	No
5	Century / Normandie	County of Los Angeles [a]	ICU	Signalized	0.881	D	**0.922**	**E**	0.041	Yes
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.704	C	0.706	C	0.002	No
		County of Los Angeles [a]	ICU	Signalized	0.665	B	0.694	B	0.029	No
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.541	A	0.543	A	0.002	No
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.847	D	0.849	D	0.002	No
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.365	A	0.367	A	0.002	No
		Caltrans	HCM	Signalized	12.6	B	12.6	B	0.0	No
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.464	A	0.466	A	0.002	No
		Caltrans	HCM	Signalized	14.3	B	14.4	B	0.1	No
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.547	A	0.566	A	0.019	No
12	108th / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.681	B	0.710	C	0.029	No
13	108th / Western	County of Los Angeles [a]	ICU	Signalized	0.695	B	0.732	C	0.037	No
14	108th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.595	A	0.622	B	0.027	No
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.510	A	0.511	A	0.001	No
		County of Los Angeles [a]	ICU	Signalized	0.550	A	0.570	A	0.020	No
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.477	A	0.477	A	0.000	No
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.745	C	0.029	No
18	Imperial Hwy / Van Ness	City of Inglewood / County of Los Angeles / Hawthorne [a]	ICU	Signalized	0.787	C	0.825	D	0.038	No
19	Imperial Hwy / Western	County of Los Angeles [a]	ICU	Signalized	0.848	D	**0.938**	**E**	0.090	Yes
20	Imperial Hwy / Normandie	County of Los Angeles [a]	ICU	Signalized	0.842	D	**0.910**	**E**	0.068	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.732	C	0.808	D	0.076	Yes
		County of Los Angeles [a]	ICU	Signalized	0.689	B	0.783	C	0.094	Yes
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.412	A	0.430	A	0.018	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.781	C	0.811	D	0.030	No
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.513	A	0.667	B	0.154	No
		Caltrans	HCM	Signalized	17.9	B	18.3	B	0.4	No
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.488	A	0.501	A	0.013	No
		Caltrans	HCM	Signalized	22.2	C	23.0	C	0.8	No
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.628	B	0.628	B	0.000	No
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.600	A	0.600	A	0.000	No
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.756	C	0.756	C	0.000	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	**1.971**	**F**	**2.092**	**F**	0.121	Yes
		Caltrans	HCM	Signalized	15.4	B	16.5	B	1.1	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.798	C	0.842	D	0.044	Yes
		Caltrans	HCM	Signalized	31.1	C	32.2	C	1.1	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.886	D	**0.967**	**E**	0.081	Yes
		County of Los Angeles [a]	ICU	Signalized	0.781	C	0.864	D	0.083	Yes
		Caltrans	HCM	Signalized	28.7	C	**37.4**	**D**	8.7	Yes
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.533	A	0.547	A	0.014	No
		County of Los Angeles [a]	ICU	Signalized	**0.944**	**E**	**0.907**	**E**	-0.037	No
		Caltrans	HCM	Signalized	21.3	C	21.8	C	0.5	No
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	14.8	B	15.2	C	0.400	No
		Caltrans	HCM	AWSC	14.8	B	15.2	C	0.4	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.769	C	0.821	D	0.052	Yes
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.021**	**F**	**1.060**	**F**	0.039	Yes

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
36	120th / Western	County of Los Angeles [a]	ICU	Signalized	0.760	C	0.841	D	0.081	Yes
37	120th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.657	B	0.697	B	0.040	No
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.544	A	0.563	A	0.019	No
		County of Los Angeles [a]	ICU	Signalized	0.580	A	0.622	B	0.042	No
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.605	B	0.605	B	0.000	No
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.607	B	0.607	B	0.000	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.831	D	0.863	D	0.032	Yes
		City of Gardena	ICU	Signalized	0.860	D	0.863	D	0.003	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.042**	**F**	**1.086**	**F**	0.044	Yes
		City of Gardena	ICU	Signalized	**1.079**	**F**	**1.086**	**F**	0.007	No
43	El Segundo / Western	County of Los Angeles [a]	ICU	Signalized	0.884	D	**0.940**	**E**	0.056	Yes
		City of Gardena	ICU	Signalized	**0.916**	**E**	**0.940**	**E**	0.024	No
44	El Segundo / Normandie	County of Los Angeles [a]	ICU	Signalized	0.861	D	**0.917**	**E**	0.056	Yes
		City of Gardena	ICU	Signalized	0.892	D	**0.917**	**E**	0.025	Yes
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.811	D	0.826	D	0.015	No
		County of Los Angeles [a]	ICU	Signalized	0.752	C	0.795	C	0.043	Yes
		City of Gardena	ICU	Signalized	0.782	C	0.795	C	0.013	No
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.840	D	0.847	D	0.007	No
		Caltrans	HCM	Signalized	**51.8**	**D**	**54.3**	**D**	2.5	No
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.650	B	0.668	B	0.018	No
		Caltrans	HCM	Signalized	20.5	C	21.7	C	1.2	No
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.485	A	0.487	A	0.002	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.811	D	0.841	D	0.030	Yes
		City of Gardena	ICU	Signalized	0.840	D	0.841	D	0.001	No
50	135th / Normandie	City of Gardena	ICU	Signalized	0.797	C	0.800	C	0.003	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.757	C	0.788	C	0.031	No
		City of Gardena	ICU	Signalized	0.783	C	0.788	C	0.005	No
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.762	C	0.771	C	0.009	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

TABLE 8.6: FUTURE YEAR (2035) WITH PROJECT INTERSECTION LOS – PM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
1	Century / Prairie	City of Inglewood [a]	ICU	Signalized	0.678	B	0.679	B	0.001	No
2	Century / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.768	C	0.459	A	-0.309	No
3	Century / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.819	D	0.836	D	0.017	No
4	Century / Western	County of Los Angeles [a]	ICU	Signalized	0.758	C	0.792	C	0.034	No
5	Century / Normandie	County of Los Angeles [a]	ICU	Signalized	0.854	D	0.895	D	0.041	Yes
6	Century / Vermont	City of Los Angeles	CMA	Signalized	0.617	B	0.621	B	0.004	No
		County of Los Angeles [a]	ICU	Signalized	0.594	A	0.621	B	0.027	No
7	Century / Hoover	City of Los Angeles	CMA	Signalized	0.455	A	0.457	A	0.002	No
8	Century / Figueroa	City of Los Angeles	CMA	Signalized	0.730	C	0.732	C	0.002	No
9	Century / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.376	A	0.377	A	0.001	No
		Caltrans	HCM	Signalized	13.0	B	13.0	B	0.0	No
10	Century / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.359	A	0.361	A	0.002	No
		Caltrans	HCM	Signalized	13.2	B	13.2	B	0.0	No
11	108th / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.518	A	0.541	A	0.023	No
12	108th / Van Ness	City of Inglewood / County of Los Angeles [a]	ICU	Signalized	0.679	B	0.707	C	0.028	No
13	108th / Western	County of Los Angeles [a]	ICU	Signalized	0.658	B	0.691	B	0.033	No
14	108th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.515	A	0.532	A	0.017	No
15	108th / Vermont	City of Los Angeles	CMA	Signalized	0.423	A	0.430	A	0.007	No
		County of Los Angeles [a]	ICU	Signalized	0.472	A	0.497	A	0.025	No
16	108th / Hoover	City of Los Angeles	CMA	Signalized	0.260	A	0.260	A	0.000	No
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.846	D	0.956	E	0.110	Yes
18	Imperial Hwy / Van Ness	City of Inglewood / County of Los Angeles / Hawthorne [a]	ICU	Signalized	0.842	D	0.879	D	0.037	Yes
19	Imperial Hwy / Western	County of Los Angeles [a]	ICU	Signalized	0.839	D	**0.916**	**E**	0.077	Yes
20	Imperial Hwy / Normandie	County of Los Angeles [a]	ICU	Signalized	0.758	C	0.829	D	0.071	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.754	C	0.803	D	0.049	Yes
		County of Los Angeles [a]	ICU	Signalized	0.706	C	0.776	C	0.070	Yes
22	Imperial Hwy / Hoover	City of Los Angeles	CMA	Signalized	0.357	A	0.382	A	0.025	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.789	C	0.042	Yes
24	Imperial Hwy / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.539	A	0.566	A	0.027	No
		Caltrans	HCM	Signalized	22.5	C	24.0	C	1.5	No
25	Imperial Hwy / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.588	A	0.638	B	0.050	No
		Caltrans	HCM	Signalized	17.4	B	19.1	B	1.7	No
26	Imperial Hwy / Broadway	City of Los Angeles	CMA	Signalized	0.533	A	0.533	A	0.000	No
27	Imperial Hwy / Main	City of Los Angeles	CMA	Signalized	0.711	C	0.711	C	0.000	No
28	Imperial Hwy / Avalon	City of Los Angeles	CMA	Signalized	0.800	C	0.800	C	0.000	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.724	C	0.767	C	0.043	Yes
		Caltrans	HCM	Signalized	21.6	C	23.3	C	1.7	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.733	C	0.777	C	0.044	Yes
		Caltrans	HCM	Signalized	27.9	C	29.7	C	1.8	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.852	D	0.885	D	0.033	Yes
		County of Los Angeles [a]	ICU	Signalized	0.638	B	0.692	B	0.054	No
		Caltrans	HCM	Signalized	24.1	C	26.0	C	1.9	No
32	116th & I-105 EB Ramp / Vermont	City of Los Angeles	CMA	Signalized	0.439	A	0.451	A	0.012	No
		County of Los Angeles [a]	ICU	Signalized	0.471	A	0.500	A	0.029	No
		Caltrans	HCM	Signalized	16.4	B	16.7	B	0.3	No
33	116th & I-105 EB On-Ramp / Hoover	City of Los Angeles	HCM	AWSC	13.2	B	14.6	B	1.400	No
		Caltrans	HCM	AWSC	13.2	B	14.6	B	1.4	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.774	C	0.808	D	0.034	No
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	0.888	D	**0.927**	**E**	0.039	Yes

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS		
36	120th / Western	County of Los Angeles [a]	ICU	Signalized	0.650	B	0.705	C	0.055	No
37	120th / Normandie	County of Los Angeles [a]	ICU	Signalized	0.507	A	0.537	A	0.030	No
38	120th / Vermont	City of Los Angeles	CMA	Signalized	0.525	A	0.525	A	0.000	No
		County of Los Angeles [a]	ICU	Signalized	0.563	A	0.585	A	0.022	No
39	120th / Hoover	City of Los Angeles	CMA	Signalized	0.417	A	0.417	A	0.000	No
40	120th / Figueroa	City of Los Angeles	CMA	Signalized	0.570	A	0.570	A	0.000	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.839	D	0.874	D	0.035	**Yes**
		City of Gardena	ICU	Signalized	0.868	D	0.874	D	0.006	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**0.949**	**E**	**0.984**	**E**	0.035	**Yes**
		City of Gardena	ICU	Signalized	**0.983**	**E**	**0.984**	**E**	0.001	No
43	El Segundo / Western	County of Los Angeles [a]	ICU	Signalized	0.806	D	0.844	D	0.038	**Yes**
		City of Gardena	ICU	Signalized	0.834	D	0.844	D	0.010	No
44	El Segundo / Normandie	County of Los Angeles [a]	ICU	Signalized	0.834	D	0.879	D	0.045	**Yes**
		City of Gardena	ICU	Signalized	0.864	D	0.879	D	0.015	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.731	C	0.747	C	0.016	No
		County of Los Angeles [a]	ICU	Signalized	0.686	B	0.728	C	0.042	No
		City of Gardena	ICU	Signalized	0.714	C	0.728	C	0.014	No
46	El Segundo / I-110 SB Ramps	City of Los Angeles	CMA	Signalized	0.707	C	0.719	C	0.012	No
		Caltrans	HCM	Signalized	28.1	C	28.4	C	0.3	No
47	El Segundo / I-110 NB Ramps	City of Los Angeles	CMA	Signalized	0.797	C	0.800	C	0.003	No
		Caltrans	HCM	Signalized	27.9	C	27.9	C	0.0	No
48	El Segundo / Figueroa	City of Los Angeles	CMA	Signalized	0.709	C	0.712	C	0.003	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.709	C	0.733	C	0.024	No
		City of Gardena	ICU	Signalized	0.733	C	0.733	C	0.000	No
50	135th / Normandie	City of Gardena	ICU	Signalized	0.743	C	0.743	C	0.000	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.810	D	0.843	D	0.033	**Yes**
		City of Gardena	ICU	Signalized	0.838	D	0.843	D	0.005	No
52	Rosecrans / Normandie	City of Gardena	ICU	Signalized	0.758	C	0.759	C	0.001	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

8.4 CMP MONITORING STATION ANALYSIS

The CMP monitoring station analysis results for the AM and PM peak hours are summarized in Table 8.7 and Table 8.8, respectively. The analysis was performed in accordance with the methodology outlined in Section 3.5.2. An unacceptable LOS (LOS F) is observed at the following locations:

- I-105 at Western Avenue
- I-110 at Manchester Avenue

Per CMP significant impact criteria, no significant impacts are expected due to the addition of project traffic.

8.5 FREEWAY MAINLINE ANALYSIS

The freeway mainline analysis results for the AM and PM peak hours are summarized in Table 8.9 and Table 8.10, respectively. The analysis was conducted using the methodology and settings outlined in Section 3.5.1. All freeway segments operate at an unacceptable level of service (LOS D or worse). A significant impact is expected to occur at the following locations:

- I-105 at Wilmington Avenue
- I-110 at Manchester Avenue
- I-110 north of I-105 (at 110th Street)
- I-110 south of I-105 (at 126th Street)
- I-110 at 135th Street

8.6 FREEWAY ON-RAMP QUEUE ANALYSIS

In response to a request by Caltrans, a queue analysis for left-turns at freeway on-ramps was conducted. Table 8.11 summarizes the storage capacities and projected queue lengths. The freeway on-ramp locations listed below are anticipated to experience queues such that the measured storage length is exceeded for left-turns; additional storage deficiencies are not expected as a result of the addition of project traffic when compared to the Future Year (2035) No Project scenario.

- I-110 SB On-Ramp at Imperial Highway
- I-105 EB On-Ramp at 120th Street
- I-105 WB On-Ramp at Vermont Avenue
- I-105 EB On-Ramp at Vermont Avenue*
- I-110 NB On-Ramp at El Segundo Boulevard

* It should be noted that the on-ramp is not located at this intersection, however it does serve as the primary access point for I-105 in the eastbound direction.

8.7 FREEWAY OFF-RAMP QUEUE ANALYSIS

A queue analysis for freeway off-ramps at study intersections is provided. Table 8.12 summarizes the storage capacities and queue lengths expected for these off-ramps. All freeway off-ramps are forecast to provide sufficient storage capacity such that the 85% storage capacity is not exceeded by expected queues.

8.8 VEHICLE MILES TRAVELED (VMT) ANALYSIS

VMT calculations were prepared based on the land use characteristics in the Future Year (2035) With Project scenario; project-related changes in land uses were calculated using the land use existing and proposed zoning outlined in Section 2.2 and Section 2.3, respectively. A summary of the following scenarios is presented in Table 8.13 and Table 8.14:

- Future Year (2035) w/ Project
- Future Year (2035) w/ Project + Pass-By, Internal Capture, and Project Design Feature Trip Reductions

TABLE 8.7: FUTURE YEAR (2035) WITH PROJECT CMP MONITORING STATION ANALYSIS – AM PEAK HOUR

ID	Freeway	Segment	Station	Direction	Lanes	Capacity	Future Year (2035) No Project			Project Trips	Future Year (2035) With Project			Change in V/C	Significant Impact?
							Peak Hour Volume	V/C	LOS		Peak Hour Volume	V/C	LOS		
1	I-105	at Western Avenue	1042	EB	4	8,000	6,832	0.854	D	79	6,911	0.864	D	0.010	No
				WB	4	8,000	8,276	**1.035**	**F(0)**	18	8,294	1.037	**F(0)**	**0.002**	No
2	I-105	w/o I-710 (at Harris Avenue)	1043	EB	4	8,000	7,433	0.929	D	13	7,446	0.931	E	0.002	No
				WB	4	8,000	6,318	0.790	D	55	6,373	0.797	D	0.007	No
3	I-110	at Manchester Avenue	1046	NB	4	8,000	9,008	**1.126**	**F(0)**	22	9,030	1.129	**F(0)**	**0.003**	No
				SB	4	8,000	10,974	**1.372**	**F(2)**	95	11,069	1.384	**F(2)**	**0.012**	No

Bold and shaded = Unacceptable evel of service (LOS F).

TABLE 8.8: FUTURE YEAR (2035) WITH PROJECT CMP MONITORING STATION ANALYSIS – PM PEAK HOUR

ID	Freeway	Segment	Station	Direction	Lanes	Capacity	Future Year (2035) No Project			Project Trips	Future Year (2035) With Project			Change in V/C	Significant Impact?
							Peak Hour Volume	V/C	LOS		Peak Hour Volume	V/C	LOS		
1	I-105	at Western Avenue	1042	EB	4	8,000	8,729	**1.091**	**F(0)**	1	8,730	**1.091**	**F(0)**	0.000	No
				WB	4	8,000	8,230	**1.029**	**F(0)**	70	8,300	**1.037**	**F(0)**	0.009	No
2	I-105	w/o I-710 (at Harris Avenue)	1043	EB	4	8,000	7,502	0.938	E	49	7,551	0.944	E	0.006	No
				WB	4	8,000	6,072	0.759	C	1	6,073	0.759	C	0.000	No
3	I-110	at Manchester Avenue	1046	NB	4	8,000	9,903	**1.238**	**F(0)**	84	9,987	**1.248**	**F(0)**	0.011	No
				SB	4	8,000	12,085	**1.511**	**F(3)**	1	12,086	**1.511**	**F(3)**	0.000	No

Bold and shaded = Unacceptable evel of service (LOS F).

TABLE 8.9: FUTURE YEAR (2035) WITH PROJECT FREEWAY MAINLINE ANALYSIS SUMMARY – AM PEAK HOUR

ID	Freeway	Location	Direction	Future Year (2035) No Project		Project Trips	Future Year (2035) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
1	I-105	at Hawthorne Boulevard	EB	25.0	C	55	25.3	C	0.3	No
			WB	24.0	C	13	24.1	C	0.1	No
2	I-105	at Western Avenue	EB	**29.7**	**D**	79	**30.2**	**D**	0.5	No
			WB	**28.2**	**D**	18	**28.2**	**D**	0	No
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**	32	**OVR**	**F**	-	No
			WB	**45.0**	**F**	143	**45.0**	**F**	0	**Yes**
4	I-105	w/o I-710 (Harris Avenue)	EB	**35.9**	**E**	13	**36.1**	**E**	0.2	No
			WB	**26.9**	**D**	55	**27.2**	**D**	0.3	No
5	I-110	s/o I-10 (at Adams Boulevard)	NB	22.9	C	13	22.9	C	0	No
			SB	**34.2**	**D**	55	**34.6**	**D**	0.4	No
6	I-110	at Manchester Avenue	NB	**OVR**	**F**	22	**OVR**	**F**	-	No
			SB	**45.0**	**F**	95	**45.0**	**F**	0	**Yes**
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**	31	**OVR**	**F**	-	No
			SB	**35.6**	**E**	135	**36.6**	**E**	1	No
8	I-110	s/o I-105 (at 126th Street)	NB	**37.7**	**E**	95	**38.6**	**E**	0.9	No
			SB	**45.0**	**F**	22	**45.0**	**F**	0	No
9	I-110	at 135th Street	NB	**34.1**	**D**	79	**34.8**	**D**	0.7	No
			SB	**45.0**	**F**	18	**45.0**	**F**	0	No
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	**29.5**	**D**	55	**29.7**	**D**	0.2	No
			SB	**26.8**	**D**	13	**26.8**	**D**	0	No

Bold and shaded = Unacceptable evel of service (LOS D or w orse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 8.10: FUTURE YEAR (2035) WITH PROJECT FREEWAY MAINLINE ANALYSIS SUMMARY – PM PEAK HOUR

ID	Freeway	Location	Direction	Future Year (2035) No Project		Project Trips	Future Year (2035) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
1	I-105	at Hawthorne Boulevard	EB	**38.7**	**E**	1	**38.7**	**E**	0	No
			WB	23.9	C	49	24.1	C	0.2	No
2	I-105	at Western Avenue	EB	**OVR**	**F**	1	**OVR**	**F**	-	No
			WB	**27.9**	**D**	70	**28.3**	**D**	0.4	No
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**	127	**OVR**	**F**	-	**Yes**
			WB	**45.0**	**F**	2	**45.0**	**F**	0	No
4	I-105	w/o I-710 (Harris Avenue)	EB	**36.7**	**E**	49	**37.2**	**E**	0.5	No
			WB	25.4	C	1	25.4	C	0	No
5	I-110	s/o I-10 (at Adams Boulevard)	NB	25.7	C	49	26.0	C	0.3	No
			SB	**33.6**	**D**	1	**33.6**	**D**	0	No
6	I-110	at Manchester Avenue	NB	**OVR**	**F**	84	**OVR**	**F**	-	**Yes**
			SB	**45.0**	**F**	1	**45.0**	**F**	0	No
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**	120	**OVR**	**F**	-	**Yes**
			SB	**38.8**	**E**	2	**38.8**	**E**	0	No
8	I-110	s/o I-105 (at 126th Street)	NB	**35.3**	**E**	1	**35.3**	**E**	0	No
			SB	**45.0**	**F**	84	**45.0**	**F**	0	**Yes**
9	I-110	at 135th Street	NB	**32.2**	**D**	1	**32.2**	**D**	0	No
			SB	**45.0**	**F**	70	**45.0**	**F**	0	**Yes**
10	I-110	n/o SR-91 (Gardena Boulevard)	NB	22.3	C	1	22.3	C	0	No
			SB	**32.7**	**D**	49	**33.0**	**D**	0.3	No

Bold and shaded = Unacceptable evel of service (LOS D or w orse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 8.11: FUTURE YEAR (2035) WITH PROJECT FREEWAY ON-RAMP QUEUE ANALYSIS

ID	Ramp	Cross Street	Pocket Length (ft) [a]	Ramp Turn Lanes at Intersection				AM Queue		PM Queue		Queue Exceeds Storage?	
				Direction	Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM
10	I-110 NB On-Ramp	Century Boulevard	220	EB	2 [b]	Left	160	53	53	80	80	No	No
						Left	220	53		80			
24	I-110 SB On-Ramp	Imperial Highway	120	WB	1	Left	120	235	235	203	203	Yes	Yes
30	I-105 EB On-Ramp	120th Street	200	EB	1	Left	200	386	386	523	523	Yes	Yes
31	I-105 WB On-Ramp	Vermont Avenue	200	NB	1	Left	200	433	433	205	205	Yes	Yes
32	I-105 EB On-Ramp*	Vermont Avenue	200	SB	1	Left	200	202	202	154	154	Yes	No
33	I-105 EB On-Ramp	Hoover Street	90	SB	1	Left	90	78	78	8	8	No	No
46	I-110 SB On-Ramp	El Segundo Boulevard	240	WB	1	Left	240	227	227	176	176	No	No
47	I-110 NB On-Ramp	El Segundo Boulevard	250	WB	1	Left	250	130	130	330	330	No	Yes

*On-ramp is not located at intersection, but is the primary route for which traffic accesses the designated ramp. [a] = Length measured from scaled aerial images. [b] = Approach consists of one left-turn pocket and one left-turn lane; pocket length and lane length to downstream intersection where cars may queue uninterrupted are provided.

TABLE 8.12: FUTURE YEAR (2035) WITH PROJECT FREEWAY OFF-RAMP QUEUE ANALYSIS

ID	Ramp	Cross Street	Ramp Length (ft) [a]	85% Ramp Length (ft)	85% Ramp Length (ft)	Ramp Turn Lanes at Intersection			AM Queue		PM Queue		Queue Exceeds 85% Storage?	
						Lanes	Movement	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM
9	I-110 Southbound Off-Ramp	Century Boulevard	850	723	725	3	Left	725	94	94	121	121	No	No
							Left/Through/Right	250	93		118			
							Right	250	50		69			
25	I-110 Northbound Off-Ramp	Imperial Highway	2,000	1,700	1,700	3	Left	1,700	351	381	188	256	No	No
							Left/Through/Right	280	381		256			
							Right	280	161		162			
29	I-105 Westbound Off-Ramp	Crenshaw Boulevard	1,300	1,105	1,100	3	Left	1,140	134	145	388	487	No	No
							Left/Through/Right*	1,140	145		487			
							Right	525	60		276			
30	I-105 Eastbound Off-Ramp	120th Street	1,500	1,275	1,300	3	Left*	1,300	301	301	138	138	No	No
							Left	1,000	301		138			
							Right	425	16		14			
31	I-105 Westbound Off-Ramp	Vermont Avenue	1,150	978	980	2	Left/Through/Right	980	427	427	352	352	No	No
							Right	750	358		311			
32	I-105 Eastbound Off-Ramp	Vermont Avenue	1,120	952	950	3	Left	950	261	279	169	180	No	No
							Left/Through/Right	420	279		180			
							Right	420	65		90			
46	I-110 Southbound Off-Ramp	El Segundo Bouldevard	875	744	740	3	Left	740	151	308	147	147	No	No
							Left/Right	450	308		119			
							Right	150	286		97			
47	I-110 Northbound Off-Ramp	El Segundo Bouldevard	1,400	1190	1,200	2	Left	1,200	316	316	223	223	No	No
							Left/Right	500	316		223			

*Lane continues on freeway mainline as its own lane; length shown is to gore point of lane or adjacent lane. [a] = Length measured from scaled aerial images.

TABLE 8.13: FUTURE YEAR (2035) WITH PROJECT VMT SUMMARY

Land Use	Average Daily Trip Rate			Annual VMT	Population / Employees	Annual VMT Per Capita
	Weekday	Saturday	Sunday			
Single - Family	14,868.87	15,478.01	13,463.21	**50,420,372**	**4,687**	**10,757**
Multi - Family	21,248.15	20,417.40	18,723.94	**70,970,388**	**9,776**	**7,259**
General Office Building	30,976.14	6,908.55	2,948.77	**75,813,851**	**1,539**	**49,272**
Specialty Retail Center	39,096.90	37,085.61	18,022.33	**68,110,853**	**3,998**	**17,035**
Total	**106,190.06**	**79,889.57**	**53,158.25**	**265,315,464**	**20,000**	**13,266**

TABLE 8.14: FUTURE YEAR (2035) WITH PROJECT + PASS-BY, INTERNAL CAPTURE, AND PROJECT DESIGN FEATURE TRIP REDUCTIONS VMT SUMMARY

Land Use	Average Daily Trip Rate			Annual VMT	Population / Employees	Annual VMT Per Capita
	Weekday	Saturday	Sunday			
Single - Family	11,293.06	11,755.70	10,225.44	**38,294,777**	**4,687**	**8,170**
Multi - Family	16,138.18	15,507.23	14,221.03	**53,902,719**	**9,776**	**5,514**
General Office Building	23,284.14	5,193.02	2,216.53	**56,987,756**	**1,539**	**37,037**
Specialty Retail Center	26,020.94	24,682.33	11,994.77	**45,331,178**	**3,998**	**11,337**
Total	**76,736.32**	**57,138.28**	**38,657.77**	**194,516,430**	**20,000**	**9,726**

9 MITIGATION MEASURES

This section provides a summary of the mitigation process utilized for this project. The first phase of the process consists of identifying intersections, freeway segments, and freeway off-ramps significantly impacted by the addition of project traffic. Upon identification of the facilities, measures which would result in full mitigation of the impacts were developed.

9.1 SIGNIFICANT IMPACT IDENTIFICATION

The proposed project is anticipated to create significant traffic impacts at ten of the study intersections and five freeway mainline study locations in the Existing Year (2017) With Project Scenario; significant impacts at fifteen study intersections and five freeway mainline location are anticipated for the Future Year (2035) With Project scenario. A summary of the impacts and the scenarios in which they occur is provided in Table 9.1 below:

TABLE 9.1: SIGNIFICANT IMPACT SUMMARY

ID	Location	Existing Year (2017) With Project		Future Year (2035) With Project	
		AM	PM	AM	PM
INTERSECTION					
3	Century Boulevard / Van Ness Avenue			X	
5	Century Boulevard / Normandie Avenue			X	X
17	Imperial Highway / Crenshaw Boulevard		X	X	
18	Imperial Highway / Van Ness Avenue				X
19	Imperial Highway / Western Avenue	X	X	X	X
20	Imperial Highway / Normandie Avenue	X	X	X	X
21	Imperial Highway / Vermont Avenue	X	X	X	X
23	Imperial Highway / Figueroa Street		X		X
29	118th Street & I-105 WB Ramp / Crenshaw Boulevard	X		X	X
30	I-105 EB Ramps / 120th Street			X	X
31	I-105 WB Ramps / Vermont Avenue	X	X	X	X
34	Crenshaw Boulevard / 120th Street			X	
35	Van Ness Avenue / 120th Street			X	X
36	120th Street / Western Avenue	X		X	
41	El Segundo Boulevard / Crenshaw Boulevard			X	X
42	El Segundo Boulevard / Van Ness Avenue			X	X
43	El Segundo Boulevard / Western Avenue	X		X	X
44	El Segundo Boulevard / Normandie Avenue	X		X	X
45	El Segundo Boulevard / Vermont Avenue			X	
49	Crenshaw Boulevard / 135th Street			X	
51	Crenshaw Boulevard / Rosecrans Avenue				X
FREEWAY MAINLINE					
3	I-105 at Wilmington Avenue	X	X	X	X
6	I-110 at Manchester Avenue	X	X	X	X
7	I-110 n/o I-105 (at 110th Street)		X		X
8	I-110 s/o I-105 (at 126th Street)		X		X
9	I-110 at 135th Street		X		X

Bold and shaded = Significant impact due to onset of project traffic compared to the No Project scenario.

9.2 EXISTING YEAR (2017) WITH PROJECT + MITIGATION INTERSECTION MITIGATION MEASURES

The intersections significantly impacted by the addition of project-generated traffic and their respective mitigation measures are listed below:

- **MM17 – Imperial Highway and Crenshaw Boulevard:** Modifications to the northbound and eastbound approaches were explored. However, due to the need for right-of-way acquisition the measures were deemed infeasible. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM19 – Imperial Highway and Western Avenue:** Striping modifications to the southbound approach and receiving lanes we explored. However, due to the need for right-of-way acquisition the measures were deemed infeasible. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM20 – Imperial Highway and Normandie Avenue:** Per the 2012 LA County Bicycle Master Plan, Class II bikes lanes are proposed along Imperial Highway and Normandie Avenue at this intersection. Given this information, it is believed that the use of the bike lane as a defacto right-turn lane at the intersection for the northbound, eastbound, and westbound approaches is feasible. Sufficient, additional clearance for the bike lane must be provided such that the number of existing lanes remains and the defacto right-turn is provided. The eastbound and westbound approaches are to feature one left-turn lane, three through lanes, and one defacto right-turn/bike lane. The northbound approach is to feature one left-turn lane, two through lanes, and one defacto right-turn/bike lane. Implementation of this measure mitigates all significant impacts.
- **MM21 – Imperial Highway and Vermont Avenue:** Modifications to the northbound and southbound approaches were explored. The observed impact at this intersection is mitigated with the addition of a through lane in each direction. Restriping and median reconfiguration of the approach and receiving lanes in both directions is anticipated to accommodate the additional lanes.
- **MM23 – Imperial Highway and Figueroa Street:** A striping modification to the eastbound approach was explored. The eastbound approach is to be restriped to feature one left-turn lane, two through lanes, and one through-right lane. Implementation of this measure mitigates all significant impacts.
- **MM29 – 118th Street/WB I-105 Ramp and Crenshaw Boulevard:** Modifications to the westbound approach were explored. However, due to the need for right-of-way acquisition the measures were deemed infeasible. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM31 – WB I-105 Ramp and Vermont Avenue:** A modification to the southbound approach was explored as an intersection capacity improvement. The modification consists of restriping the southbound approach to feature one right-turn lane, one through-right lane, and two through lanes. Implementation of this measure fully mitigates all significant impacts.
- **MM36 – 120th Street and Western Avenue:** The impact observed at this intersection is fully mitigated by restriping the westbound approach to feature one left-turn lane, one through-right lane, and one right-turn lane. The pedestrian crossing across the north side should be assessed for pedestrian safety due to the dual right-turn configuration proposed. Implementation of this measure fully mitigates all significant impacts.
- **MM43 – El Segundo Boulevard and Western Avenue:** Improvements to the southbound approach were explored. However, due to the need for right-of-way acquisition the measures were deemed infeasible. Therefore, the impact at this intersection is to be significant and unavoidable.

- **MM44 – El Segundo Boulevard and Normandie Avenue:** Full mitigation of the impact observed at this intersection is expected with striping modifications to the northbound and southbound approaches. The northbound approach will be restriped to feature one left-turn lane, two through lanes, and a right-turn pocket. The southbound approach is to feature one left-turn lane, one through lane, and one through-right lane. This will require shifting and restriping the lanes in both directions to provide sufficient clearance for the proposed northbound right turn pocket. Lane widths of 10 feet are recommended to accomplish this. Implementation of this measure mitigates all significant impacts.

A summary of the study intersection performance, with the implementation of the mitigation measures, for the AM and PM peak hours of the Existing Year (2017) With Project are provided in Table 9.2 and Table 9.3, respectively.

TABLE 9.2: EXISTING YEAR (2017) WITH PROJECT SIGNIFICANT IMPACT COMPARISON – AM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?	W/ MITIGATION		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS			V/C or Delay (S)	LOS		
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.720	C	0.004	No	0.720	C	0.004	No
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.848	D	**0.908**	**E**	0.060	Yes	**0.908**	**E**	0.060	Yes
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.842	D	0.880	D	0.038	Yes	0.852	D	0.010	No
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.699	B	0.777	C	0.078	No	0.712	C	0.013	No
		County of Los Angeles	ICU	Signalized	0.689	B	0.756	C	0.067	Yes	0.706	D	0.017	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.776	C	0.029	No	0.776	C	0.029	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	**1.971**	**F**	**2.015**	**F**	0.044	Yes	**2.015**	**F**	0.044	Yes
		Caltrans	HCM	Signalized	14.5	B	15.9	B	1.4	No	15.9	B	1.4	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.847	D	**0.928**	**E**	0.081	Yes	0.784	C	-0.063	No
		County of Los Angeles	ICU	Signalized	0.781	C	0.833	D	0.052	Yes	0.705	D	-0.076	No
		Caltrans	HCM	Signalized	26.6	C	32.9	C	6.3	No	32.9	C	6.3	No
36	120th / Western	County of Los Angeles	ICU	Signalized	0.760	C	0.814	D	0.054	Yes	0.724	C	-0.036	No
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.884	D	**0.908**	**E**	0.024	Yes	**0.908**	**E**	0.024	Yes
		City of Gardena	ICU	Signalized	0.884	D	**0.908**	**E**	0.024	No	**0.908**	**E**	0.024	No
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.861	D	0.886	D	0.025	Yes	0.856	D	-0.005	No
		City of Gardena	ICU	Signalized	0.861	D	0.886	D	0.025	No	0.856	D	-0.005	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

TABLE 9.3: EXISTING YEAR (2017) WITH PROJECT SIGNIFICANT IMPACT COMPARISON – PM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?	W/ MITIGATION		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS			V/C or Delay (S)	LOS		
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.846	D	**0.926**	**E**	0.080	Yes	**0.926**	**E**	0.080	Yes
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.839	D	0.887	D	0.048	Yes	0.887	D	0.048	Yes
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.758	C	0.802	D	0.044	Yes	0.761	B	0.003	No
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.720	C	0.770	C	0.050	Yes	0.693	B	-0.027	No
		County of Los Angeles	ICU	Signalized	0.706	C	0.748	C	0.042	Yes	0.682	D	-0.024	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.714	C	0.755	C	0.041	Yes	0.616	B	-0.098	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.724	C	0.751	C	0.027	No	0.751	C	0.027	No
		Caltrans	HCM	Signalized	19.8	B	21.1	C	1.3	No	21.1	C	1.3	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.816	D	0.848	D	0.032	Yes	0.776	C	-0.040	No
		County of Los Angeles	ICU	Signalized	0.638	B	0.667	B	0.029	No	0.603	C	-0.035	No
		Caltrans	HCM	Signalized	21.9	C	23.4	C	1.5	No	23.4	C	1.5	No
36	120th / Western	County of Los Angeles	ICU	Signalized	0.650	B	0.683	D	0.033	No	0.629	B	-0.021	No
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.806	D	0.824	D	0.018	No	0.824	D	0.018	No
		City of Gardena	ICU	Signalized	0.806	D	0.824	D	0.018	No	0.824	D	0.018	No
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.834	D	0.850	D	0.016	No	0.771	C	-0.063	No
		City of Gardena	ICU	Signalized	0.834	D	0.850	D	0.016	No	0.771	C	-0.063	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

9.3 FUTURE YEAR (2035) WITH PROJECT + 5% TRANSIT CREDIT REDUCTION

The project area is currently served by various public transit lines, with improvements to the current facilities and services anticipated given the proposed development described in the Specific Plan. The applied mixed use internal trip capture and project design reductions intrinsically take into account the existing transit services, but do not account for the effects of improvements such as an upgrade to Bus Rapid Transit (BRT) or Light Rail Transit (LRT) which would further lower project-generated trips. Projects such as the Vermont BRT Corridor are expected to further decrease the project trips, justifying a 5% transit credit reduction to the project trips shown in Table 6.11. The 5% credit is based on the effect of transit improvements. The transit credit is applied to show the effects of implementing more aggressive transit-related traffic demand management (TDM) strategies. It should be noted that, with further improvements to transit facilities and services, a larger transit credit may be defendable. Table 9.4 shows the additional reduction in project trips due to a 5% transit credit.

TABLE 9.4: PROJECT TRIP GENERATION

Land Use Zoning	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Existing	59,599	1,455	1,844	3,299	2,597	2,253	4,850
Proposed	79,497	2,590	2,293	4,883	2,761	3,288	6,049
Project (TDM Reduction)	10,339	792	180	972	9	703	712
Project (5% Transit Credit)	9,822	752	171	923	9	668	677

9.4 FUTURE YEAR (2035) WITH PROJECT + 5% TRANSIT CREDIT REDUCTION FREEWAY MAINLINE ANALYSIS

As summarized in Table 9.1, a significant impact is forecasted at five freeway mainline locations. The application of a 5% transit credit did not reduce the number of freeway mainline impacts. The freeway mainline analysis results for the AM and PM peak hours are presented in Table 9.5 and Table 9.6, respectively. Guidance with regards to mitigating freeway mainline impacts is provided in Section 9.7.

9.5 FUTURE YEAR (2035) WITH PROJECT + 5% TRANSIT CREDIT REDUCTION INTERSECTION ANALYSIS

As summarized in Table 9.1, a significant impact is forecasted at fifteen study intersections in the Future Year (2035) With Project scenario. It should be noted that the additional 5% reduction in project trips did not lessen the amount of impacted intersections, albeit it did lessen said impacts. A level of service and significant impact summary for the AM and PM peak hours is shown in Table 9.7 and Table 9.8, respectively. Mitigation measures for the impacted intersections are presented in Section 9.6.

TABLE 9.5: FUTURE YEAR (2035) WITH PROJECT+ 5% TRANSIT CREDIT REDUCTION FREEWAY MAINLINE ANALYSIS– AM PEAK HOUR

ID	Freeway	Location	Direction	Future Year (2035) No Project		Project Trips	Future Year (2035) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**	22	**OVR**	**F**	-	No
			WB	**45.0**	**F**	98	**45.0**	**F**	0	**Yes**
6	I-110	at Manchester Avenue	NB	**OVR**	**F**	21	**OVR**	**F**	-	No
			SB	**45.0**	**F**	90	**45.0**	**F**	0	**Yes**
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**	29	**OVR**	**F**	-	No
			SB	**35.6**	**E**	128	**36.5**	**E**	0.9	No
8	I-110	s/o I-105 (at 126th Street)	NB	**37.7**	**E**	90	**38.5**	**E**	0.8	No
			SB	**45.0**	**F**	21	**45.0**	**F**	0	No
9	I-110	at 135th Street	NB	**34.1**	**D**	75	**34.7**	**D**	0.6	No
			SB	**45.0**	**F**	17	**45.0**	**F**	0	No

Bold and shaded = Unacceptable evel of service (LOS D or w orse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 9.6: FUTURE YEAR (2035) WITH PROJECT + 5% TRANSIT CREDIT REDUCTION FREEWAY MAINLINE ANALYSIS– PM PEAK HOUR

ID	Freeway	Location	Direction	Future Year (2035) No Project		Project Trips	Future Year (2035) With Project		Change in Density	Project Impact?
				Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
3	I-105	at Wilmington Avenue	EB	**OVR**	**F**	87	**OVR**	**F**	-	**Yes**
			WB	**45.0**	**F**	1	**45.0**	**F**	0	No
6	I-110	at Manchester Avenue	NB	**OVR**	**F**	80	**OVR**	**F**	-	**Yes**
			SB	**45.0**	**F**	1	**45.0**	**F**	0	No
7	I-110	n/o I-105 (at 110th Street)	NB	**OVR**	**F**	114	**OVR**	**F**	-	**Yes**
			SB	**38.8**	**E**	2	**38.8**	**E**	0	No
8	I-110	s/o I-105 (at 126th Street)	NB	**35.3**	**E**	1	**35.3**	**E**	0	No
			SB	**45.0**	**F**	80	**45.0**	**F**	0	**Yes**
9	I-110	at 135th Street	NB	**32.2**	**D**	1	**32.2**	**D**	0	No
			SB	**45.0**	**F**	67	**45.0**	**F**	0	**Yes**

Bold and shaded = Unacceptable evel of service (LOS D or w orse). Pc/mi/ln = passenger-car per mile per lane.

TABLE 9.7: FUTURE YEAR (2035) WITH PROJECT + 5% TRANSIT CREDIT SIGNIFICANT IMPACT COMPARISON – AM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?	W/ 5% TDM		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS			V/C or Delay (S)	LOS		
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.826	D	0.867	D	0.041	Yes	0.867	D	0.041	Yes
5	Century / Normandie	County of Los Angeles	ICU	Signalized	0.881	D	**0.922**	**E**	0.041	Yes	**0.922**	**E**	0.041	Yes
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.745	C	0.029	No	0.745	C	0.029	No
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / City of Hawthorne [a]	ICU	Signalized	0.787	C	0.825	D	0.038	No	0.825	D	0.038	No
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.848	D	**0.938**	**E**	0.090	Yes	**0.936**	**E**	0.088	Yes
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.842	D	**0.910**	**E**	0.068	Yes	**0.909**	**E**	0.067	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.732	C	0.808	D	0.076	Yes	0.806	D	0.074	Yes
		County of Los Angeles	ICU	Signalized	0.689	B	0.783	C	0.094	Yes	0.781	C	0.092	Yes
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.781	C	0.811	D	0.030	No	0.809	D	0.028	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	**1.971**	**F**	**2.092**	**F**	0.121	Yes	**2.090**	**F**	0.119	Yes
		Caltrans	HCM	Signalized	15.4	B	16.5	B	1.1	No	16.4	B	1.0	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.798	C	0.842	D	0.044	Yes	0.842	D	0.044	Yes
		Caltrans	HCM	Signalized	31.1	C	32.2	C	1.1	No	32.0	C	0.9	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.886	D	**0.967**	**E**	0.081	Yes	**0.963**	**E**	0.077	Yes
		County of Los Angeles	ICU	Signalized	0.781	C	0.864	D	0.083	Yes	0.862	D	0.081	Yes
		Caltrans	HCM	Signalized	28.7	C	**37.4**	**D**	8.7	Yes	**36.9**	**D**	8.2	Yes
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.769	C	0.821	D	0.052	Yes	0.820	D	0.051	Yes
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.021**	**F**	**1.060**	**F**	0.039	Yes	**1.060**	**F**	0.039	Yes
36	120th / Western	County of Los Angeles	ICU	Signalized	0.760	C	0.841	D	0.081	Yes	0.838	D	0.078	Yes
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.831	D	0.863	D	0.032	Yes	0.863	D	0.032	Yes
		City of Gardena	ICU	Signalized	0.860	D	0.863	D	0.003	No	0.863	D	0.003	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.042**	**F**	**1.086**	**F**	0.044	Yes	**1.086**	**F**	0.044	Yes
		City of Gardena	ICU	Signalized	**1.079**	**F**	**1.086**	**F**	0.007	No	**1.086**	**F**	0.007	No
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.884	D	**0.940**	**E**	0.056	Yes	0.882	D	-0.002	No
		City of Gardena	ICU	Signalized	**0.916**	**E**	**0.940**	**E**	0.024	No	0.882	D	-0.034	No
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.861	D	**0.917**	**E**	0.056	Yes	**0.916**	**E**	0.055	Yes
		City of Gardena	ICU	Signalized	0.892	D	**0.917**	**E**	0.025	No	**0.916**	**E**	0.024	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.811	D	0.826	D	0.015	No	0.825	D	0.014	No
		County of Los Angeles	ICU	Signalized	0.752	C	0.795	C	0.043	Yes	0.795	C	0.043	Yes
		City of Gardena	ICU	Signalized	0.782	C	0.795	C	0.013	No	0.795	C	0.013	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.811	D	0.841	D	0.030	Yes	0.841	D	0.030	Yes
		City of Gardena	ICU	Signalized	0.840	D	0.841	D	0.001	No	0.841	D	0.001	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.757	C	0.788	C	0.031	No	0.788	C	0.031	No
		City of Gardena	ICU	Signalized	0.783	C	0.788	C	0.005	No	0.788	C	0.005	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

TABLE 9.8: FUTURE YEAR (2035) WITH PROJECT + 5% TRANSIT CREDIT SIGNIFICANT IMPACT COMPARISON – PM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?	W/ 5% TDM		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS			V/C or Delay (S)	LOS		
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.819	D	0.836	D	0.017	No	0.836	D	0.017	No
5	Century / Normandie	County of Los Angeles	ICU	Signalized	0.854	D	0.895	D	0.041	Yes	0.894	D	0.040	Yes
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.846	D	**0.956**	**E**	0.110	Yes	**0.952**	**E**	0.106	Yes
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / City of Hawthorne [a]	ICU	Signalized	0.842	D	0.879	D	0.037	Yes	0.878	D	0.036	Yes
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.839	D	**0.916**	**E**	0.077	Yes	**0.914**	**E**	0.075	Yes
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.758	C	0.829	D	0.071	Yes	0.826	D	0.068	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.754	C	0.803	D	0.049	Yes	0.800	C	0.046	Yes
		County of Los Angeles	ICU	Signalized	0.706	C	0.776	C	0.1	Yes	0.774	C	0.1	Yes
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.789	C	0.042	Yes	0.787	D	0.040	Yes
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.724	C	0.767	C	0.043	Yes	0.775	C	0.051	Yes
		Caltrans	HCM	Signalized	21.6	C	23.3	C	1.7	No	23.1	C	1.5	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.733	C	0.777	C	0.044	Yes	0.776	C	0.043	Yes
		Caltrans	HCM	Signalized	27.9	C	29.7	C	1.8	No	29.6	C	1.7	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.852	D	0.885	D	0.033	Yes	0.883	D	0.031	Yes
		County of Los Angeles	ICU	Signalized	0.638	B	0.692	B	0.054	No	0.691	B	0.053	No
		Caltrans	HCM	Signalized	24.1	C	26.0	C	1.9	No	25.9	C	1.800	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.774	C	0.808	D	0.034	No	0.807	D	0.033	No
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	0.888	D	**0.927**	**E**	0.039	Yes	**0.926**	**E**	0.038	Yes
36	120th / Western	County of Los Angeles	ICU	Signalized	0.650	B	0.705	C	0.055	No	0.702	C	0.052	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.839	D	0.874	D	0.035	Yes	0.873	D	0.034	Yes
		City of Gardena	ICU	Signalized	0.868	D	0.874	D	0.006	No	0.873	D	0.005	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**0.949**	**E**	**0.984**	**E**	0.035	Yes	**0.984**	**E**	0.035	Yes
		City of Gardena	ICU	Signalized	**0.983**	**E**	**0.984**	**E**	0.001	No	**0.984**	**E**	0.001	No
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.806	D	0.844	D	0.038	Yes	0.810	D	0.004	No
		City of Gardena	ICU	Signalized	0.834	D	0.844	D	0.010	No	0.810	D	-0.024	No
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.834	D	0.879	D	0.045	Yes	0.878	D	0.044	Yes
		City of Gardena	ICU	Signalized	0.864	D	0.879	D	0.015	No	0.878	D	0.014	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.731	C	0.747	C	0.016	No	0.746	C	0.015	No
		County of Los Angeles	ICU	Signalized	0.686	B	0.728	C	0.042	No	0.727	C	0.041	No
		City of Gardena	ICU	Signalized	0.714	C	0.728	C	0.014	No	0.727	C	0.013	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.709	C	0.733	C	0.024	No	0.733	C	0.024	No
		City of Gardena	ICU	Signalized	0.733	C	0.733	C	0.000	No	0.733	C	0.000	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.810	D	0.843	D	0.033	Yes	0.842	D	0.032	Yes
		City of Gardena	ICU	Signalized	0.838	D	0.843	D	0.005	No	0.842	D	0.004	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

9.6 FUTURE YEAR (2035) WITH PROJECT + MITIGATION INTERSECTION MITIGATION MEASURES

The intersections significantly impacted by the addition of project-generated traffic and their respective mitigation measures are listed below:

- **MM3 – Century Boulevard and Van Ness Avenue:** Modifications to the southbound approach were explored as intersection improvements but were deemed infeasible due to the development of the adjacent land. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM5 – Century Boulevard and Normandie Avenue:** Striping modifications to the northbound, southbound, and eastbound approaches were explored. All three approaches are to be restriped to provide a defacto right-turn lane. It is recommended that the approach lane widths in all directions be reduced to 10 feet; the outside through lanes are to be a minimum of 19 feet wide. The northbound and southbound approaches are to feature one left-turn lane, two through lanes, and one defacto right-turn lane. The eastbound approach is to feature one left-turn lane, two through lanes, and one defacto right-turn lane. Implementation of this measure mitigates all significant impacts at this intersection.
- **MM17 – Imperial Highway and Crenshaw Boulevard:** Modifications to the northbound and eastbound approaches were explored. However, due to the need for right-of-way acquisition the measures were deemed infeasible. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM18 – Imperial Highway and Van Ness Avenue:** Modifications to the eastbound approach were explored. However, due to the need for right-of-way acquisition the measures were deemed infeasible. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM19 – Imperial Highway and Western Avenue:** Striping modifications to the southbound approach and receiving lanes we explored. However, due to the need for right-of-way acquisition the measures were deemed infeasible. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM20 – Imperial Highway and Normandie Avenue:** Per the 2012 LA County Bicycle Master Plan, bikes lanes are proposed along Imperial Highway and Normandie Avenue at this intersection. Given this information, it is believed that the use of the bike lane as a defacto right-turn lane at the intersection for the northbound, eastbound, and westbound approaches is feasible. Sufficient, additional clearance for the bike lane must be provided such that the number of existing lanes remains and the defacto right-turn is provided. It is recommended that lanes in all three directions be reduced to a width of 10 feet to minimize modifications to the median and/or sidewalks. The eastbound and westbound approaches are to feature one left-turn lane, three through lanes, and one defacto right-turn/bike lane. The northbound approach is to feature one left-turn lane, two through lanes, and one defacto right-turn/bike lane. Implementation of this measure does not fully mitigate all significant impacts during both peak hours. Further expansion of this measure requires right-of-way acquisition that is believed to be infeasible due to the development of the adjacent land. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM21 – Imperial Highway and Vermont Avenue:** Modifications to the northbound and southbound approaches were explored. The observed impact at this intersection is mitigated with the addition of a through lane in each direction. Restriping and median reconfiguration of the approach and receiving lanes in both directions is anticipated to accommodate the additional lanes.

- **MM23 – Imperial Highway and Figueroa Street:** A striping modification to the eastbound approach was explored. The eastbound approach is to be restriped to feature one left-turn lane, two through lanes, and one through-right lane. Implementation of this measure mitigates all significant impacts.
- **MM29 – 118th Street/WB I-105 Ramp and Crenshaw Boulevard:** Modifications to the westbound approach were explored. However, due to the need for right-of-way acquisition the measures were deemed infeasible. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM30 – EB I-105 Ramp and 120th Street:** Modifications in the southbound approach were explored as intersection improvements. The southbound direction is to be restriped to feature a shared left-/right-turn lane and two left-turn lanes. In order for the intersection to support the additional southbound left-turn capacity, the median striping on the east leg will need to be removed and tapered. Additionally, the restriping of "cat tracks" within the intersection is recommended. Coordination with and approval by Caltrans is required for the implementation of the proposed southbound enhancements. All significant impacts are mitigated with the implementation of this measure.
- **MM31 – WB I-105 Ramp and Vermont Avenue:** A modification to the southbound approach was explored as an intersection capacity improvement. The modification consists of restriping the southbound approach to feature one right-turn lane, one through-right lane, and two through lanes. Implementation of this measure fully mitigates all significant impacts.
- **MM34 – 120th Street and Crenshaw Boulevard:** Signal modifications to the southbound approach were explored and deemed a feasible improvement. The southbound right-turn control is to be modified to an overlap right-turn. Implementation of this measure mitigates all significant impacts.
- **MM35 – 120th Street and Van Ness Avenue:** Modifications to the southbound approach were explored as intersection improvements. The southbound approach will be modified to feature a left-turn lane, two through lanes, and one defacto right-turn lane. Approach lane widths are recommended to be 10 feet; the southbound outside through lane is to be a minimum of 19 feet wide to provide the defacto right-turn lane. The northbound approach lanes will need to be shifted to account for southbound restriping. All significant impacts are mitigated with the implementation of this measure.
- **MM36 – 120th Street and Western Avenue:** The impact observed at this intersection is fully mitigated by restriping the westbound approach to feature one left-turn lane, one through-right lane, and one right-turn lane. The pedestrian crossing across the north side should be assessed for pedestrian safety due to the dual right-turn configuration proposed. Implementation of this measure fully mitigates all significant impacts.
- **MM41 – El Segundo Boulevard and Crenshaw Boulevard:** Intersection improvements were considered in the northbound and southbound. However, due to the development of adjacent land and the intersection itself, an implementable measure was not developed. Therefore, the impact at this intersection is to be significant and unavoidable.
- **MM42 – El Segundo Boulevard and Van Ness Avenue:** Intersection improvements to the northbound and westbound approaches were explored. The northbound and westbound through-right lanes are to be restriped as through lanes. Right-turn capacity in both directions is to be provided by defacto right-turn lanes in northbound and westbound directions. A reduction in lane widths to 10 feet is recommended. The southbound and eastbound striping shall be modified to support the striping modifications to the northbound and westbound approaches. All significant impacts are mitigated with the implementation of this measure.

- **MM43 – El Segundo Boulevard and Western Avenue:** Modifications to the northbound and southbound approaches were explored. The northbound approach is to be restriped to feature one left-turn lane, two through lanes, and one through-right lane. Implementation of this measure does not fully mitigate all significant impacts; the intersection is anticipated to perform at an unacceptable LOS during the both peak hours. Further expansion of this measure requires right-of-way acquisition that is believed to be infeasible due to the development of the adjacent land. The impact at this intersection is to be significant and unavoidable.
- **MM44 – El Segundo Boulevard and Normandie Avenue:** Modifications to the northbound and southbound approaches were explored. The northbound and southbound approaches are to be restriped to feature one left-turn lane, two through lanes, and a defacto right-turn lane. This will require shifting and restriping of the lanes in both directions to provide sufficient clearance for the proposed defacto right-turn lanes. Lane widths of 10 feet are recommended to accomplish this measure. Implementation of this measure does not fully mitigate all significant impacts; the intersection LOS is returned to an acceptable LOS in the PM peak hour, but is anticipated to perform at an unacceptable LOS during the AM peak hour. Further expansion of this measure requires right-of-way acquisition that is believed to be infeasible due to the development of the adjacent land. The impact at this intersection is to be significant and unavoidable.
- **MM45 – El Segundo Boulevard and Vermont Avenue:** Modifications to the northbound and southbound approaches were explored. The addition of a left-turn lane in each direction was deemed a feasible improvement. Modifications to the median is expected to accomplish this. Additionally, the stop bar placement for the westbound and eastbound approaches should be evaluated. Implementation of this measure fully mitigates all significant impacts.
- **MM49 – 135th Street and Crenshaw Boulevard:** Improvements to the westbound approach were explored. The westbound approach is to be restriped to feature one left-turn lane, one through-right lane, and one right-turn lane. It is advised that the pedestrian crossing across the north side of the intersection be evaluated for pedestrian safety due to the westbound enhancements. All significant impacts are mitigated with this measure.
- **MM51 – Rosecrans Avenue and Crenshaw Boulevard:** Intersection improvements were considered on the northbound, westbound, southbound, and eastbound directions. However, due to the development of the adjacent land and of the intersection itself, an implementable measure could not be developed. Therefore, the impact at this intersection is to be significant and unavoidable.

A summary of the study intersection performance, with the implementation of the mitigation measures, for the AM and PM peak hours of the Future Year (2035) With Project is provided in Table 9.9 and Table 9.10, respectively.

TABLE 9.9: FUTURE YEAR (2035) WITH PROJECT + MITIGATION SIGNIFICANT IMPACT COMPARISON – AM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?	W/ MITIGATION		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS			V/C or Delay (S)	LOS		
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.826	D	0.867	D	0.041	Yes	0.605	B	-0.221	No
5	Century / Normandie	County of Los Angeles	ICU	Signalized	0.881	D	**0.922**	**E**	0.041	Yes	0.895	D	0.014	No
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.716	C	0.745	C	0.029	No	0.745	C	0.029	No
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / Hawthorne [a]	ICU	Signalized	0.787	C	0.825	D	0.038	No	0.825	D	0.038	No
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.848	D	**0.938**	**E**	0.090	Yes	**0.936**	**E**	0.088	Yes
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.842	D	**0.910**	**E**	0.068	Yes	0.880	D	0.038	Yes
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.732	C	0.808	D	0.076	Yes	0.739	C	0.007	No
		County of Los Angeles	ICU	Signalized	0.689	B	0.783	C	0.094	Yes	0.722	C	0.033	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.781	C	0.811	D	0.030	No	0.809	D	0.028	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	**1.971**	**F**	**2.092**	**F**	0.121	Yes	**2.090**	**F**	0.119	Yes
		Caltrans	HCM	Signalized	15.4	B	16.5	B	1.1	No	16.4	B	1.0	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.798	C	0.842	D	0.044	Yes	0.748	C	-0.050	No
		Caltrans	HCM	Signalized	31.1	C	32.2	C	1.1	No	26.1	C	-5.0	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.886	D	**0.967**	**E**	0.081	Yes	0.814	D	-0.072	No
		County of Los Angeles	ICU	Signalized	0.781	C	0.864	D	0.083	Yes	0.728	C	-0.053	No
		Caltrans	HCM	Signalized	28.7	C	**37.4**	**D**	8.7	Yes	28.7	C	0.000	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.769	C	0.821	D	0.052	Yes	0.781	C	0.012	No
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.021**	**F**	**1.060**	**F**	0.039	Yes	**0.958**	**E**	-0.063	No
36	120th / Western	County of Los Angeles	ICU	Signalized	0.760	C	0.841	D	0.081	Yes	0.745	C	-0.015	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.831	D	0.863	D	0.032	Yes	0.863	D	0.032	Yes
		City of Gardena	ICU	Signalized	0.860	D	0.863	D	0.003	No	0.863	D	0.003	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**1.042**	**F**	**1.086**	**F**	0.044	Yes	**0.999**	**E**	-0.043	No
		City of Gardena	ICU	Signalized	**1.079**	**F**	**1.086**	**F**	0.007	No	**0.999**	**E**	-0.080	No
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.884	D	**0.940**	**E**	0.056	Yes	**0.939**	**E**	0.055	Yes
		City of Gardena	ICU	Signalized	**0.916**	**E**	**0.940**	**E**	0.024	No	**0.939**	**E**	0.023	No
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.861	D	**0.917**	**E**	0.056	Yes	0.882	D	0.021	Yes
		City of Gardena	ICU	Signalized	0.892	D	**0.917**	**E**	0.025	No	0.882	D	-0.010	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.811	D	0.826	D	0.015	No	0.773	C	-0.038	No
		County of Los Angeles	ICU	Signalized	0.752	C	0.795	C	0.043	Yes	0.751	C	-0.001	No
		City of Gardena	ICU	Signalized	0.782	C	0.795	C	0.013	No	0.751	C	-0.031	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.811	D	0.841	D	0.030	Yes	0.810	D	-0.001	No
		City of Gardena	ICU	Signalized	0.840	D	0.841	D	0.001	No	0.810	D	-0.030	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.757	C	0.788	C	0.031	No	0.788	C	0.031	No
		City of Gardena	ICU	Signalized	0.783	C	0.788	C	0.005	No	0.788	C	0.005	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

TABLE 9.10: FUTURE YEAR (2035) WITH PROJECT + MITIGATION SIGNIFICANT IMPACT COMPARISON – PM PEAK HOUR

INTERSECTION		Jurisdiction	Analysis Method	Intersection Control	NO PROJECT		W/ PROJECT		Change in V/C or Delay	Significant Impact?	W/ MITIGATION		Change in V/C or Delay	Significant Impact?
					V/C or Delay (S)	LOS	V/C or Delay (S)	LOS			V/C or Delay (S)	LOS		
3	Century / Van Ness	City of Inglewood [a] / County of Los Angeles	ICU	Signalized	0.819	D	0.836	D	0.017	No	0.683	B	-0.136	No
5	Century / Normandie	County of Los Angeles	ICU	Signalized	0.854	D	0.895	D	0.041	Yes	0.824	D	-0.030	No
17	Imperial Hwy / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.846	D	**0.956**	**E**	0.110	Yes	**0.952**	**E**	0.106	Yes
18	Imperial Hwy / Van Ness	City of Inglewood [a] / County of Los Angeles / Hawthorne [a]	ICU	Signalized	0.842	D	0.879	D	0.037	Yes	0.878	D	0.036	Yes
19	Imperial Hwy / Western	County of Los Angeles	ICU	Signalized	0.839	D	**0.916**	**E**	0.077	Yes	**0.914**	**E**	0.075	Yes
20	Imperial Hwy / Normandie	County of Los Angeles	ICU	Signalized	0.758	C	0.829	D	0.071	Yes	0.784	C	0.026	No
21	Imperial Hwy / Vermont	City of Los Angeles	CMA	Signalized	0.754	C	0.803	D	0.049	Yes	0.721	C	-0.033	No
		County of Los Angeles	ICU	Signalized	0.706	C	0.776	C	0.070	Yes	0.705	C	-0.001	No
23	Imperial Hwy / Figueroa	City of Los Angeles	CMA	Signalized	0.747	C	0.789	C	0.042	Yes	0.643	B	-0.104	No
29	118th & I-105 WB Ramp / Crenshaw	City of Inglewood [a]	ICU	Signalized	0.724	C	0.767	C	0.043	Yes	0.775	C	0.051	Yes
		Caltrans	HCM	Signalized	21.6	C	23.3	C	1.7	No	23.1	C	1.5	No
30	I-105 EB Ramps / 120th	City of Hawthorne [a]	ICU	Signalized	0.733	C	0.777	C	0.044	Yes	0.736	C	0.003	No
		Caltrans	HCM	Signalized	27.9	C	29.7	C	1.8	No	19.2	B	-8.7	No
31	I-105 WB Ramps / Vermont	City of Los Angeles	CMA	Signalized	0.852	D	0.885	D	0.033	Yes	0.809	D	-0.043	No
		County of Los Angeles	ICU	Signalized	0.638	B	0.692	B	0.054	No	0.625	B	-0.013	No
		Caltrans	HCM	Signalized	24.1	C	26.0	C	1.9	No	23.0	C	-1.100	No
34	120th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.774	C	0.808	D	0.034	No	0.807	D	0.033	No
35	120th / Van Ness	City of Hawthorne [a]	ICU	Signalized	0.888	D	**0.927**	**E**	0.039	Yes	0.836	D	-0.052	No
36	120th / Western	County of Los Angeles	ICU	Signalized	0.650	B	0.705	C	0.055	No	0.642	B	-0.008	No
41	El Segundo / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.839	D	0.874	D	0.035	Yes	0.873	D	0.034	Yes
		City of Gardena	ICU	Signalized	0.868	D	0.874	D	0.006	No	0.873	D	0.005	No
42	El Segundo / Van Ness	City of Hawthorne [a]	ICU	Signalized	**0.949**	**E**	**0.984**	**E**	0.035	Yes	**0.952**	**E**	0.003	No
		City of Gardena	ICU	Signalized	**0.983**	**E**	**0.984**	**E**	0.001	No	**0.952**	**E**	-0.031	No
43	El Segundo / Western	County of Los Angeles	ICU	Signalized	0.806	D	0.844	D	0.038	Yes	0.843	D	0.037	Yes
		City of Gardena	ICU	Signalized	0.834	D	0.844	D	0.010	No	0.843	D	0.009	No
44	El Segundo / Normandie	County of Los Angeles	ICU	Signalized	0.834	D	0.879	D	0.045	Yes	0.797	C	-0.037	No
		City of Gardena	ICU	Signalized	0.864	D	0.879	D	0.015	No	0.797	C	-0.067	No
45	El Segundo / Vermont	City of Los Angeles	CMA	Signalized	0.731	C	0.747	C	0.016	No	0.691	B	-0.040	No
		County of Los Angeles	ICU	Signalized	0.686	B	0.728	C	0.042	No	0.680	B	-0.006	No
		City of Gardena	ICU	Signalized	0.714	C	0.728	C	0.014	No	0.680	B	-0.034	No
49	135th / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.709	C	0.733	C	0.024	No	0.733	C	0.024	No
		City of Gardena	ICU	Signalized	0.733	C	0.733	C	0.000	No	0.733	C	0.000	No
51	Rosecrans / Crenshaw	City of Hawthorne [a]	ICU	Signalized	0.810	D	0.843	D	0.033	Yes	0.842	D	0.032	Yes
		City of Gardena	ICU	Signalized	0.838	D	0.843	D	0.005	No	0.842	D	0.004	No

[a] = Utilizes County of Los Angeles analysis methodology. AWSC = All Way Stop Control. **Bold and shaded** = Intersection operates at an unacceptable LOS using the methodology listed.

9.7 TRAFFIC DEMAND MANAGEMENT MEASURES

As shown in Figure 9.1, significant impacts are expected to occur at five freeway mainline study locations for the Existing Year (2017) With Project and Future Year (2035) With Project scenarios; the impacts are expected to be significant and unavoidable. Impacts are expected at 10 study intersections in the Existing Year (2017) With Project scenario; impacts are expected to be significant and unavoidable at four of those intersections. Additionally, impacts are expected at 21 study intersections in the Future Year (2035) scenario; impacts are expected to be significant and unavoidable at ten of these intersections. It should be noted that the location and mitigation of the freeway mainline impacts falls outside of the jurisdiction of the lead agency; however, potential methods for impact mitigation are presented due to the project's contribution to the impact at said locations. Methods believed to be effective in alleviating the expected impacts at the freeway mainline and intersection study locations are as follows:

- Implementation of more aggressive Traffic Demand Management (TDM) measures. Similar measures from the *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association (CAPCOA)) were implemented in Section 6.1 to provide a trip reduction based on project characteristics. The report provides additional, more specific measures that can be utilized to further reduce project trips. Implementation of a requirement for residential developments consisting of 50 or more units to provide annual Metro bus passes to residents, for example, could potentially serve to reduce project-generated vehicle trips; businesses with a certain number of employees may also be considered for such a requirement.
- Introduction of or improvement to transit facilities in the future. A pertinent example is the proposed Vermont BRT Corridor. This project serves as an example of an improvement to the existing transit facilities and services; as noted in Section 9.6, improved transit facilities and services can help support a larger transit credit, in turn reducing many of the local and regional impacts. Additionally, the conversion of the Vermont BRT Corridor to a LRT Corridor, for example, would be expected to justify a larger transit credit.
- Implement improvement projects at the impacted locations which provide additional mainline capacity, increase the incentive for ride-sharing, or allow for inter-city bus transit are recommended. Fair share calculations should be prepared to determine the contributions of projects within the region believed to add traffic to the locations of interest.

Measures listed above are intended to provide guidance in further reducing project trips as well as methods for implementing/funding such measures. Implementation of these measures is outside the control of the lead agency; coordination with and the approval of Caltrans is required.

10 CONCLUSIONS

This traffic analysis report has been prepared as part of the West Athens-Westmont TOD Specific Plan Environmental Impact Report (EIR). The purpose of this traffic study is to document the forecast traffic conditions within the study area with development proposed in the Specific Plan in order to identify potential impacts to study area intersections, select freeway segments, and freeway off-ramps based on the various jurisdiction standards, and to formulate measures to mitigate those impacts. A summary of the study scenarios is provided below.

10.1 Existing Year (2017) No Project

Five of the fifty-two study intersections currently operate at an acceptable level of service using their respective standards. An unacceptable level of service is observed at two of the three CMP monitoring stations and all ten of the freeway mainline study locations. The queue analyses for this scenario shows that five of the seven freeway on-ramp left-turns are experiencing queues exceeding the measured storage length and all freeway off-ramps are providing sufficient queue storage such that 85% of the maximum capacity is not exceeded.

10.2 Existing Year (2017) With Project

Eight of the fifty-two intersections are forecasted to operate at an unacceptable level of service and a significant impact at ten of the fifty-two intersections evaluated is anticipated as a result of the addition of project traffic. Mitigation measures were developed for all but four of the significantly impacted intersections. The measures, where developed, were found to fully mitigate all impacts during both peak hours of this scenario. Two of the three CMP monitoring stations are expected to perform at an unacceptable level of service; no impacts are anticipated. An unacceptable level of service is expected at all ten of the freeway mainline study locations; an impact is anticipated to occur at five of the study locations. Mitigation recommendations for freeway mainline impacts are provided in Section 9.7.The queue analyses for this scenario shows that five of the seven freeway on-ramp left-turns are experiencing queues exceeding the measured storage length and all freeway off-ramps are expected to provide sufficient queue storage such that 85% of the maximum capacity is not exceeded.

10.3 Future Year (2035) No Project

Three of the fifty-two study intersections are projected to operate at an unacceptable level of service using their respective standards. An unacceptable level of service is observed at two of the three CMP monitoring stations and all ten freeway mainline study locations. The queue analyses for this scenario show that five of the seven freeway on-ramp left-turns are experiencing queues exceeding the measured storage length and all freeway off-ramps are expected to provide sufficient queue storage such that 85% of the maximum capacity is not exceeded.

10.4 Future Year (2035) With Project

Eleven of the fifty-two study intersections are forecast to operate at an unacceptable level of service and a significant impact at twenty-one intersections evaluated is anticipated as a result of the addition of project traffic. Mitigation measures were developed for fourteen of the twenty-one significantly impacted intersections. The measures were found to fully mitigate all impacts during both peak hours of this scenario for eleven of the identified intersections; impacts at the ten remaining intersections are to be significant and unavoidable. Two of the three CMP monitoring stations are expected to perform at an unacceptable level of service; no impacts are anticipated. An unacceptable level of service is expected at all ten freeway mainline study locations; an impact is anticipated to occur at five study locations. Mitigation recommendations for freeway mainline impacts are provided in Section 9.7. The queue analyses for this scenario shows that five of the

seven freeway on-ramp left-turns are experiencing queues exceeding the measured storage length and all freeway off-ramps are expected to provide sufficient queue storage such that 85% of the maximum capacity is not exceeded.

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12 APPENDICES

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Appendix I Storm Water Area Study

Appendices

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Report

West Athens Storm Water Area Study

West Athens TOD Specific Plan

Prepared
by IBI Group

April 13, 2018

1 Storm Water Systems

1.1 Introduction

The Infrastructure Study is an analysis of the existing and planned utilities/infrastructure within the West Athens Transit Oriented Development (TOD) Specific Plan area as well as providing recommended future infrastructure upgrades for the Specific Plan Area. The analysis of the existing infrastructure facilities is based on information compiled from existing data researched and retrieved from Los Angeles County Department of Public Works (LACDPW), Los Angeles County Flood Control District, Los Angeles County Sanitation District (LACSD), private utility purveyors, discussion with these agencies, as well as public information presented from each.

The existing area is developed with residential and commercial properties, primary education schools, a community college and associated offices, and public service buildings. The available infrastructure has no constraints regarding redevelopment and property usage plans.

Analysis of the existing infrastructure in comparison to a proposed buildout identifies areas of concern where existing infrastructure has the potential to be inadequate based on a full “build-out” of the Specific Plan with the use of the Specific Plan zoning. Recommended upgrades are based on this comparison and regulatory requirements included in the report.

1.2 Site Description

West Athens is an unincorporated area of Los Angeles County located approximately ¾ of a mile west of the intersection of Interstate 110 and Interstate 105. The TOD study area is centered on the Los Angeles Southwest College Campus. The campus has a planned build out which is not included in the proposed plan activities, but is captured in the total build out of the Specific Plan. The campus and the Mixed Use areas in the Proposed Plan are the two high demand locations within the specific plan area. Near the schools are zones of Mixed Use – industry, retail, food, etc. The Plan Area is bounded on the North by W 110th Street and Lohengrin Street; bounded by the East by Vermont Avenue; bounded by the South by 120th Street with an inclusion of the block between Western Avenue and Harvard Blvd south to 121st Street; And bounded by the West by Western Avenue with an inclusion of the area between the Imperial Highway and Haas Avenue/Lohengrin Street.

1.3 Project Description

The Los Angeles County is developing Specific Plans for all TODs located in the unincorporated areas of the County. The West Athens TOD is intended to analyze the potential environmental effects of the proposed Specific Plan on utility systems that serve the West Athens area. The report examines potential impacts for:

- Water Service
- Wastewater (sewer) Service
- Storm Drainage

The analysis for each section discusses potential significant impacts that could occur as a result of the proposed plan, and if appropriate, identifies proposed mitigation measures to address these impacts.

1.4 Description of Existing Storm Water System

Los Angeles County owns and operates the storm drain system within the specific plan limits along with CALTRAN. Runoff is managed by a combination of primarily closed channels that follow along the freeway and leave the Plan Area along the Southwest corner of the Specific Plan. The county stormwater collection system utilizes catch basin and sloped grading to feed into the main channels. The pipe along the freeway is heavily dependent on upstream flows for capacities.

West Athens is not in the flood zone of LA County, and is not included in FEMA's 100-year flood plain.

1.5 Methodology

The analysis conducted in this section for storm water systems assess the impact of the proposed plan by the addition of impervious surface and the increase in storm water runoff which would follow. The proposed plan has a significant increase in land use density due to the proposed build-out, but a large area of pervious surface in the build-out is to remain relatively unchanged. Land use in the Plan Area is already heavily developed. There are many open lots, however, which are presumed to be where most construction activities will be located. Changing the open lots to impervious structures changes a once pervious zone to be highly impervious. These open lots provide the most drastic changes located in the Plan Area.

The existing land use zones from LA County are very similar to the proposed zones. Using the Modified Rational Method described in the LA County Hydrology Manual, the Plan Area was broken into 13 sub-areas of similar acreage. These sub-areas were then analyzed and given an estimate of total percentage of pervious area.

1.5.1 Comparison

The existing land use estimate was identified with the following parameters for pre-build out conditions based on zones.

- Area A-1 Light Agricultural 80% Impervious
- Area B-1 Buffer Strip 5% Impervious
- Area C-1 Restricted Business 95% Impervious
- Area C-2 Neighborhood Business 95% Impervious
- Area C-3 General Commercial 95% Impervious
- Area C-M Commercial Manufacturing 85% Impervious
- Area C-3-DP Commercial Planned Development 90% Impervious
- Area MXD Mixed Use Development 95% Impervious
- Area O-S Open Space 0% Impervious
- Area R-1 Single Family Residence 80% Impervious
- Area R-2 Two Family Residence 85% Impervious
- Area R-3 Limited Density Multiple Residence 85% Impervious
- Area R-3-P Limited Multiple Residence 85% Impervious
- Area R-4 Medium Density Multiple Residence 90% Impervious
- Area RPD Residential Planned Development 85% Impervious
- Other (highway areas) 100% Impervious

The proposed land use estimate was identified with the following parameters for Post-Build Out conditions based on zones:

- Area R-1 Single Family Residence 80% Impervious
- Area RPD-5000 Residential Planned Development 85% Impervious
- Area R-2 Two Family Residence 85% Impervious
- Area R-3 Limited Multiple Residence 85% Impervious
- Area MXD-1 Mixed Use Development 1 95% Impervious

- Area MXD-2 Mixed Use Development 2 95% Impervious
- Area C-2 Neighborhood Commercial 95% Impervious
- Area CC Civic Center 85% Impervious
- Area IT Public/Institutional 80% Impervious
- Area B-1 Buffer Strip 5% Impervious
- Other (highway areas) 100% Impervious

The total area of impervious acreage was then tabulated. These areas were then compared to a future estimated impervious area of the proposed full buildout of the Plan Area. The areas are identified below.

Sub-Area 1 – This area is composed of small acre lots, generally a maximum of 40% pervious (assuming small house and back yard), but can be as small as 5% pervious, if the housing takes up the majority of the lot. This area also consists of neighborhood commercial and Residential 3 areas of high impervious surfaces. The percent impervious was estimated at 81.55%. This Sub-Area drains southwest towards the imperial highway. Minimal build out activities are expected in this area.

SUB-AREA 1	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-3	2.1	85%	1.79
R-1	53.3	80%	42.64
C-2	5.6	95%	5.32
SUBAREA 1 SUBTOTAL	61	81.55%	49.75

The proposed land use for Sub-Area 1 consists of Residential 1, Residential 3, C-2 Neighborhood Commercial, and Mixed Use Development 1.

PROPOSED SUB-AREA 1	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-1	53.3	80%	42.64
R-3	2.1	85%	1.79
C-2	4.3	95%	4.09
MXD-1	1.3	95%	1.24
SUBAREA 1 SUBTOTAL	61	81.55%	49.75

Sub-Area 2 – This area is composed of similar small acre lots as Area 1, as well as multiple residence, a charter school, an area of mixed use, and neighborhood commercial. Zones present in Sub-Area 2 include Residential 1, Residential 3, C-3 General Commercial, C-3-DP Planned Development, and R-3-P Limited Multiple Residence. The percent impervious was estimated at 82.70%. This Sub-Area drains west towards Sub-Area 1 and south towards the college.

SUB-AREA 2	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-1	32.3	80%	25.84
R-3	4.5	85%	3.83
C-2	3.7	95%	3.52
C-3-DP	3.6	90%	3.24
R-3-P	2.3	85%	1.96
SUBAREA 2 SUBTOTAL	46.4	82.70%	38.38

The proposed land use for Sub-Area 2 consists of Residential 1, Residential 3, C-2 Neighborhood Commercial, IT Public/Institutional, and MXD Mixed Use Residential 1.

PROPOSED SUB-AREA 2	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-1	32.3	80%	25.84
R-3	6.2	85%	5.27
C-2	3.1	95%	2.95
IT	2.2	80%	1.76
MXD-1	2.6	95%	2.47
SUBAREA 2 SUBTOTAL	46.4	82.51%	38.29

Sub-Area 3 – This area is composed of almost exclusively single family residence with a small amount of neighborhood commercial. Minimal to no build out is expected in this area. The area drains south towards the college. It is estimated the percent impervious is 80.12%.

SUB-AREA 3	ACRES	% IMPERVIOUS	ACRES IMPERV.
C-2	0.4	95%	0.38
R-1	50	80%	40.00
SUBAREA 3 SUBTOTAL	50.4	80.12%	40.38

The proposed land use for Sub-Area 3 does not change. Zones included in the build out are Residential 1 and C-2 Neighborhood Commercial.

PROPOSED SUB-AREA 3	ACRES	% IMPERVIOUS	ACRES IMPERV.
C-2	0.4	95%	0.38
R-1	50	80%	40.00
SUBAREA 3 SUBTOTAL	50.4	80.12%	40.38

Sub-Area 4 – This area is composed of almost exclusively of two family residence with a small amount of neighborhood commercial. Minimal to no build out is expected in this area. The area drains southeast towards the catch basins on Budlong Avenue and the Imperial Highway. It is estimated the percent impervious is 85.11%.

SUB-AREA 4	ACRES	% IMPERVIOUS	ACRES IMPERV.
C-2	0.6	95%	0.57
R-2	55.8	85%	47.43
SUBAREA 4 SUBTOTAL	56.4	85.11%	48.00

The proposed land use for Sub-Area 3 does not change. Zones included in the build out are Residential 2 and C-2 Neighborhood Commercial.

PROPOSED SUB-AREA 4	ACRES	% IMPERVIOUS	ACRES IMPERV.
C-2	0.6	95%	0.57
R-2	55.8	85%	47.43
SUBAREA 4 SUBTOTAL	56.4	85.11%	48.00

Sub-Area 5 – This area is composed of primarily two family housing with a small neighborhood commercial area. This area drains southwest towards the catch basins at the Imperial Highway and Budlong Avenue. The percentage impervious is estimated at 86.61%.

SUB-AREA 5	ACRES	% IMPERVIOUS	ACRES IMPERV.
C-2	6.7	95%	6.37
R-2	34.9	85%	29.67
SUBAREA 5 SUBTOTAL	41.6	86.61%	36.03

The proposed land use increased development in the area. Zones included in the build out are Residential 2, C-2 Neighborhood Commercial, and Mixed Use Development.

PROPOSED SUB-AREA 5	ACRES	% IMPERVIOUS	ACRES IMPERV.
C-2	0.8	95%	0.76
MXD-1	12.4	95%	11.78
R-2	28.4	85%	24.14
SUBAREA 5 SUBTOTAL	41.6	88.17%	36.68

Sub-Area 6 – This area has small lot houses, and two large retailers with a fully impervious parking lot. While construction activities are expected, the ratio between impervious and pervious surfaces is not expected to change much. Zones in the existing build out include C-1 Restricted Business, C-2 Neighborhood Commercial, R-3 Limited Density Multiple Residence, R-3-P Limited Multiple Residence, and Residential 1. The percentage impervious is estimated at 87.73%.

SUB-AREA 6	ACRES	% IMPERVIOUS	ACRES IMPERV.
C-1	0.5	95%	0.48
C-2	15	95%	14.25
R-3	2.2	85%	1.87
R-3-P	1.4	85%	1.19
R-1	13.3	80%	10.64
SUBAREA 6 SUBTOTAL	32.4	87.73%	28.43

The proposed land use in full build out will include Residential 1, Residential 3, and Mixed Use Development 2.

PROPOSED SUB-AREA 6	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-1	14.5	80%	11.60
R-3	2.2	85%	1.87
MXD-2	15.7	95%	14.92
SUBAREA 6 SUBTOTAL	32.4	87.61%	28.39

Sub-Area 7 – This area is small lot houses, roadways, and commercial shopping centers with no pervious surfaces. There is also an open pervious lot which is where build out is predicted, as well as a department of public services building which houses an open lot next to it where drainage for the majority of the plan area flows through This open channel is presumed to remain untouched. The area drains southwest following the railroad. The percent impervious is estimated at 87.03%. Zones present in pre-build out are Residential 1, A-1 Light Agricultural, Open Space, C-2 neighborhood commercial, C-3-DP Commercial Planned Development, R-3-P Limited Multiple Residence, and Other as the highway area.

SUB-AREA 7	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-1	21.1	80%	16.88
A-1	1	80%	0.80
O-S	0.3	0%	0.00
C-2	6.8	95%	6.46
C-3-DP	3.5	90%	3.15
R-3-P	3.1	85%	2.64
Other	9.5	100%	9.50
SUBAREA 7 SUBTOTAL	45.3	87.03%	39.43

The proposed land use for Sub-Area 7 consists of Residential 1, Mixed Use Development 2, IT Public/Institutional, B-1 Buffer Strip, and Other as the highway area.

PROPOSED SUB-AREA 7	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-1	18.4	80%	14.72
MXD-2	6.2	95%	5.89
IT	6.1	80%	4.88
B-1	5.1	5%	0.26
Other	9.5	100%	9.50
SUBAREA 7 SUBTOTAL	45.3	77.80%	35.25

Sub-Area 8 – The Southwest community College campus is included in this build out analysis, but they are undergoing their own build out not included in the Specific Plan. The build out proposed by the college takes into account stormwater mitigation factors and is estimated to have an impact on their storm water retention. This is shown in a decrease in percent impervious. The existing land use has A-1 Light agricultural and C-2 Neighborhood Commercial.

SUB-AREA 8	ACRES	% IMPERVIOUS	ACRES IMPERV.
A-1	71.3	80%	57.04
C-2	0.2	95%	0.19
SUBAREA 8 SUBTOTAL	71.5	80.04%	57.23

The proposed land use for Sub-Area 8 consists solely of IT. However, due to the anticipated build out of the college including additional stormwater mitigation efforts, this was reduced by 2%.

PROPOSED SUB-AREA 8	ACRES	% IMPERVIOUS	ACRES IMPERV.
IT	71.5	80%	57.20
SUBAREA 8 SUBTOTAL	71.5	80.00%	55.77

Sub-Area 9 – This area is composed of public works buildings, high capacity housing, a large impervious parking lot, a large impervious open lot, and a large pervious open lot. The open lots are expected to have significant build out activities. The zones in the pre-build out are C-2 Neighborhood Commercial, A-1 Light Agriculture, Vacant, Residential 2, and Residential 3. The percent impervious is estimated at 77.94%. This area drains southwest towards the Century freeway drain.

SUB-AREA 9	ACRES	% IMPERVIOUS	ACRES IMPERV.
C-2	18.1	95%	17.20
A-1	18.5	80%	14.80
Vacant	5.4	0%	0.00
R-2	8.3	85%	7.06
R-3	2.2	85%	1.87
SUBAREA 9 SUBTOTAL	52.5	77.94%	40.92

The proposed build out for Sub-Area 9 includes Residential 3, C-2 Neighborhood Commercial, CC Civic Center, and IT Public/Institutional.

PROPOSED SUB-AREA 9	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-3	20.1	85%	17.09
C-2	0.6	95%	0.57
CC	23.6	85%	20.06
IT	8.2	80%	6.56
SUBAREA 9 SUBTOTAL	52.5	84.33%	44.28

Sub-Area 10 – This area is primarily small lot houses, the impervious surface of the freeway, and some shops and accompanying parking lots on the north side of the sub-area. Some construction is expected. The estimated impervious area is 84.80%. The area drains west along Century Freeway. Zones present are C-2 Neighborhood Commercial, Residential 2, Residential 3, R-3-20U Residential, B-1 Buffer Strip, and Other as the highway.

SUB-AREA 10	ACRES	% IMPERVIOUS	ACRES IMPERV.
C-2	13.5	95%	12.83
R-2	22.3	85%	18.96
R-3-20U	4.3	85%	3.66
R-3	5.7	85%	4.85
B-1	4.3	5%	0.22
Other	13.1	100%	13.10
SUBAREA 10 SUBTOTAL	63.2	84.80%	53.60

The proposed build out for Sub-Area 10 includes Mixed Use Development 1, Mixed Use Development 2, B-1 Buffer Strip, Residential 2, C-2 Neighborhood Commercial, and Other as the highway.

PROPOSED SUB-AREA 10	ACRES	% IMPERVIOUS	ACRES IMPERV.
MXD-1	10.4	95%	9.88
MXD-2	5.1	95%	4.85
B-1	8.6	5%	0.43
R-2	22.3	85%	18.96
C-2	3.7	95%	3.52
Other	13.1	100%	13.10
SUBAREA 10 SUBTOTAL	63.2	80.26%	50.73

Sub-Area 11 – This area is entirely small lot houses of Residential 1, Residential 2, some higher capacity Residential 3, and the century freeway. Minimal build out is expected here. The area is estimated to have 91.37% impervious surfaces. The area drains northwest towards the freeway.

SUB-AREA 11	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-2	0.7	85%	0.60
R-3	1.1	85%	0.94
R-1	13.1	80%	10.48
Other	18.6	100%	18.60
SUBAREA 11 SUBTOTAL	33.5	91.37%	30.61

As minimal build out is expected, minimal changes are expected. The Proposed build out has Residential 1, Residential 3, and Other as the freeway.

PROPOSED SUB-AREA 11	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-1	13.8	80%	11.04
R-3	1.1	85%	0.94
Other	18.6	100%	18.60
SUBAREA 11 SUBTOTAL	33.5	91.27%	30.58

Sub-Area 12 – This area has two open lots, one on each side of the sub area. The eastern lot is expected to add small lot housing, and the western lot is expected to add high impervious areas of mixed use. The area drains northwest towards the railroad. The percent impervious is estimated at 74.74%. The current zones of Sub-Area 12 are Residential 1, C-2 Neighborhood Commercial, Residential Planned Development, and Vacant lot.

SUB-AREA 12	ACRES	% IMPERVIOUS	ACRES IMPERV.
RPD	7.6	85%	6.46
C-2	2.7	95%	2.57
R-1	48.7	80%	38.96
Vacant	5.2	0%	0.00
SUBAREA 12 SUBTOTAL	64.2	74.74%	47.99

The proposed build out will increase impervious surface acreage for Sub-Area 12. The build out includes Residential 1, RPD-5000-10U Residential Planned Development, C-2 Neighborhood Commercial, and Mixed Use Development 1.

PROPOSED SUB-AREA 12	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-1	50.7	80%	40.56
RPD-5000-10U	7.6	85%	6.46
C-2	0.8	95%	0.76
MXD-1	5.1	95%	4.85
SUBAREA 12 SUBTOTAL	64.2	81.97%	52.63

Sub-Area 13 – This area is primarily small lot housing, a buffer strip running through it, and a school and mixed use zoning on the east side. Minimal construction changes are expected to be made here, but zoning changes

are expected. The area drains south towards Budlong Avenue. The percent impervious is estimated at 78.28%. Pre-build out zones include Residential 1, C-2 Neighborhood Commercial, Residential 3, and B-1 Buffer Strip.

SUB-AREA 13	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-3	1.2	85%	1.02
C-2	3.1	95%	2.95
R-1	29.1	80%	23.28
B-1	1.5	5%	0.08
SUBAREA 13 SUBTOTAL	34.9	78.28%	27.32

The proposed build out includes Residential 1, Residential 2, Residential 3, IT Public/Institutional, Mixed use Development 1, B-1 Buffer Strip, and C-2 Neighborhood Commercial.

PROPOSED SUB-AREA 13	ACRES	% IMPERVIOUS	ACRES IMPERV.
R-1	19.2	80%	15.36
R-3	1.2	85%	1.02
IT	7.1	80%	5.68
MXD-1	2	95%	1.90
B-1	1.5	5%	0.08
R-2	3.3	85%	2.81
C-2	0.6	95%	0.57
SUBAREA 13 SUBTOTAL	34.9	78.54%	27.41

The pre build out area tabulation is shown in the table below. The total impervious area is 82.36% for the existing Plan Area. Which is equal to 538.04 Acres of impervious area.

Existing Areas	Acreage	Percent Impervious	Total Impervious Acres
Area 1	61.0	81.55%	49.75
Area 2	46.4	82.70%	38.38
Area 3	50.4	80.12%	40.38
Area 4	56.4	85.11%	48.00
Area 5	41.6	86.61%	36.03
Area 6	32.4	87.73%	28.43
Area 7	45.3	87.03%	39.43
Area 8	71.5	80.04%	57.23
Area 9	52.5	77.94%	40.92
Area 10	63.2	84.80%	53.60
Area 11	33.5	91.37%	30.61
Area 12	64.2	74.74%	47.99
Area 13	34.9	78.28%	27.32
Total	653.3	82.36%	538.04

The proposed build out identifies new zoning in the Specific Plan Area. This zoning identifies the buildings and construction expected in the area, but does not identify exact construction and building layouts. As such, an exact ratio of pervious vs. impervious surfaces cannot be determined. The estimate is based off presumed construction activities and usage of common stormwater mitigation factors. The buildout is not expected to change much of the small acre lots, which is where a large portion of the pervious area is located in the Specific Plan Area. The build out is expected to utilize the majority of open lots, which will change a fully pervious surface to an impervious surface. Some areas changed zone without buildout activities being planned. For example, the areas shown in the Existing Zoning as A-1, Light Agriculture is shown as having no planned development, but is changing Public institutional. The locations of proposed change are highlighted in the attached map. Some areas show changes but have minimal to no change in the percentage impervious because they will be replaced by similar buildings. If anything, these will decrease the percent impervious with build out construction activities and planning around stormwater management. The expected changes are shown below:

Proposed Areas	Acreage	Percent Impervious	Total Impervious Acres	+/-
Area 1	61.0	81.55%	49.75	0.00
Area 2	46.4	82.51%	37.10	-.09
Area 3	50.4	80.12%	40.47	0.00
Area 4	56.4	85.11%	45.27	0.00
Area 5	41.6	88.17%	35.25	0.65
Area 6	32.4	87.61%	29.12	-.04
Area 7	45.3	77.80%	33.74	-4.18
Area 8	71.5	80.00%	57.20	-0.03
Area 9	52.5	84.33%	45.16	3.36
Area 10	63.2	80.26%	49.61	-2.87
Area 11	33.5	91.27%	25.32	-0.04
Area 12	64.2	81.97%	55.84	4.64
Area 13	34.9	78.54%	28.91	0.09
Total	653.3	82.37%	539.53	

It is important to note, the two areas with the most drastic increase in impervious surfaces, Area 9 and Area 12, are the places with the most open lots being converted to impervious lots. Despite the changes, stormwater mitigation factors such as rain gardens, detention ponds, etc. could all but eliminate excess runoff generated. These are also located near the large capacity storm drainage network, so the addition of laterals would not necessarily be required. The drainage network is highly dependent on upstream and downstream conditions and would have to be analyzed holistically through the entire network to identify if the main trunk line has adequate carrying capacity of the increased runoff.

1.6 Conclusion

According to the Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

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

IX-e Would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

XVII-c Would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

(California Environmental Quality Act, 1970, updated 2016)

1.6.1 Drainage Pattern Impacts

According to the Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

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

The Plan Area is not intended to undergo grading changes which would substantially alter the drainage pattern. Existing infrastructure such as roads and channels will not be altered to change drainage patterns.

1.6.2 Runoff Water Quantity Impact

According to the Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

IX-e Would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

The proposed build out of the Plan Area increases the total density of the plan area, but most changes occur in already heavily developed areas. These heavily developed areas are a large percentage of pavement and other impervious surfaces. Houses with landscape capable of absorbing rainfall and mitigating runoff are primarily in zone “Residential 1,” which has limited alterations. The South and Eastern portions of the plan are undergoing the most changes with the most potential to replace pervious surfaces with impervious surfaces. There are networks of storm drains within reasonable distances with adequate capacity to transport storm water. These will have to be assessed on a case-by-case basis with development. With planned development altering primarily already impervious surfaces, changes to storm water runoff will be minimal.

The build out for the Los Angeles Southwest College has taken into account landscaping which allows for storm water retention during rain events. The proposed build out of the college, not related to this build out, will increase the total stormwater retention and decrease stormwater runoff.

1.6.3 Drainage Pattern Impacts

According to the Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

XVII-c Would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

No additional storm water collection or transportation infrastructure is expected to be needed. Existing housing units with lots will retain pervious surface properties, which will require no additional collection basins. Current locations with impervious surfaces at the end of the full build-out will continue to drain with the same infrastructure in place. As stated above, the Southern and Eastern portions of the plan are undergoing the most changes with the most potential to replace pervious surfaces with impervious surfaces. There are networks of storm drains within reasonable distances with adequate capacity to transport storm water which would require minimal additional work in the event the build out does require additional collection.

1.6.4 Level of Significance

Full buildout under the proposed plan would be potentially significant.

1.7 Appendices

Appendix 1: Pre-Buildout Zone Map

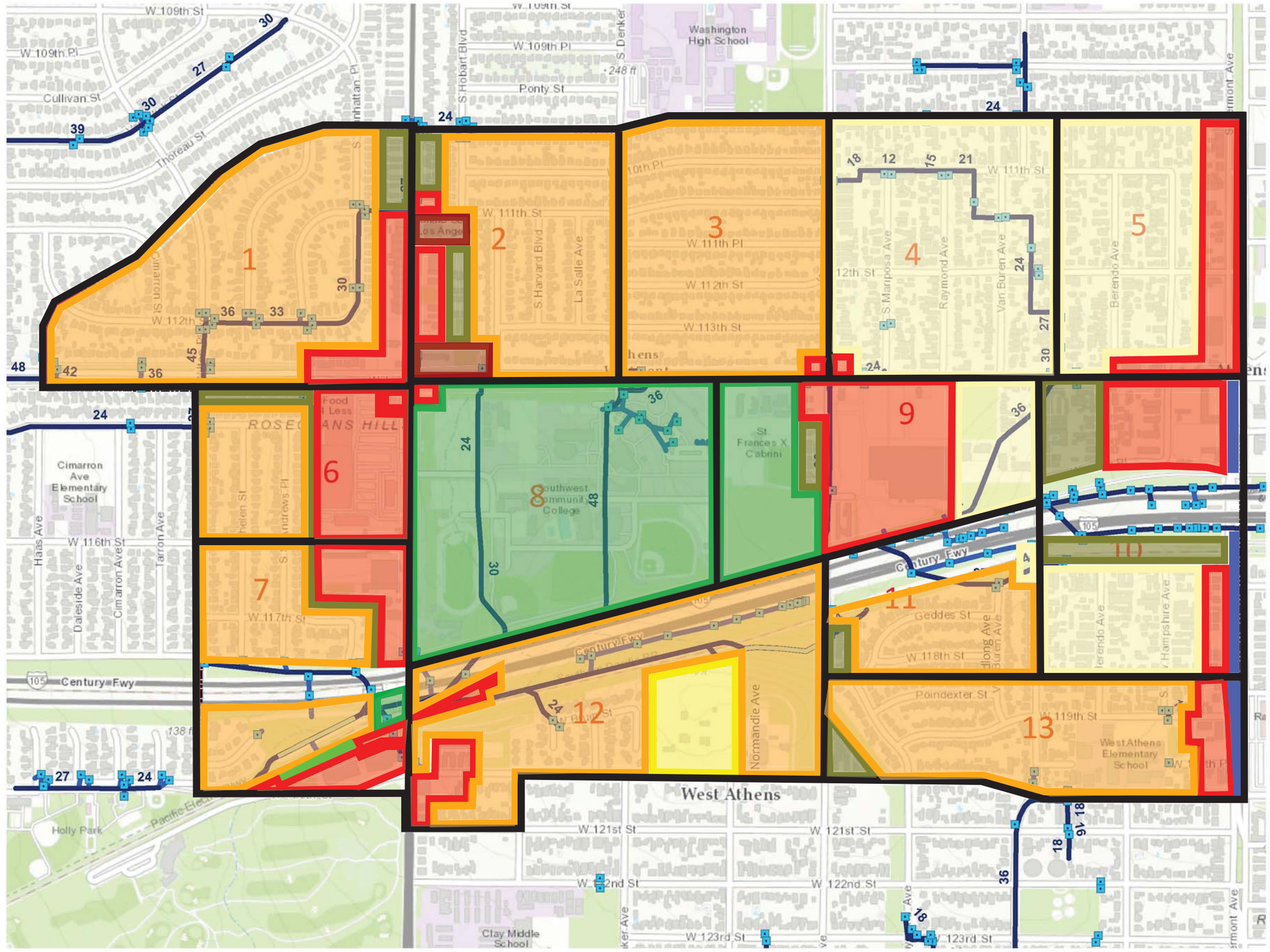
Appendix 2: Post-Buildout Zone Map

Appendix 3: Proposed Areas of Change

STORM DRAIN SYSTEM MAP

- Open Channel
- Gravity Main
- Lateral Line
- Catch Basin
- Sub Area Boundary

- Light Agricultural
- Buffer Strip
- Restricted Business
- Neighborhood Business
- General Commercial
- Commercial Planned Development
- Open Space
- Single Family Residence
- Two Family Residence
- Limited Density Multiple Residence
- Limited Multiple Residence
- Residential Planned development
- Other



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West Athens - Westmont

Transit Oriented Development (TOD) Plan

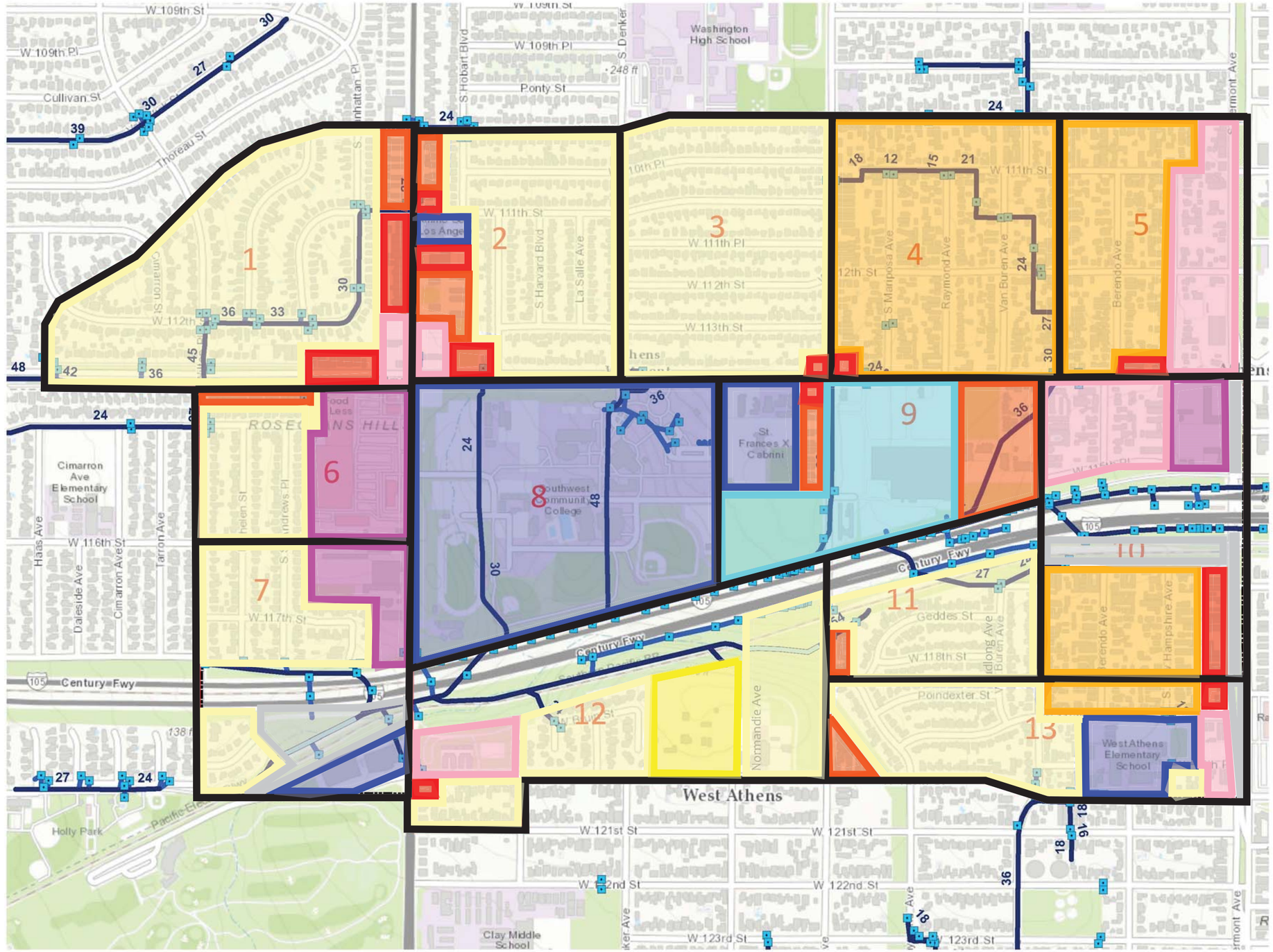
0 250 500 1,000 Feet

Date: 4/26/2016

STORM DRAIN SYSTEM MAP

- Open Channel
- Gravity Main
- Lateral Line
- Catch Basin
- Sub Area Boundary

- Single Family Residence
- Residential Planned Development
- Two Family Residence
- Limited Multiple Residence
- Mixed Use 1
- Mixed Use 2
- Neighborhood Commercial
- Civic Center
- Public/ Institutional
- Buffer Strip



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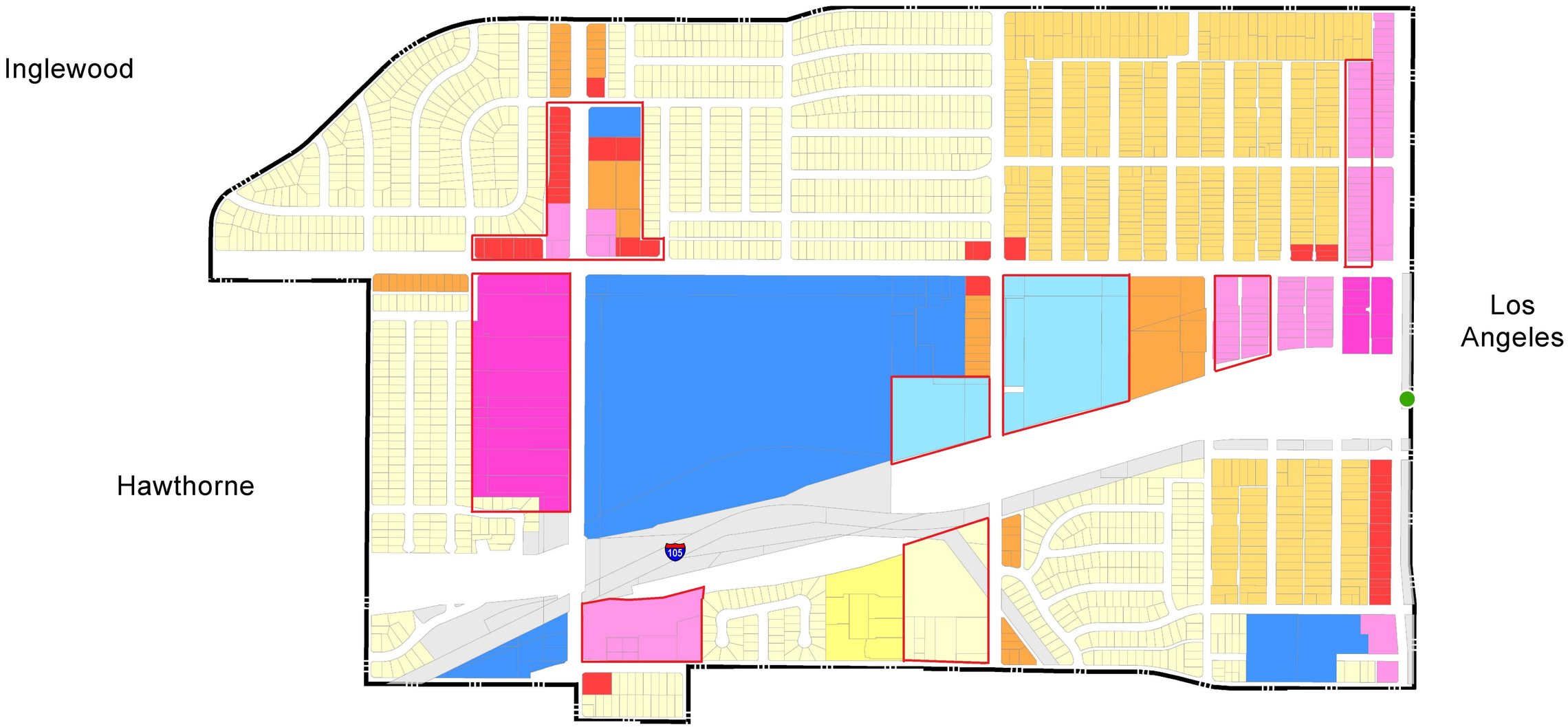
West Athens - Westmont

Transit Oriented Development (TOD) Plan

0 250 500 1,000 Feet

Date: 4/26/2016



Proposed Zoning

Study Area
Vermont/Athens Station

Proposed Zoning
R-1, Single Family Residence
RPD-5000-10U, Residential Planned Development
R-2, Two Family Residence
R-3, Limited Multiple Residence
MXD-1, Mixed Use 1
MXD-2, Mixed Use 2
C-2, Neighborhood Commercial

Connect Southwest LA

A TOD Specific Plan for West Athens-Westmont

2/6/2017 0 400 800 PLACEWORKS

Appendix J Water Area Study

Appendices

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Report

West Athens Water Area Study

Prepared
by IBI Group

October 18, 2017

1 Water Services

1.1 Introduction

The Water Services Study is an analysis of the existing and planned water utilities/infrastructure within the West Athens Transit Oriented Development (TOD) Specific Plan area. The study also identifies recommended future infrastructure upgrades for the Specific Plan area, if necessary. The analysis of the existing infrastructure facilities is based on information compiled from existing data researched and retrieved from Los Angeles County Department of Public Works (LACDPW), Los Angeles County Sanitation District (LACSD), private utility purveyors, discussion with these agencies, as well as public information presented from each.

The existing area is developed with residential and commercial properties, four primary education schools, a community college and associated offices, and public service buildings. The available infrastructure has no constraints regarding redevelopment and property usage plans.

Analysis of the existing infrastructure in comparison to a proposed buildout identifies areas of concern where existing infrastructure has the potential to be inadequate based on a full “build-out” of the Specific Plan with the use of the Specific Plan zoning. Recommended upgrades are based on this comparison and regulatory requirements included in the report.

1.2 Site Description

The West Athens and Westmont communities are unincorporated areas of Los Angeles County located approximately ¾ of a mile west of the intersection of Interstate 110 and Interstate 105. The TOD study area is centered on the Metro Green Line light rail Vermont Station.

Within the Specific Plan boundary in the Los Angeles Southwest College campus. The college has a planned build out which is not included in the proposed plan activities, but is captured in the total build out of the Specific Plan. The campus and the Mixed Use areas in the proposed plan are the two high demand locations within the specific plan area. Near the school are zones of Mixed Use – industry, retail, food, etc. The plan area is bounded on the north by W 110th Street and Lohengrin Street; bounded by the east by Vermont Avenue; bounded by the south by 120th Street with an inclusion of the block between Western Avenue and Harvard Blvd south to 121st Street; and bounded by the west by Western Avenue with an inclusion of the area between Imperial Highway and Haas Avenue/Lohengrin Street.

1.3 Project Description

The County of Los Angeles (County) is developing Specific Plans for all TODs located in the unincorporated areas of the County. The West Athens-Westmont TOD is intended to analyze the potential environmental effects of the proposed Specific Plan on utility systems that serve the West Athens and Westmont area. The report examines potential impacts for water service.

The analysis for each section discusses potential significant impacts that could occur as a result of the proposed plan, and if appropriate, identifies proposed mitigation measures to address these impacts.

1.4 Water Providers

Golden State Water

Golden State Water is the provider of potable water within the boundary of the Specific Plan. The customer needs are met by a combination of 12 locally owned groundwater wells, drawing water from the Central Basin and West Coast Basin, and surface water purchased from Central Basin Municipal Water District and the West Basin Municipal Water District, both obtaining their water supplies from the Metropolitan Water District of Southern California. The 2015 water usage for the Southwest System was roughly 24 million gallons per day.

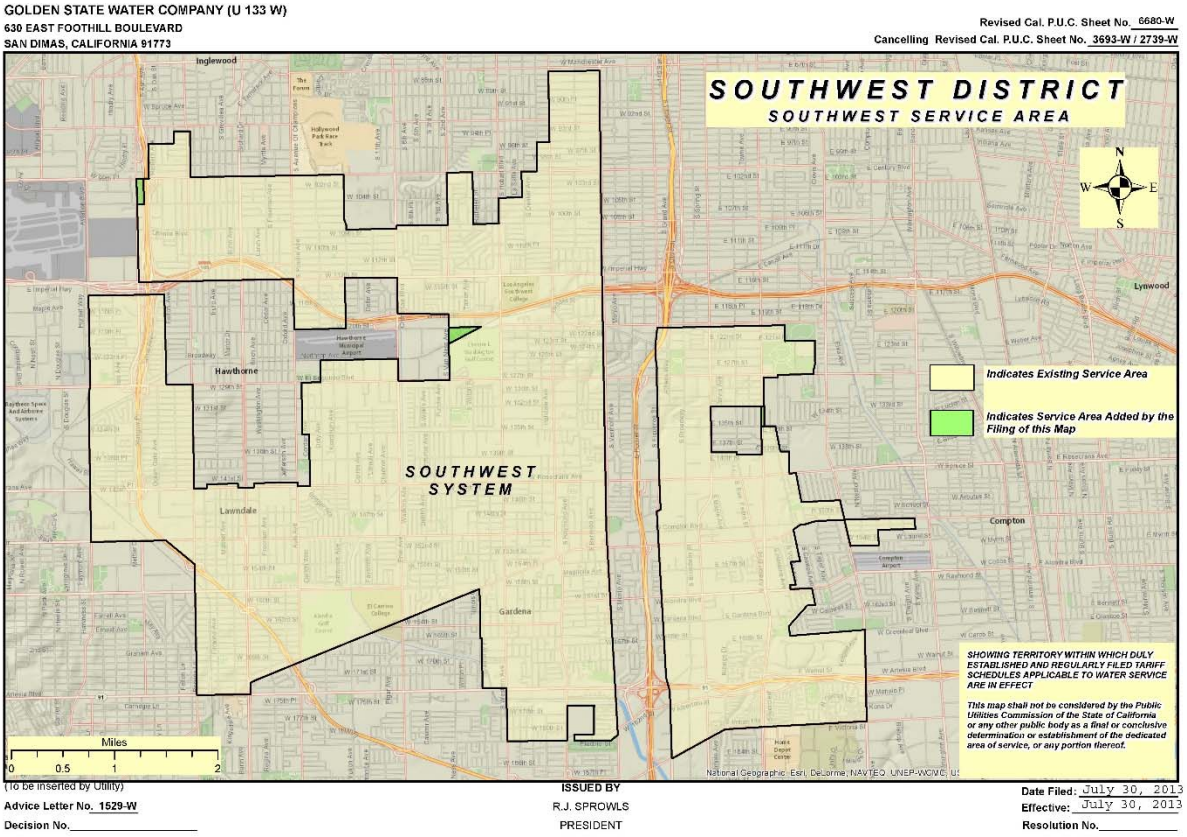


Figure 1.1 Taken From Golden State Water Company: 2016-2020 (2015). Figure shows Service Area for Southwest District.

Figure 1.1 shows the District boundaries. The Southwest District encompasses the 1 square mile of the West Athens-Westmont area.

Water Resources

The breakdown of water supply for the Southwest District of Golden State Water Company is shown below in Figure 1.2.

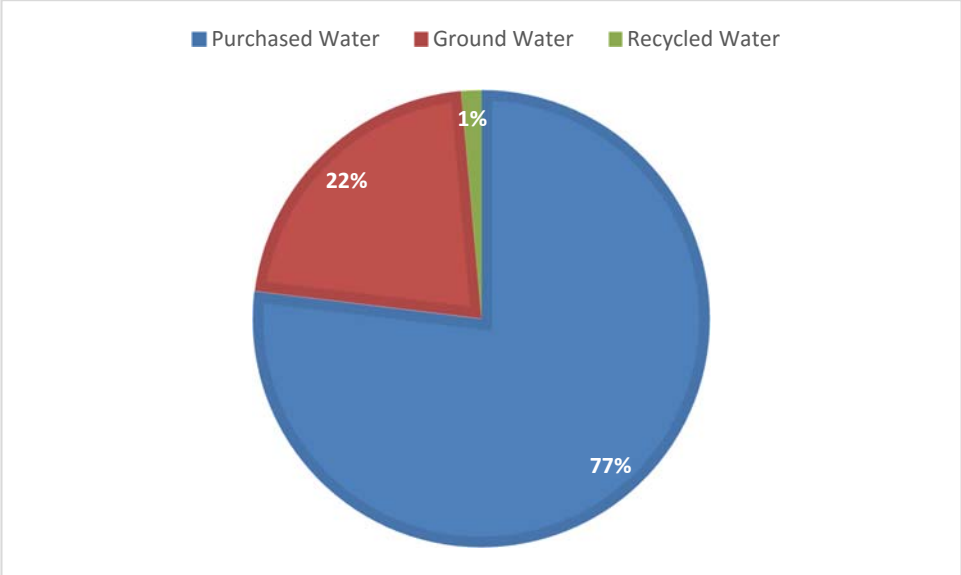
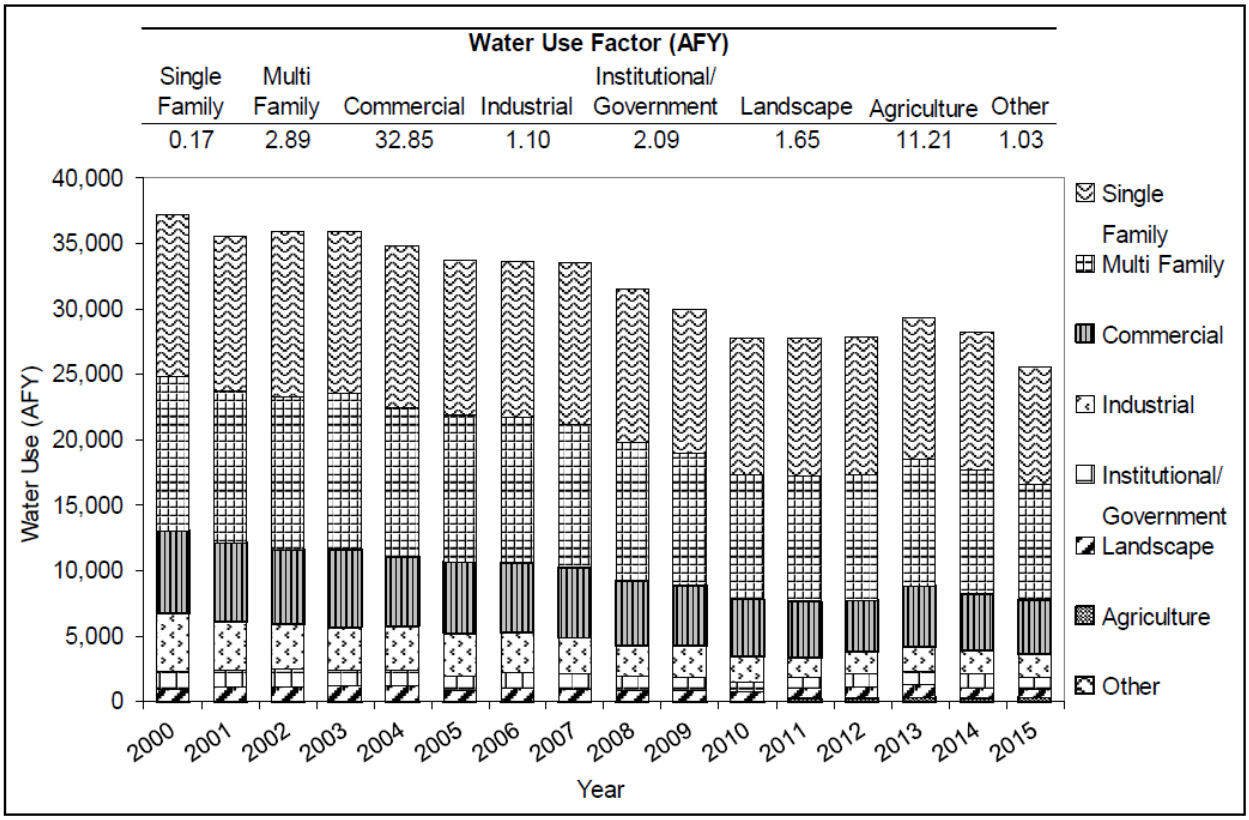


Figure 1.2 Taken from data from 2015 Urban Water Management Plan (2016). Figure shows breakdown of provided water for the 2015 year.

Historical yearly water usage for the Southwest District and the breakdown of the water demand is shown in Figure 1.3. Historical demand is shown in acre-feet, but the range of usage since 1992 is between 26 and 36 MGD.



Note: Water Use Factor is calculated using 2008-2013 water use.

Figure 1.3 Taken from 2015 Urban Water Management Plan. Figure shows breakdown, by year, of water by usage.

Groundwater

Groundwater made up 22% of all water distributed in the Southwest District in 2015**.** This water supply is provided through 12 active wells, 2 in the Central Basin and 10 in the West Coast Basin. Golden State Water Company has the design capacity to pump 10,865 gallons per minute – 15 MGD or 17,525 AFY. Reliance on groundwater has decreased in the most recent years presumably due to drought conditions. Each Basin which provides groundwater to the District has limits on the amount of groundwater that can be extracted annually from the basin. Currently, Golden State Water Company is well below their annual maximum. The basin, if under-extracted by all parties can lease water, which can be purchased by providers based on need.

Purchased Water

Purchased water made up 77% of all water distributed in the District in 2015. This water is provided through thirteen feeders of the Central and West Basin Municipal Water Districts from treated water sourced from the Colorado River. The rated capacity of the purchased water feeders totals 58,000 gpm or 83.52 MGD. While these have the capacity to transport that volume, the Golden State Water Company does not have an agreement with the Municipal Water District to demand that volume. As such, connection capacity is much higher than what is required to meet demands.

Recycled Water

Recycled water made up 1% of all water distributed in the 2015. This is provided through West Basin, a separate water supplier. There is a water line along the border of the Specific Plan area as seen in the map provided in Figure 1.4. This water is drawn from reclaimed water, and West Basin has shown adequate capacity to provide non-potable water to the Southwest District. The District has planned for future growth in non-potable water demand and should expect some growth in distribution lines. Without knowledge of expected growth and potential clients to use non-potable water, the plan area is identified as adequate in regards to non-potable water infrastructure.

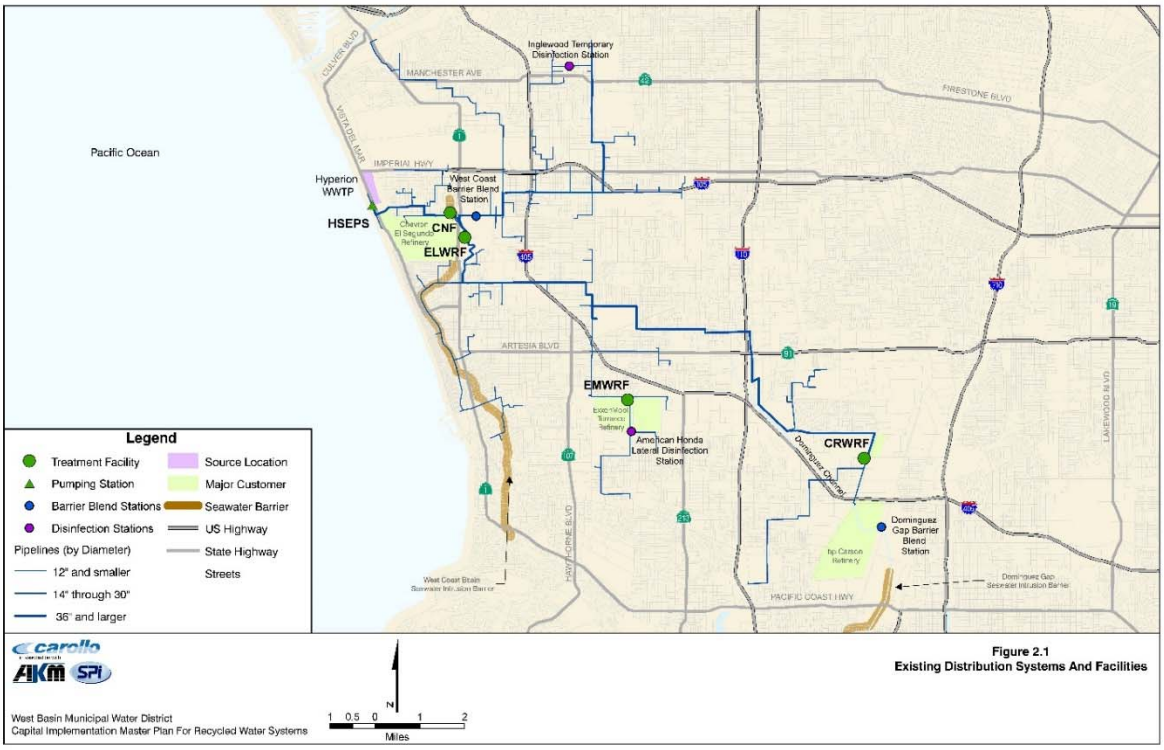


Figure 1.4 Taken From West Basin Municipal Water District. Figure shows existing reclaimed non-potable water lines.

1.5 Methodology

The analysis conducted in this section for water systems assesses the impact of the proposed plan on two elements of the water system: 1) the supply of water for the plan area, and 2) the water distribution system and this systems physical capacity to transport and supply water to new development in the plan area.

Water demand considers changes in development and population within the plan area for single-family residences and multi-family residences, as well as for commercial, industrial, and institutional land uses.

The assessment of water delivery systems considered current size and condition for these systems within the Specific Plan area, along with existing flows and utilization of these facilities.

The West Athens - Westmont Specific Plan land use changes include a heavy influx of households and water flow in the Plan Area. The area was analyzed using a worst-case scenario for water demand following these guidelines:

- 300 gallons per day (GPD) per household
- Demand for commercial space: 200 gallons/ 1000 square feet
- Peak flow of 2.5x average daily flow
- Maximum headloss in the pipe not to exceed 3.5 feet per 1000 feet of water pipeline

Using the estimated usage increase due to increased dwelling units, surface area, and student/employee population, the water flow into the specific plan area would increase from 1.68 MGD to 2.4 MGD. This carries a peak flow increase from 4.20 MGD to 6.00 MGD which translates

to a peak of 2,916 gpm and 4,167 gpm in the instantaneous flow to the area. The Plan Area is analyzed in both pipeline flow capacity and storage capacity of existing water services. The Budlong water storage plant currently has a capacity of 3.0 million gallons. With the assumption that the plant is the primary provider to the Plan Area, this increase in flow would have to be addressed through a potential increasing storage capacity at the plant.

Pipelines were analyzed with the primary metric being friction headloss through the pipe. With a 1,000 foot long pipe run, the headloss due to flow could not exceed 3.5 feet. The two line flow to the majority of the plan area – 16” and 14” - provides adequate capacity to serve 4,167 gpm instantaneous peak flow through parallel flow without losing 3.5 feet of hydraulic head. Holistically, the plan area has distribution piping adequate for the total flow into the area. Each zone was analyzed in accordance to flow in that zone with the largest pipe in the area. The Specific Plan’s network of piping allows for multiple pipe connections to transport water flow to the area. This allows the plan area to be served with minimal headloss through multiple parallel pipes. There is one area is of concern based on the headloss metric.

This analysis is based off an assumption of flow into the area that is independent of factors in the surrounding area. The water provider, Golden State Water Company, will have to perform a holistic analysis and confirm these recommendations. The area of concern is highlighted below. In Figure 1.5.

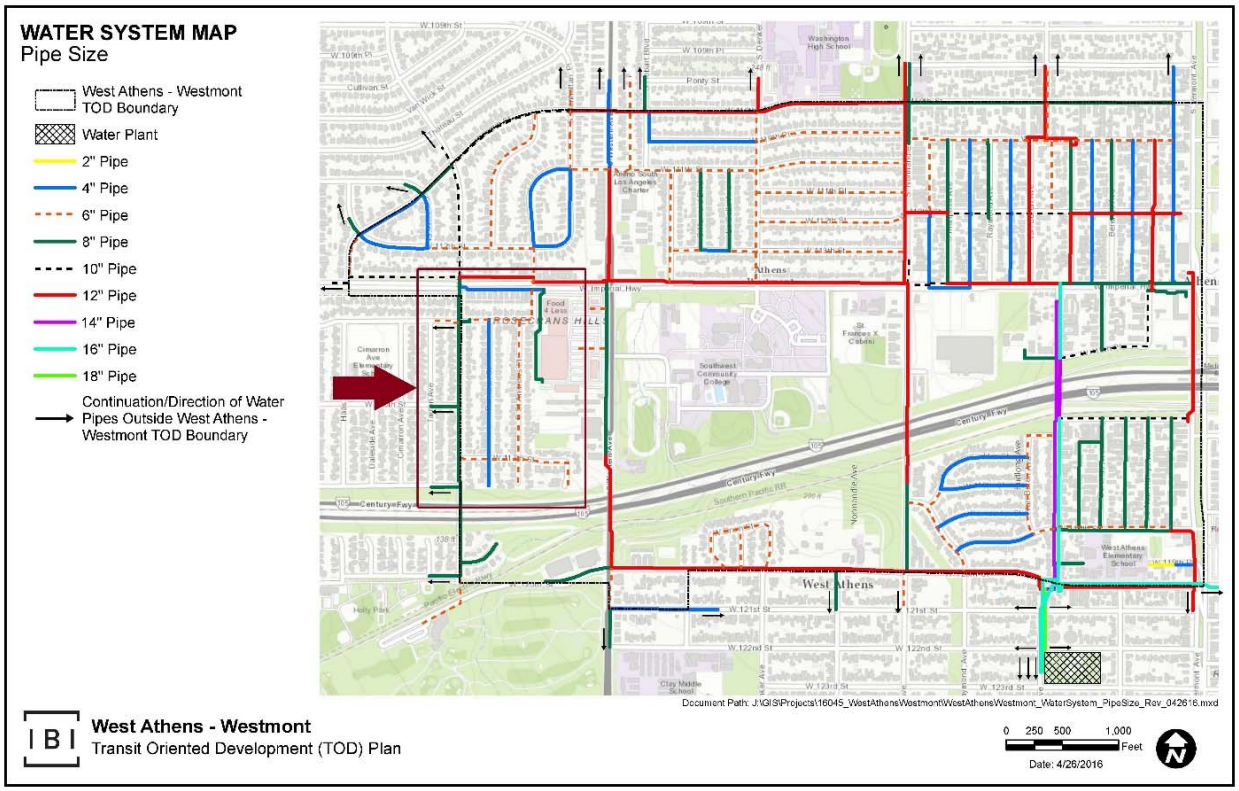


Figure 1.5 Water system impact locations.

A recent fact sheet from the California Water Board titled “August 2015 Statewide Conservation Data” shows that the average flow in the South Coast Hydrologic Region has decreased significantly to roughly 100 gallons per capita per day. Using this flow, with an assumption that water conservation measures such as low water use toilets, low flow showerheads, watering lawns and gardens in morning or evening hours, improved leak detection and repair, etc., are in place

and continue to be used despite the lifting of drought regulation, the highlighted area is identified as being potentially significant.

The implementation of the proposed plan would have a potentially significant impact on water delivery systems in the plan area. Specific locations, the level of impact, and potential mitigations are identified below.

- The area of concern is bound by the Imperial Highway on the North and Western Avenue on the East. This area may be connected to another location capable of providing additional flow, but only has one 8” pipe connecting it to the Plan Area. The total flow to that area during peak withdrawal is 880 gpm, which creates a headloss of 13.3 feet per 1000 feet of pipe. There are existing connections westbound from the Plan Area which can help mitigate headloss from current connections, but existing flow capacity of the pipe would have to be expanded. A 12” pipe would mitigate this issue.

The mitigation measures identified in the bullet above would reduce potential impacts to water facilities to a level that is less than significant.

As noted above, the observed conservation measures in place would reduce the anticipated impact resulting from the plan. Even if the water conservation rollover from drought conservation would continue to be implemented, as is suggested, this would not mitigate the issue in this 8” pipe to a level that is less than significant. The proposed plan would still require some measure to minimize flow or increase pipe capacity to the area.

1.6 Current and Projected Water Supply and Demand

Current and Projected Water Supply

For the Southwest District of Golden State Water Company, the estimated water supply available through 2040 is shown in Table 1 – 1. This is extracted from the water supply data available in the 2015 Urban Water Management Plan.

Table 6-9: Water Supplies — Projected						
Water Supply	Additional Detail on Water Supply	Projected Water Supply *Report To the Extent Practicable*				
May use each category multiple times.		**2020**	**2025**	**2030**	**2035**	**2040** *(opt)*
		Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume
Purchased or Imported Water	Central Basin Municipal Water District	2,800	2,800	2,800	2,800	2,800
Purchased or Imported Water	West Basin Municipal Water District	13,348	13,768	14,191	14,621	15,055
Groundwater	Central Subbasin in the Coastal Plain of Los Angeles Groundwater Basin	3,100	3,100	3,100	3,100	3,100
Groundwater	West Coast Subbasin in the Coastal Plain of Los Angeles Groundwater Basin	7,502	7,502	7,502	7,502	7,502
Groundwater	West Coast Subbasin in the Coastal Plain of Los Angeles Groundwater Basin (leased water)	5,498	5,498	5,498	5,498	5,498
Recycled Water	Purchased from WBMWD	824	824	824	824	824
	Total	33,072	33,492	33,915	34,345	34,779

NOTES:
1. Volume is in AF.
2. Leased groundwater amounts for Central Basin cannot be projected, total based on historical average.

Table 1-1 Total Water Supplies Taken from 2015 Urban Water Management Plan – Southwest.

This table shows a reasonable assumption of available water to be supplied. The projections assume full withdrawal of water from groundwater sources and makes up the difference required for the projected demand in leased water and purchased water. It is important to note that the agreement with the Municipal Water District on purchased water allows more water to be purchased than shown. The information from where these documents were pulled shows the projection of water sources to meet the projected demand. The following graphic, taken from the Water Supply Reliability Self-Certification Acknowledgement of Golden State Water's Southwest System shows the total available supply (including full use of the purchase water agreement between the Southwest System and the Municipal Water District) of roughly 44,000 acre feet per year.

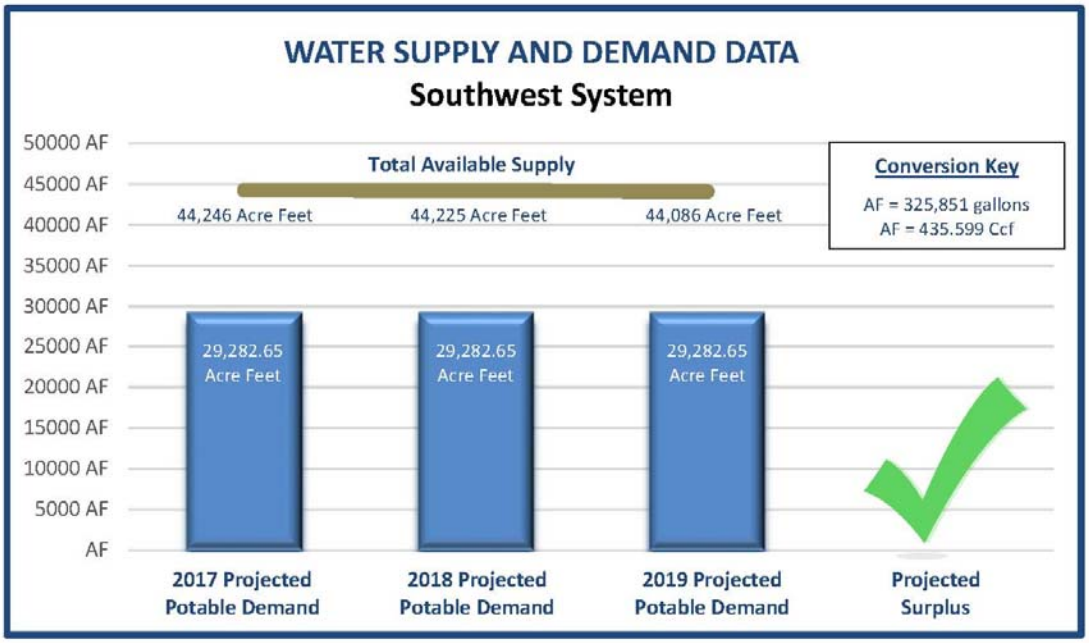


Figure 6: Water supply and demand data for Golden State Water's Southwest System.

Current and Projected Water Demand

For the Southwest District, the estimated water demand through 2040 is shown in table 1-2 from the 2015 Urban Water Management Plan for the Southwest Region.

Table 4-3 Retail: Total Water Demands

	2015	2020	2025	2030	2035	2040 *(opt)*
Potable and Raw Water *From Tables 4-1 and 4-2*	26,936	32,248	32,668	33,091	33,521	33,955
Recycled Water Demand *From Table 6-4*	398	824	824	824	824	824
TOTAL WATER DEMAND	27,335	33,072	33,492	33,915	34,345	34,779

NOTES:
1. Units are in AFY
2. Potable and recycled water demands only.

Table 1-2: Total Water Demands Taken from 2015 Urban Water Management Plan – Southwest.

1.6.1 Conclusion

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

XVII-b Would require or result in the construction of new water or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

XVII-d Would not have sufficient water supplies available to serve the project from existing entitlements and resources and new and/or expanded entitlements would be needed.

(California Environmental Quality Act, 1970, updated 2016)

1.6.1.1 Water Facilities Impact Assessment

Per CEQA, this analysis seeks to assess the potential for the proposed plan to cause a significant environmental impact under the regulation noted below:

XVII-b Would require or result in the construction of new water or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The analysis highlighted one water main which has the potential to be over capacity based on the design criteria listed above. At this time, the final layout of the Plan Area with regards to exact flows is not known and can be monitored and evaluated during design stages of the full build-out. The water distribution capacity of pumps in the area (if any), storage capacity issues with the Budlong water storage facility, or production capacity of the water plant will have to be identified by the water provider before full build out of the project.

1.6.1.2 Water Supply Impact Assessment

Per CEQA, this analysis seeks to assess the potential for the proposed plan to cause a significant environmental impact under the regulation noted below:

XVII-d Would not have sufficient water supplies available to serve the project from existing entitlements and resources and new and/or expanded entitlements would be needed.

The analysis considers the full buildout of the Specific Plan Area, which is anticipated to occur over a 20 year time period, aligning with a projected buildout year of 2035, which still remains within the bounds of the anticipated growth in overall demand for the District between 2015 and 2035.

The population within the Specific Plan Area is forecast to grow from 11,158 to 14,362 per the land use plan contained in the Specific Plan compared to development permitted under the current County General Plan. Within the plan area, annual water demand would increase from 1,555 to 2,297 acre feet. This amount is within the growth range expected for water demand in the 2015-2040 water demand in the tables from the 2015 Urban Water Management Plan.

These demand growth figures fall within the anticipated demand growth shown in the 2015 Urban Water Management Plan. The increase in flow could require an increase in purchased water supplied compared to future demand plans. Infrastructure is in place to deliver purchased water, however, it could possibly require a new contract to purchase larger amounts. Impacts to water supply resulting from the proposed Specific Plan are anticipated to be less than significant.

Appendix K Sewer Area Study

Appendices

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Report

West Athens-Westmont TOD Sewer Area Study

West Athens-Westmont TOD Specific Plan

Prepared
by IBI Group

February 2, 2018

1 Sewer Systems

1.1 Introduction

This technical memorandum analyzes the potential for environmental impacts on sewer service systems for the West Athens-Westmont Transit Oriented Development (TOD) Specific Plan area. It documents the results of the analysis, as well as recommended infrastructure upgrades and proposed mitigation measures in order to support the proposed land use changes identified in the West Athens TOD Specific Plan. The results of the analysis are based on data obtained from the West Athens TOD Specific Plan, as well as from the Los Angeles County Department of Public Works (DPW), Los Angeles County Sanitation District (LACSD), and private utility purveyors.

1.2 Site Description

West Athens and Westmont are unincorporated communities in Los Angeles County located approximately ¾ of a mile west of the Interstate 110 and Interstate 105 interchange. The TOD study area is centered on the Metro Vermont Green Line light rail station.

The study area is located adjacent to the Los Angeles Southwest College campus. The campus has a planned build out which is not included in the proposed plan activities, but is captured in the total build out of the Specific Plan. The campus and the Mixed Use areas in the Proposed Plan are the two high demand locations within the specific plan area. Near the school are zones of mixed use – industry, retail, food, etc.

The Specific Plan area is bounded on the north by W 110th Street and Lohengrin Street; bounded by the east by Vermont Avenue; bounded by the south by 120th Street with an inclusion of the block between Western Avenue and Harvard Blvd south to 121st Street; and bounded by the west by Western Avenue with an inclusion of the area between the Imperial Highway and Haas Avenue/Lohengrin Street.

1.3 Description of Existing Sewer System

The Specific Plan area is currently serviced by two sanitary systems. The Los Angeles County Sewer Maintenance District services local collection lines, while trunks and treatment are serviced by Los Angeles County Sanitation Districts (LACSD). Local collection lines are primarily 8” in diameter and composed of Vitrified Clay Pipe (VCP). These are routinely assessed through CCTV inspection, and repaired and replaced as part of a continuous improvement plan of the Department of Public Works. The 8” sanitary collection lines are currently sufficient size to collect sanitary waste from houses and shops in the area and transport them to the main collection trunks.

The trunk sewer lines are owned and operated by the Fifth District of the Los Angeles County Sanitation Districts. There is one main segment of trunk line collecting the sewage from the Specific Plan Area. The Plan Area, beginning east and running west along the I-105 freeway, is served by a 12” line coming out of a pump station. The capacity with the pumping station is more than twice the current flow. The proposed build out will have minimal impact on the performance of the pump station or trunk line capacity.

The Specific Plan Area was delineated into 12 sewer main tributary areas. These are detailed below:

Imperial highway West (Tributary Area 1) – Existing 8” pipe on the west side of the Specific Plan, exiting the plan area along the imperial highway. This line collects waste from Residential Zone 1. Connects to the Arlington Sewer from manhole 35 west of the Plan Area.

Lohengrin Street (Tributary Area 2) - Existing 8” pipe on Lohengrin Street, between Manhattan Place and Western Avenue. Collects from zones: Residential 1, Residential 3, Neighborhood Commercial, Mixed Use Development 1, Mixed Use Development 2, and flow from Amino South High School, Connects to Arlington Sewer north of Plan Area. Exits the Plan Area from manhole 129 to manhole 128, connects to the trunk sewer from manhole 126.

110th Street (Tributary Area 3) – Existing 8” pipe on 110th Street between Hobart Boulevard and Western Avenue. Collects from zones Residential 31, Residential 3 and Neighborhood Commercial. Connects to Arlington Sewer north of Plan Area. Exits the Plan Area from manhole 247 to manhole 246. Connects to the trunk sewer from manhole 243.

Budlong Avenue (Tributary Area 4) – Existing 8” pipe along Budlong Avenue just south of the Imperial Freeway. Collects from zone Residential 1, Residential 2, Residential 3, Mixed Use Development 1, Mixed use Development 2, and Neighborhood Commercial. Connects to trunk from manhole 171 to manhole 172.

Vermont Avenue (Tributary Area 5) – Existing 8” pipe heading northbound from Vermont Avenue at 110th Street. Collects from zones Residential 2, Mixed Use Development 1, Mixed Use Development 2, and Buffer Strip. Exits the plan area from manhole 109 to manhole 93. Collects from Commercial and Residential 2 zones outside of plan area and increases pipe size to 18” before connecting to the trunk sewer at manhole 92.

119th Street (Tributary Area 6) – Existing 8” pipe on the southwestern portion of the Plan Area at 119th Street and Wilton Place. Collects from zones: Residential 1, Residential 3, Mixed Use Development 2, and Buffer Strip. Collects at manhole 146 and exits the plan area towards the west.

Loganside Drive (Tributary Area 7) – Two existing 8” pipes collecting the small zones in the south west corner of the Plan Area. Collects Residential 1, Buffer Strip, Public (as the Department of Public Services), Other (as the highway). Enters into the trunk sewer at two areas, manhole 137 and 139.

Western Avenue at 122nd Street (Tributary Area 8) – Existing 8” pipe on the south side of the plan area at Western Avenue and 121st Street. Collects from zones: Residential 1, Residential Planned Development, Neighborhood Commercial, Mixed Use Development 1, Other (as highway), and Buffer Strip. Collects zones outside the Plan Area (Residential 1 and Neighborhood Commercial). Exits the Plan Area at manhole 333 towards manhole 334. Connects to the trunk sewer at manhole 72.

Western Avenue at El Segundo Boulevard (Tributary Area 8A) – Existing 8” pipe outside of the TOD study on the south side of the plan area between Western Avenue, El Segundo Boulevard, and Vermont Avenue. Collects from zones: Residential 1, Henry Clay Middle School, Commercial Manufacturing, Commercial 2, and Open Space. Exits this Area at manhole 50 towards manhole 72, connecting to the trunk sewer at manhole 72.

Raymond Avenue Alley (Tributary Area 9) – Existing 8” pipe North of Raymond Avenue along the alley. Collects Residential Zone 1 and Residential Zone 3.Connects to trunk along Century Freeway, from manhole 173.

Normandie Avenue- Century Freeway Connection of Public Works (Tributary Area 10) – Existing parallel 8” pipes north of the Century Freeway that collects the area east of Normadie Avenue, west of Budlong Avenue and south of the Imperial Highway. Connects into trunk sewer along Century Freeway from manhole 305 and manhole 172.

Van Buren Avenue (Tributary Area 11) – Existing 8” pipe at the corner of 117th Street and Van Buren Avenue. Collects from zones: Residential 1, Residential 2, Neighborhood Commercial, Mixed use Development 1, Public (West Athens Elementary), Buffer Strip, and Other (as the

freeway). Collects from Residential 1 outside of the Plan Area. Connects to the trunk sewer at manhole 221.

Los Angeles Southwest College (Tributary Area 12) – Collection of existing sewer pipes bound by the 4 streets – Century (I-105) Freeway, Western Avenue, Imperial Highway, and Normandie Avenue. It is unknown the exact configuration of collection lines. It is known that they connect into the Manchester Avenue Pump Trunk within the zone boundary.

1.4 Methodology

The analysis conducted in this section for wastewater systems assess the impact of the proposed plan on the capacities of collection trunks through the Plan Area which remove the waste. There is an increase in land use density in the proposed build-out, along with a corresponding increase in water and wastewater demand anticipated. Collection areas were delineated from collection line locations. Sewage effluent in each collection area was calculated using the Zoning Coefficient for runoff for a typical sewer area study developed by Los Angeles County Department of Public Works Land Development Division. Each planned development zone's acreage in collection zones was used with the Zoning Coefficient to determine total flow through the lines.

All existing sewer mains in the Specific Plan area are 8" or above in diameter. Using the minimum allowable slope of 0.24% (0.12% for 15" or above), the design capacity for the existing sewer pipes is 0.265 cfs for 8" mains and 0.455 cfs for 10" pipes. Design capacity for lines below 15" diameter, defined by LA County Sanitation District, is half of the diameter of the pipe to be filled. Our analysis shows that there are 7 existing sewer collection points that could potentially be insufficient to meet future cumulative sewage effluent. These are listed in Tributary Areas 2, 4, 5, 6, 8, 10, and 11.

- Tributary Area 2 has an estimated cumulative sewage flow of 0.466 cfs which is 172% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 1, Residential 3, Neighborhood Commercial, IT/Public, Mixed Use Development 1, and Mixed Use Development 2.
- Tributary Area 4 has an estimated cumulative sewage flow of 0.894 cfs which is 331% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 1, Residential 2, Residential 3, Mixed Use Development 1, Mixed Use Development 2, and Neighborhood Commercial.
- Tributary Area 5 within the Plan Area has an estimated cumulative sewage flow of 0.406 cfs which is 150% of the design capacity of the 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 2, Mixed Use Development 1, and Mixed Use Development 2. Tributary Area 5 collects into larger areas which are also affected by the additional flow. The 10" Pipe of Tributary Area 5A outside the Plan Area at 109th Street has a cumulative flow of 1.140 cfs, which is 228% of the design capacity of 0.50 cfs allowed a 10" collection line. Continuing alone the pathway of collection, the 12" collection line at 107th Street has a cumulative flow of 1.632 cfs which is 196% of the design capacity of 0.83 cfs allowed by a 12" collection line. Further in the collection pathway, there is adequate volume in the larger pipes to accommodate the additional flow.
- Tributary Area 6 has an estimated cumulative sewage flow of 0.437 cfs which is 162% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 1, Residential 3, and Mixed Use Development 2.
- Tributary Area 8 has an estimated cumulative sewage flow of 0.348 cfs which is 129% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area collects flow from Residential 1, Residential Planned Development, Neighborhood Commercial, Mixed Use Development 1, and additional Residential 1 from outside of the plan area. The collection

system continues southwest with no apparent increase in collection lines from the attached maps. Tributary Area 8A shows a significant deficiency in capacities because of this.

- Tributary Area 10 has an estimated cumulative sewage flow of 0.461 cfs which is 171% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Civic Center and Residential 3.
- Tributary Area 11 has an estimated cumulative sewage flow of 0.415 cfs which is 154% of the design capacity of 0.27 cfs allowed by an 8" collection line. This area includes flow from Residential 1, Residential 2, Neighborhood Commercial, Mixed Use Development 1, West Athens Elementary School (as public), and additional flow outside of the Plan Area as Residential 1.

One of the purposes of this study is to determine the deficiencies in existing utilities when using the future development of the Plan Area. Based on this analysis, seven of the existing tributary areas have the potential to exceed the existing sewage capacity defined by LA County. At this time, the final layout and buildout within the Plan Area is undetermined. Therefore, this analysis acts only to identify tributary areas where the full build out would exceed capacity.

1.5 Proposed Mitigation and Conclusion

Since the design identifies full "build out" condition, there is no immediate need for upgrades to the existing sewer mains. A detailed study – with projected building and consumer flows – around the tributary areas listed to be above the minimum threshold will identify the required upgrades to the collection system. In general, new or upgraded sewer laterals are required for new buildings. This is paid for by the developers. All new sewer infrastructure development and upgrades will have to be reviewed by the County's Department of Public Works.

The Los Angeles County Sanitation District will also review all new sewer infrastructure upgrades as the County's Department of Public Works will send improvement plans for the district to review.

1.6 Attachments and Exhibits

- Sewer Area Calculation
- Estimated Average Daily Sewage Flows
- Tributary Areas for Calculating Sewer Demand
- Collection Points for Sewer Tributary Areas (2 maps)
- LA County Consolidated Sewer Maintenance District (CSMD) Index Maps (6 maps)
- LA County Zoning Map

Sewer Area Study Table

* Calculated using Kutter's Formula with n=0.013 (as in S-C4 graph in PC Procedural Manual)

** Based on current land use and coefficients per LA County, (Attach supporting calculations)

*** For pipes > 15" % Full should be calculated by taking the flow depth divided by 0.75 times the pipe diameter

Street Name	Segment		Pipe		*Capacity		Area (Acres)	Zoning Coeff.	Calculated Flow (cfs)	**Cumulative Calculated Flow (cfs)	PC orCI Construction Plan #	Comment	% Full
	M.H. #	M.H. #	Size (in.)	Slope (%)	1/2 Full(<15")	3/4 Full(>15")							Cumulative Flow / Capacity
Tributary Area 1 - Imperial Highway at Haas Avenue	**35**	**Trunk**	**8**	**0.24**	**0.27**								**93.09%**
Residential 1							47.1	0.004	0.188	0.188			69.93%
Additional Area (Residential 1)							15.6	0.004	0.062	0.251			93.09%
Tributary Area 2 - Lohengrin Street (Between Western Avenue and Manhattan Place)	**129**	**128**	**8**	**0.24**	**0.27**								**172.83%**
Residential 1							43.8	0.004	0.175	0.175			65.03%
Residential 3							6.7	0.012	0.080	0.256			94.88%
Neighborhood Commercial							6.8	0.015	0.102	0.358			132.74%
IT/Public							2.2	0.015	0.033	0.391			144.99%
Mixed Use Development 1							3.9	0.015	0.059	0.449			166.70%
Mixed Use Development 2							1.1	0.015	0.017	0.466			172.83%
Tributary Area 3 - 110th Street (Between Western Avenue and Hobart Boulevard)	**247**	**246**	**8**	**0.24**	**0.27**								**30.36%**
Neighborhood Commercial							0.6	0.015	0.009	0.009			3.34%
Residential 1							13.4	0.004	0.054	0.063			23.24%
Residential 3							1.6	0.012	0.019	0.082			30.36%
Tributary Area 4 - Budlong Avenue	**171**	**172**	**8**	**0.24**	**0.27**								**331.81%**
Residential 1							31.3	0.004	0.125	0.125			46.47%
Residential 2							56.3	0.008	0.450	0.576			213.66%
Residential 3							3.9	0.012	0.047	0.622			231.03%
Mixed Use Development 1							13	0.015	0.195	0.817			303.41%
Mixed Use Development 2							2.7	0.015	0.041	0.858			318.44%
Neighborhood Commercial							2.4	0.015	0.036	0.894			331.81%
Tributary Area 5 - Vermont Avenue at 110th Street	**109**	**92**	**8**	**0.24**	**0.27**								**150.78%**
Residential 2							27.9	0.008	0.223	0.223			82.85%
Mixed Use Development 1							9.8	0.015	0.147	0.370			137.41%
Mixed Use Development 2							2.4	0.015	0.036	0.406			150.78%
Buffer Strip							0.8	0.00	0.000	0.406			150.78%

Tributary Area 5A - Vermont Avenue at 109th Street	**71**	**70**	**10**	**0.24**	**0.50**								**228.12%**
From Manhole 109										0.406			81.28%
Washington Prep High School (2000 students) + Duke Ellington Continuation High School (200 Students)									0.127	0.533			106.70%
Residential 2							67.6	0.008	0.541	1.074			214.91%
Commercial 3							4.4	0.015	0.066	1.140			228.12%
Tributary Area 5B - Vermont Avenue at 107th Street	**67**	**46**	**12**	**0.24**	**0.83**								**196.86%**
From Manhole 71										1.140			137.52%
Residential 2							52.3	0.008	0.418	1.558			187.99%
Commercial 2							1.9	0.015	0.029	1.587			191.43%
Commercial 3							3	0.015	0.045	1.632			196.86%
Tributary Area 5C - Vermont Avenue at 105th Street	**45**	**44**	**15**	**0.24**		**2.84**							**78.62%**
From Manhole 67										1.632			57.51%
Residential 2							56.1	0.008	0.449	2.081			73.33%
Commercial 2							7.9	0.015	0.119	2.199			77.51%
Commercial 3							2.1	0.015	0.032	2.231			78.62%
Tributary Area 5D - Vermont Avenue at 104th Street	**92**	**Trunk**	**18**	**0.24**		**4.67**							**94.11%**
From Manhole 45										2.231			47.77%
Residential 2							164.5	0.008	1.316	3.547			75.96%
Commercial 2							45.4	0.015	0.681	4.228			90.54%
Commercial 3							11.1	0.015	0.167	4.394			94.11%
Tributary Area 6 - 119th Street at Wilton Place	**146**	**Trunk**	**8**	**0.24**	**0.27**								**162.28%**
Residential 1							29.1	0.004	0.116	0.116			43.21%
Residential 3							2.2	0.004	0.009	0.125			46.47%
Mixed Use Development 2							20.8	0.015	0.312	0.437			162.28%
Buffer Strip							1.5	0.00	0.000	0.437			162.28%
Tributary Area 7 - Loganside Avenue	**137/139**	**Trunk**	**8**	**0.24**	**0.27**								**39.61%**
Residential 1							3.8	0.004	0.015	0.015			5.64%
Other							9.5	0.000	0.000	0.015			5.64%
Buffer Strip							5.1	0.00	0.000	0.015			5.64%
Public - Dept. of Public Social Services							6.1	0.015	0.092	0.107			39.61%
Tributary Area 8 - Western Avenue at 122nd Street	**333**	**334**	**8**	**0.24**	**0.27**								**129.06%**
Residential 1							25.2	0.004	0.101	0.101			37.42%
Residential Planned Development - 5000 - 10U							7.6	0.012	0.091	0.192			71.27%
Neighborhood Commercial							0.8	0.015	0.012	0.204			75.72%
Mixed Use Development 1							5.1	0.015	0.077	0.281			104.12%
Additional Area (Residential 1)							16.8	0.004	0.067	0.348			129.06%
Other							15.6	0.000	0.000	0.348			129.06%
Buffer Strip							19.2	0.00	0.000	0.348			129.06%

Tributary Area 8A - Western Avenue at El Segundo Boulevard	**50**	**72**	**8**	**0.24**	**0.27**								**700.88%**
From Manhole 333										0.348			129.06%
Open Space							9.8	0.000	0.000	0.348			129.06%
Residential 1							271	0.004	1.084	1.432			531.43%
Public - Animo South Los Angeles Charter High School - 700 students * 15 gallons/student/day * 2.5 peak									0.041	1.473			546.65%
Commercial Manufacturing							24.5	0.015	0.368	1.840			683.07%
Commercial 2							3.2	0.015	0.048	1.888			700.88%
Tributary Area 9 - Alley off Raymond Avenue at Railroad	**302**	**173**	**8**	**0.24**	**0.27**								**46.62%**
Residential 1							24.5	0.004	0.098	0.098			36.38%
Residential 3							2.3	0.012	0.028	0.126			46.62%
Buffer Strip							1.8	0.00	0.000	0.126			46.62%
Other							7.5	0.00	0.000	0.126			46.62%
Tributary Area 10 - Normandie Avenue	**305**	**Trunk**	**8**	**0.24**	**0.27**								**171.27%**
Civic Center							17.8	0.015	0.267	0.267			99.11%
Residential 3							16.2	0.012	0.194	0.461			171.27%
Tributary Area 11 - 117th Street at Van Buren Avenue	**221**	**Trunk**	**8**	**0.24**	**0.27**								**154.01%**
Residential 1							8.5	0.004	0.034	0.034			12.62%
Residential 2							25.6	0.008	0.205	0.239			88.64%
Neighborhood Commercial							4.3	0.015	0.065	0.303			112.58%
Mixed Use Development 1							2	0.015	0.030	0.333			123.72%
Public - West Athens Elementary - 1,085 students * 10 gallons/student/day*2.5 peak flow									0.042	0.375			139.31%
Buffer Strip							10.1	0.00	0.000	0.375			139.31%
Other							22.4	0.000	0.000	0.375			139.31%
Additional Area (Residential 1)							9.9	0.004	0.040	0.415			154.01%
Tributary Area 12 - Southwest College			**8**	**0.24**	**0.27**								**32.29%**
Los Angeles Southwest College							79.7		0.000	0.000			
Civic Center							5.8	0.015	0.087	0.087			32.29%

Estimated Average Daily Sewage Flows for Various Occupancies

Occupancy	Abbreviation	*Average daily flow	
Apartment Buildings:			
Bachelor or Single dwelling units	Apt	~~100~~	gal/D.U. → 150
1 bedroom dwelling units	Apt	~~150~~	gal/D.U. → 200
2 bedroom dwelling units	Apt	~~200~~	gal/D.U. → 250
3 bedroom or more dwelling units	Apt	~~250~~	gal/D.U. → use 300 GPD per SMD
Auditoriums, churches, etc.	Aud	5	gal/seat
Automobile parking	P	25	gal/1000 sq ft gross floor area
Bars, cocktails lounges, etc.	Bar	20	gal/seat
Commercial Shops & Stores	CS	100	gal/1000 sq ft gross floor area
Hospitals (surgical)	HS	500	gal/bed
Hospitals (convalescent)	HC	85	gal/bed
Hotels	H	150	gal/room
Medical Buildings	MB	300	gal/1000 sq ft gross floor area
Motels	M	150	gal/unit
Office Buildings	Off	200	gal/1000 sq ft gross floor area
Restaurants, cafeterias, etc.	R	50	gal/seat
Schools:			
Elementary or Jr. High	S	10	gal/student
High Schools	HS	15	gal/student
Universities or Colleges	U	20	gal/student
College Dormitories	CD	85	gal/student

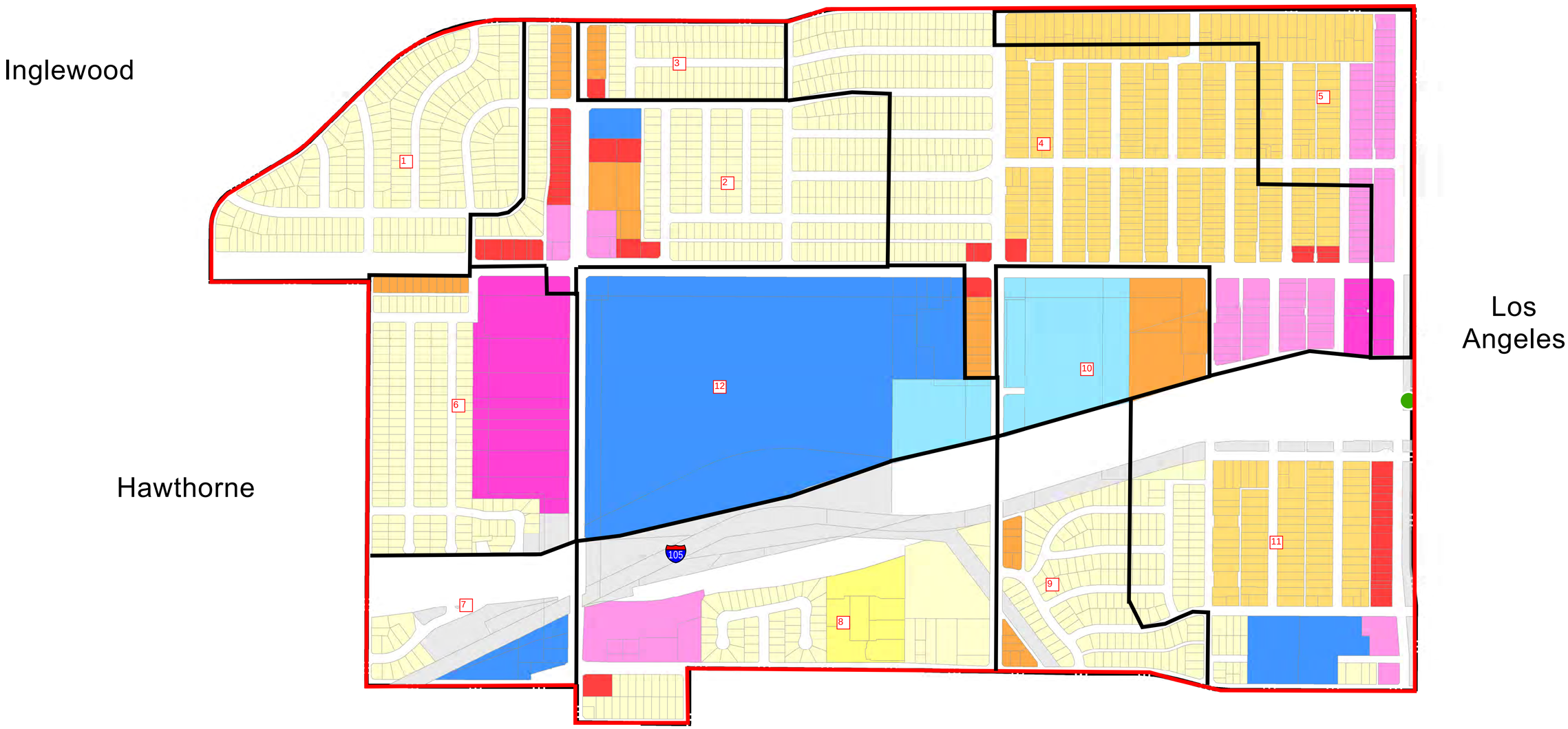
*Multiply the average daily flow by 2.5 to obtain the peak flow

Zoning Coefficients

Zone	Coefficient (cfs/Acre)
Agriculture	**0.001**
Residential+:	
R-1	**0.004**
R-2	**0.008**
R-3	**0.012**
R-4	**0.016***
Commercial:	
C-1 through C-4	**0.015***
Heavy Industrial:	
M1 through M-4	**0.021***

***Individual building, commercial or industrial plant capacities shall be the determining factor when they exceed the coefficients shown**

+ Use 0.001 (cfs/unit) for condominiums only



Proposed Zoning

Study Area
Vermont/Athens Station

Proposed Zoning
R-1, Single Family Residence
RPD-5000-10U, Residential Planned Development
R-2, Two Family Residence
R-3, Limited Multiple Residence
MXD-1, Mixed Use 1
MXD-2, Mixed Use 2
C-2, Neighborhood Commercial

CC, Civic Center
IT, Public/Institutional
B-1, Buffer Strip

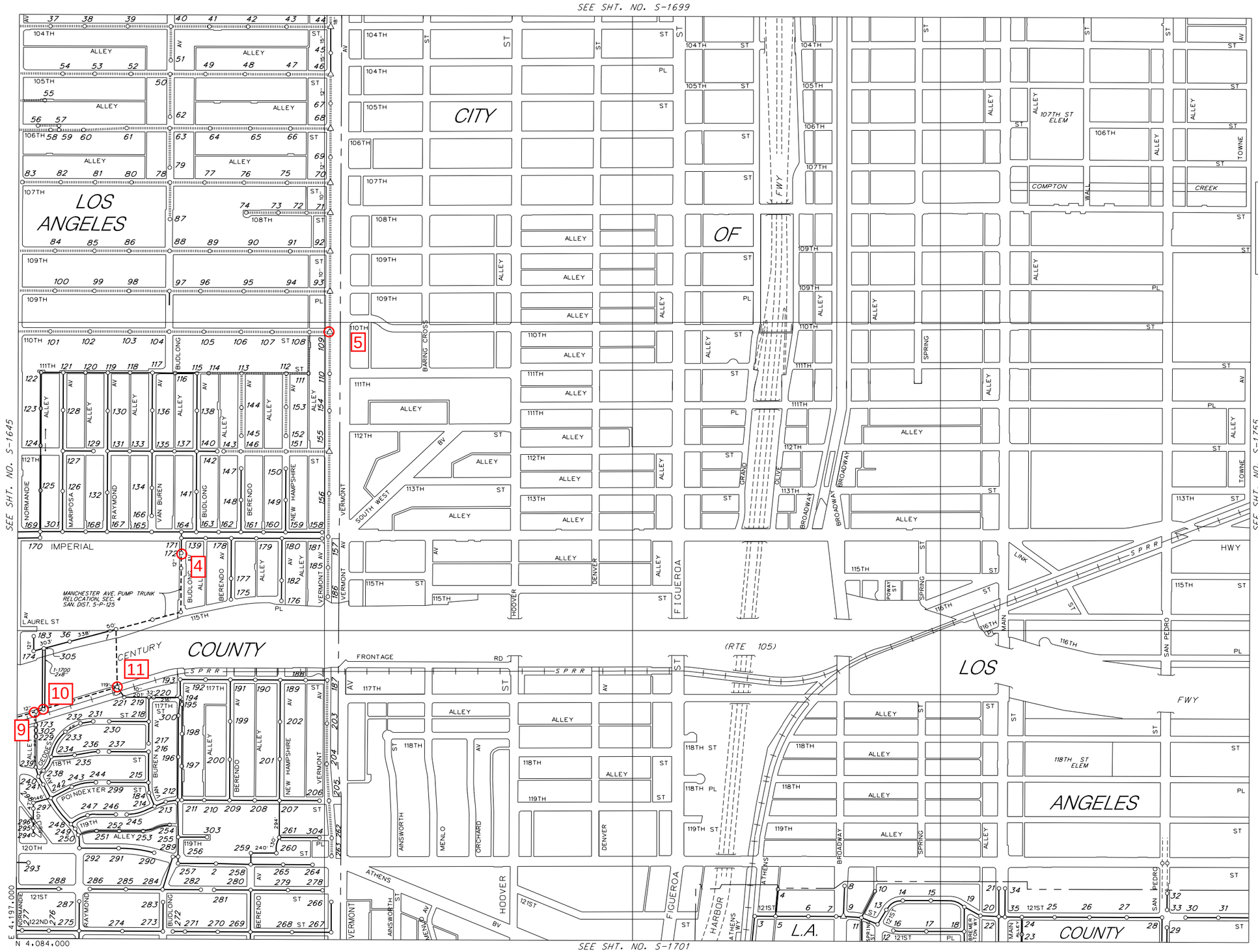
2/6/2017 0 400 800 PLACEWORKS

Connect Southwest LA

A TOD Specific Plan for West Athens-Westmont

S-1700

C-60
C-61
C-89



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AUTOMATED GRAPHICS

METERS
0 50 100 200 250
0 200 400 600 800
FEET

LEGEND

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- CLAY SEWERS, LINED
- CEMENT SEWERS, LINED
- FORCE MAINS
- SEWERS NOT MAINTAINED BY SMD
- TRUNK SEWERS
- CITY BOUNDARY
- STANDARD MANHOLE
- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 297

MAP REV
12-17-13

DATA BASE REV
03-12-96

S-1700

CONSOLIDATED S.M.D.

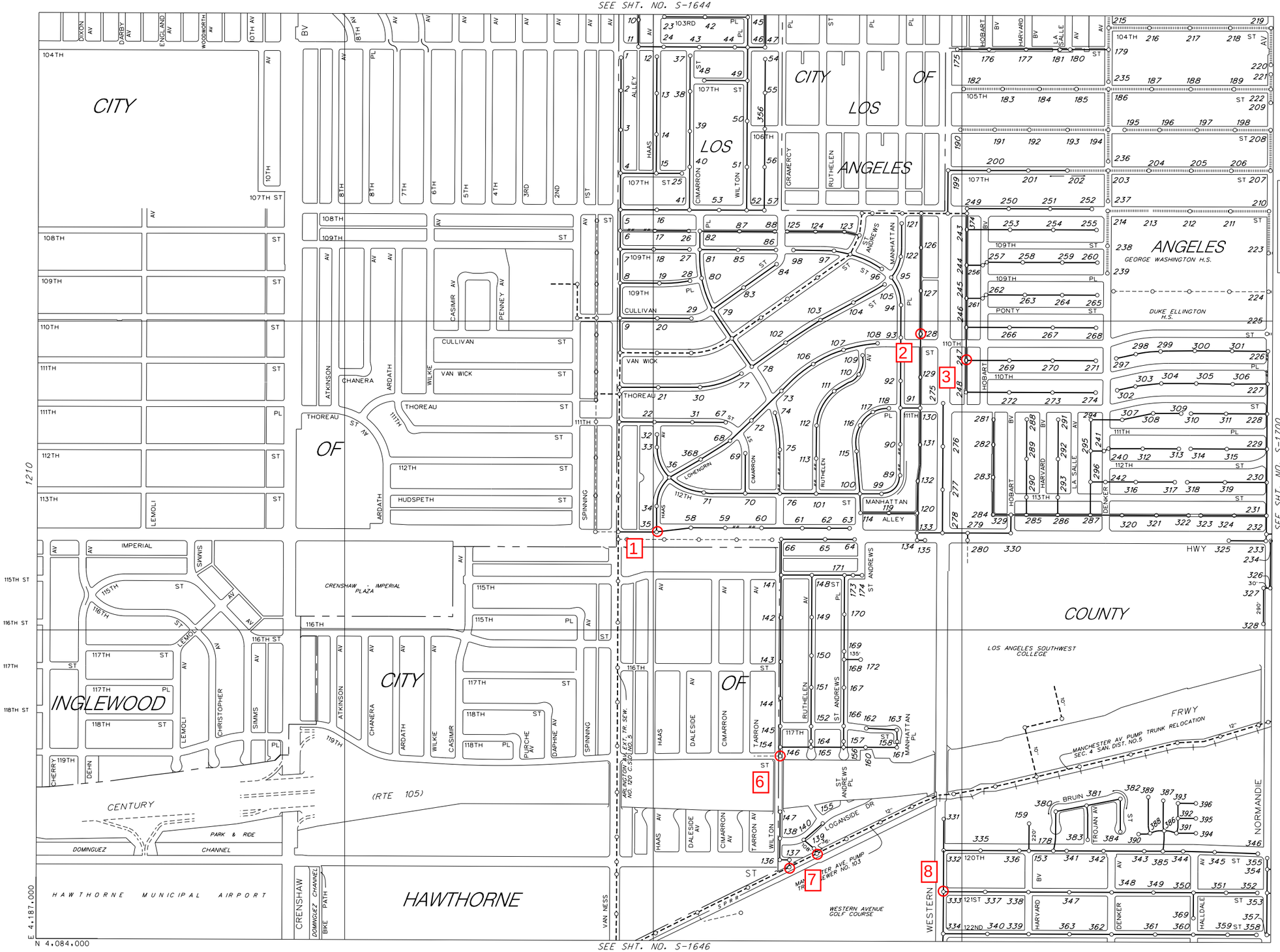
S-1700

T: 704 A-6

0819.0819.1700

S-1645

C-60
C-61



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- PUMP STATION

TOTAL MH'S THIS MAP: 383

MAP REV
01-07-14

DATA BASE REV
08-11-97

S-1645

CONSOLIDATED S.M.D.

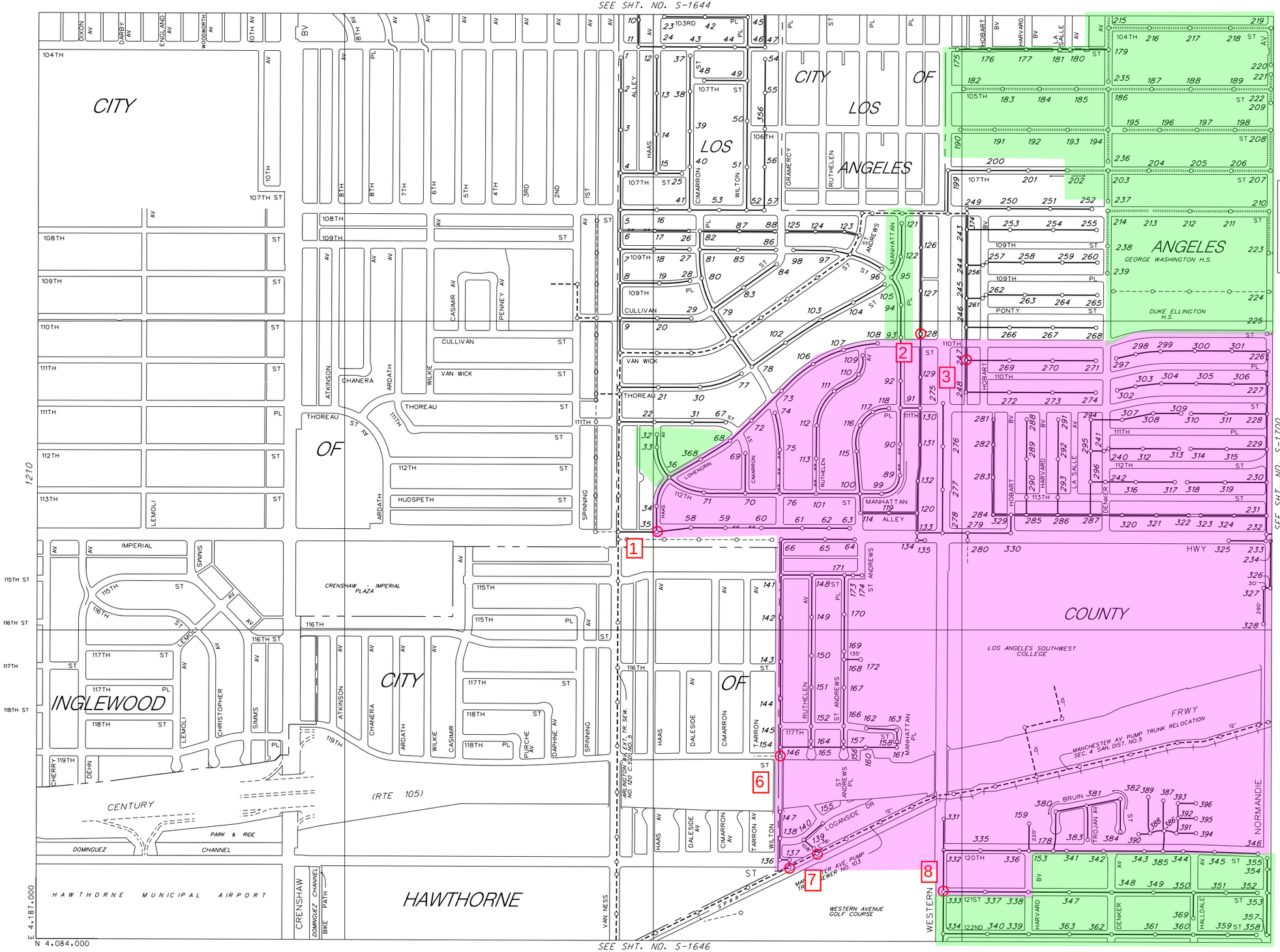
S-1645

T: 703 H-6

0815.0817.1645

SEE SHT. NO. S-1644

C-60
C-61



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TOTAL MH'S THIS MAP: 383

MAP REV
01-07-14

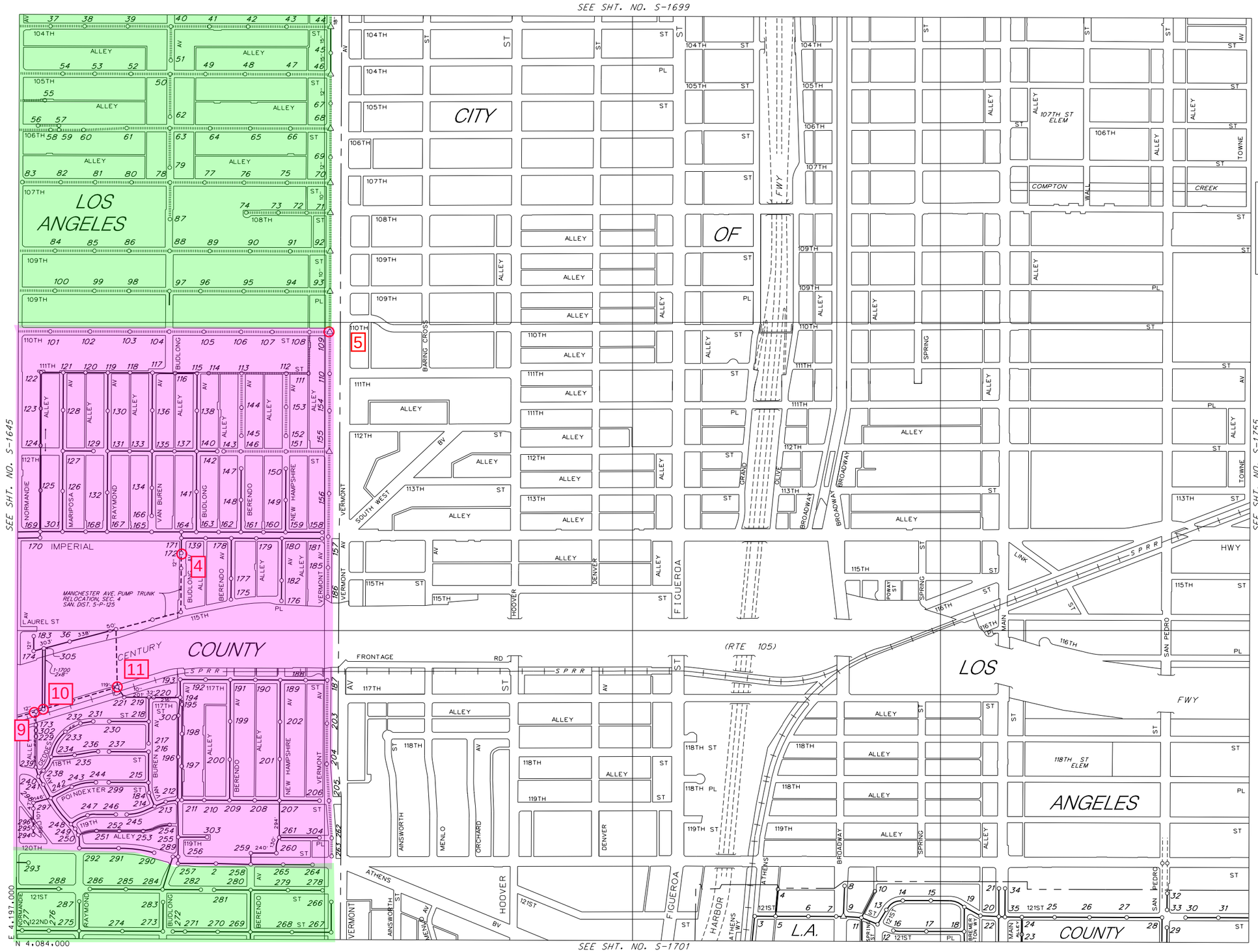
DATA BASE REV
08-11-97

CONSOLIDATED S.M.D.

S-1645

T: 703 H-6

0815.0817.1645



C-60
C-61
C-89

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TOTAL MH'S THIS MAP: 297

MAP REV
12-17-13

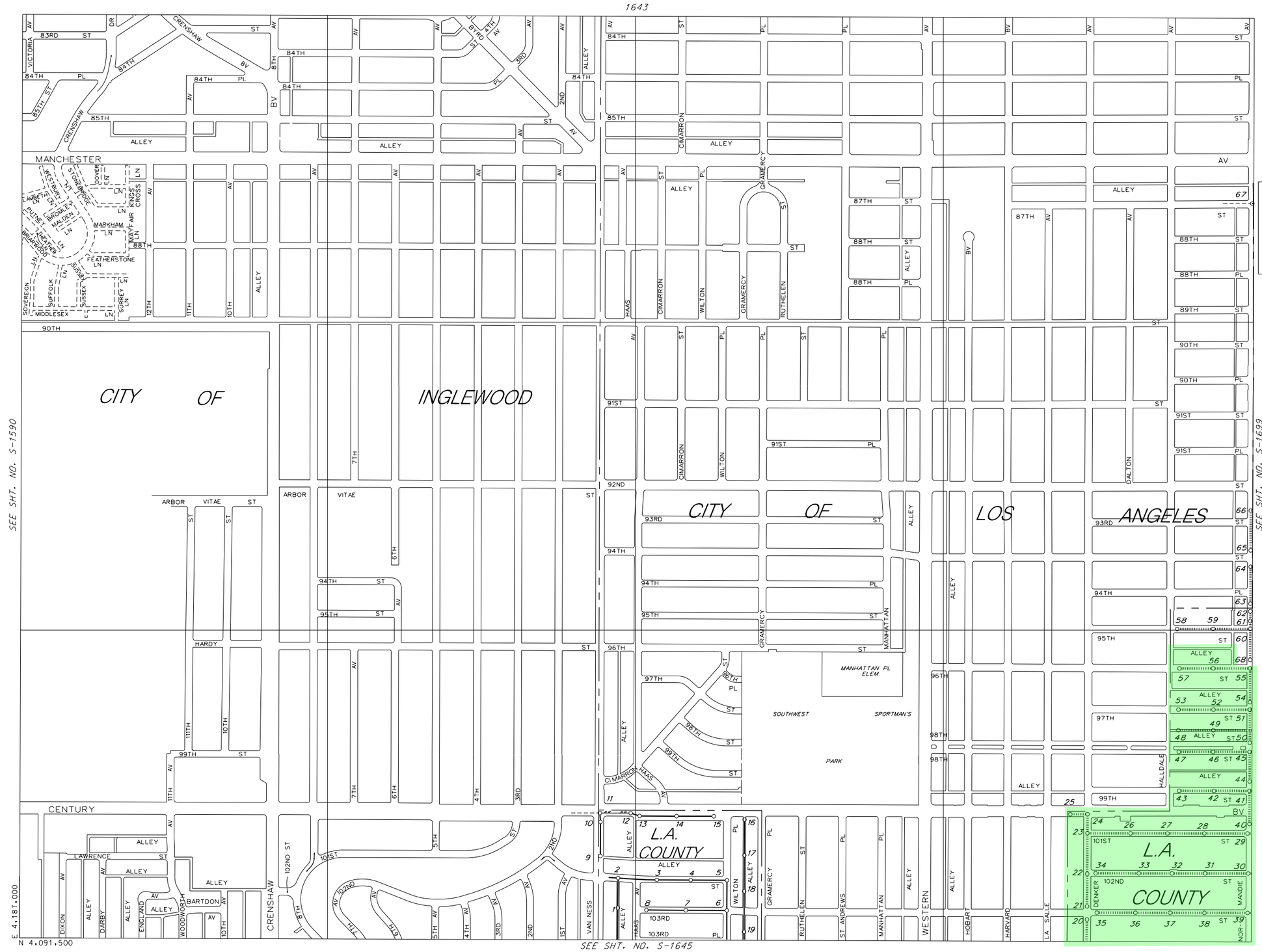
DATA BASE REV
03-12-96

CONSOLIDATED S.M.D.

T: 704 A-6

0819.0819.1700

C-61
C-62



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0 50 100 200 250
0 200 400 600 800
FEET

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- TRAP MANHOLE
- WEIR MANHOLE
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- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 68

MAP REV
12-18-13

DATA BASE REV
08-14-97

CONSOLIDATED S.M.D.

S-1644

T: 703 J-4

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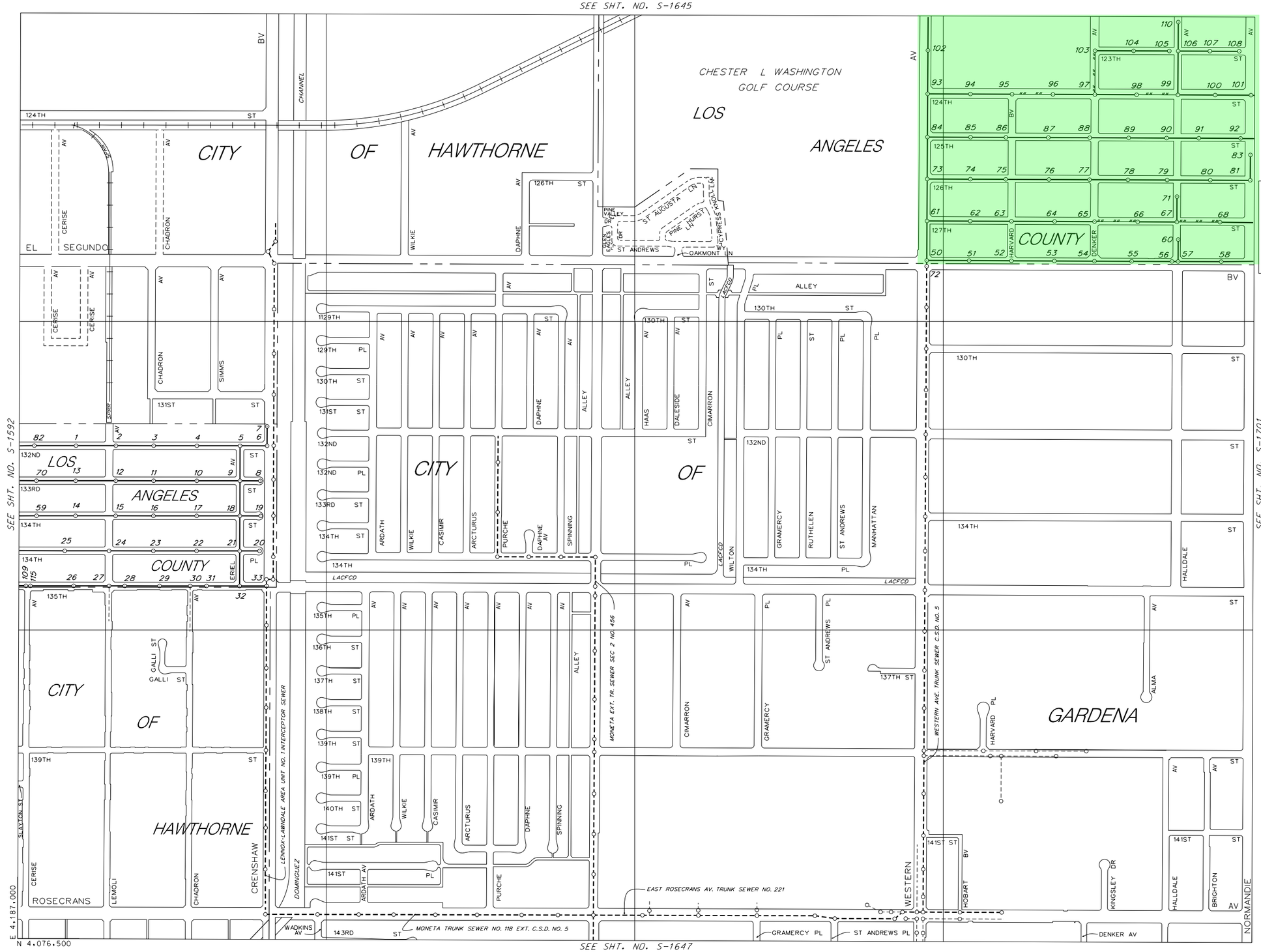
C-57
C-59
C-60



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METERS
0 50 100 200 250
0 200 400 600 800
FEET

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- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 94

MAP REV
04-26-12

DATA BASE REV
09-23-97

CONSOLIDATED S.M.D.

S-1646

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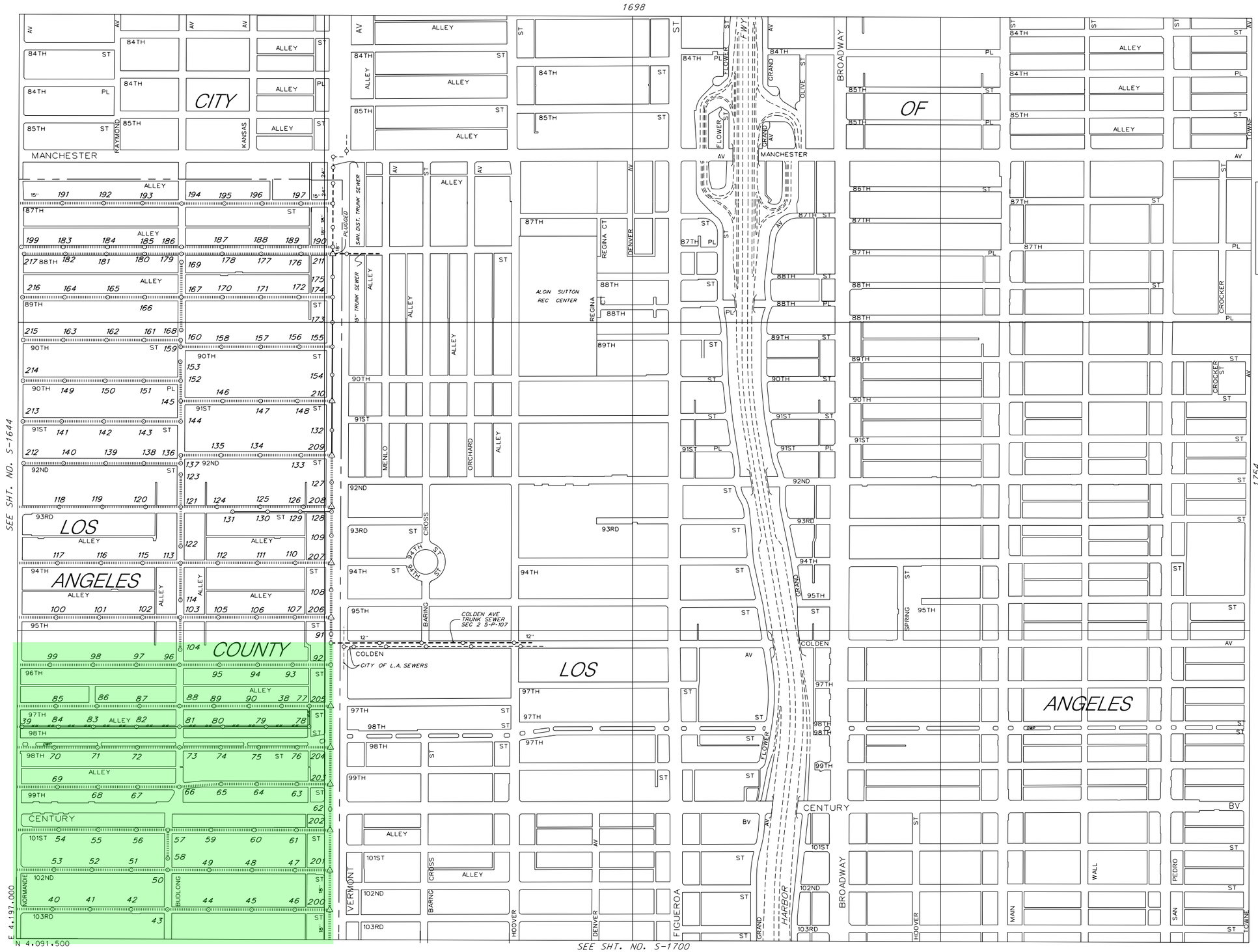
C-61
C-62



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AUTOMATED GRAPHICS

METERS
0 50 100 200 250
0 200 400 600 800
FEET

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- WEIR MANHOLE
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- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 179

MAP REV
11-01-10

DATA BASE REV
02-22-96

CONSOLIDATED S.M.D.

T: 704 A-3

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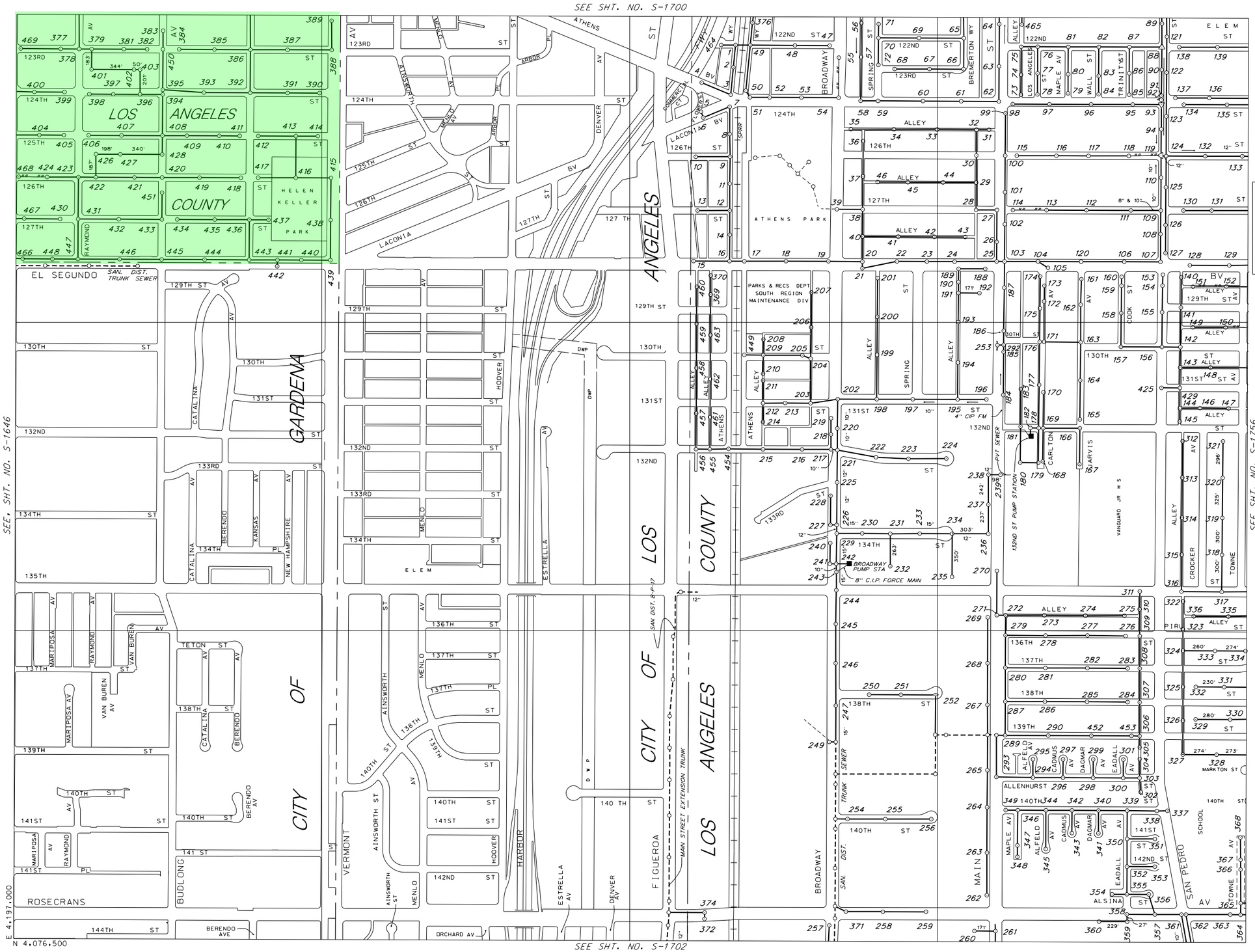

C-45
C-60
C-89
C-90

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AUTOMATED GRAPHICS

METERS
0 50 100 200 250
0 200 400 600 800
FEET

LEGEND

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- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 462

MAP REV
12-17-13

DATA BASE REV
02-20-92

CONSOLIDATED S.M.D.

S-1701

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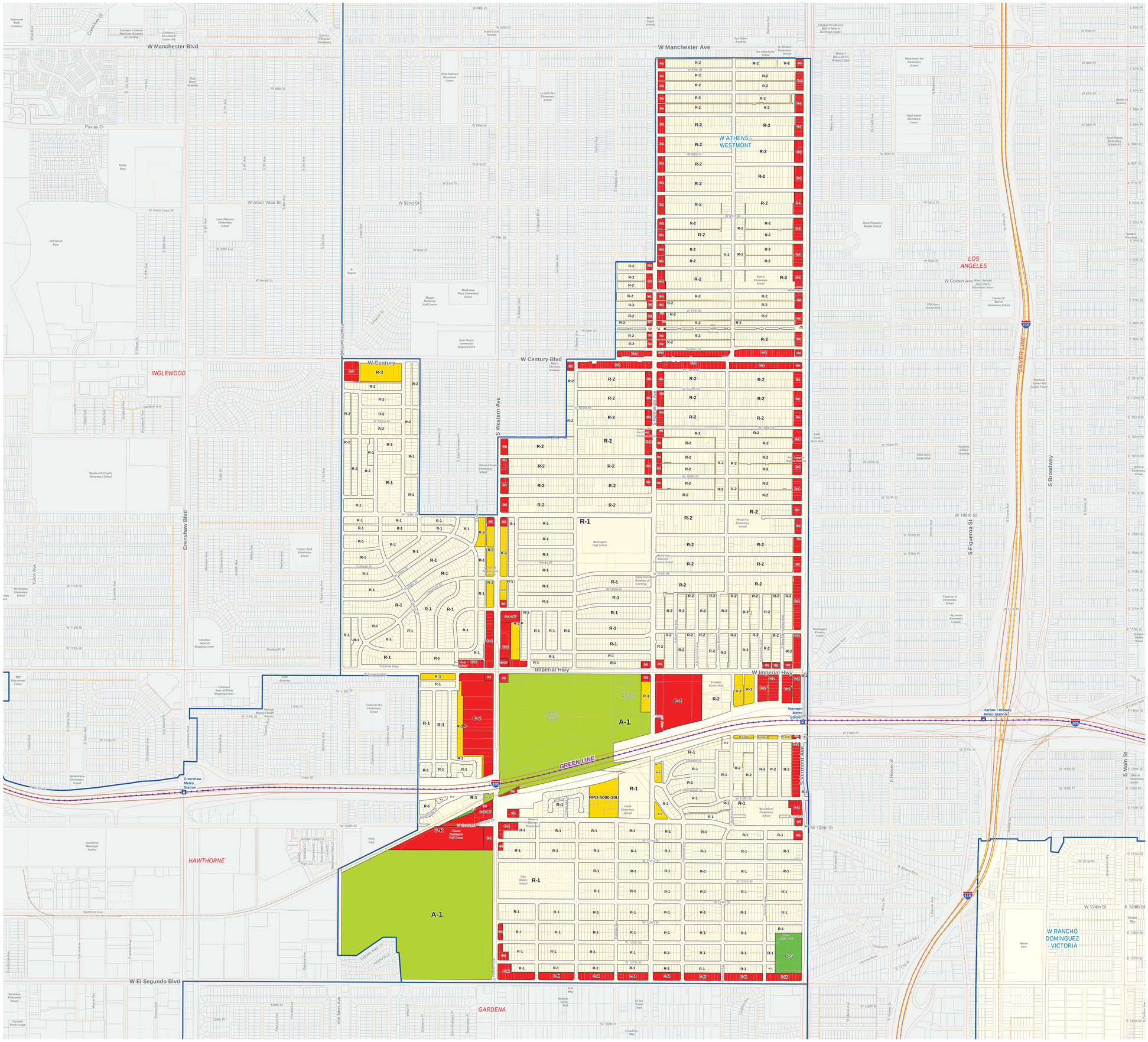

Los Angeles County

Zoning

West Athens - Westmont

LEGEND:

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3-(|)U -Limited Density Multiple Residence
- R-3-(|)U - Limited Multiple Residence (SMMCZ only)
- R-4-(|)U - Medium Density Multiple Residence
- R-5-(|)U - High Density Multiple Residence
- R-A - Residential Agricultural
- R-C - Rural Coastal
- RPD - Residential Planned Development
- A-1 - Light Agricultural
- A-2 - Heavy Agricultural
- A-2-H - Heavy Agricultural Including Hog Ranches
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-H - Commercial Highway
- C-M - Commercial Manufacturing
- C-MJ - Major Commercial
- C-R - Commercial Recreation
- C-RU - Rural Commercial
- CPD - Commercial Planned Development
- M-1 - Light Manufacturing
- M-1.5 - Restricted Heavy Manufacturing
- M-2 - Heavy Manufacturing
- M-2.5 - Aircraft and Heavy Manufacturing
- M-3 - Unclassified
- MPD - Manufacturing--Industrial Planned
- B-1 - Buffer Strip
- B-2 - Corner Buffer
- D-2 - Desert-Mountain
- IT - Institutional
- R-R - Resort And Recreation
- P-R - Parking Restricted
- SP - Specific Plan
- SR-D - Scientific Research and Development
- O-S - Open Space
- O-S-P - Open Space - Parks
- O-S-DR - Open Space - Deed Restricted
- MXD - Mixed Use Development
- MXD-RU - Rural Mixed Use Development
- W - Watershed

Base Layers

- Metrolink Stations
- Metro Rail Stations
- Metrolink
- Transitways
- Light Rail - Existing
- Light Rail - Proposed
- Light Rail - Under Construction
- Lot, Cut/Deed, Subdivision and Easement Line
- Parcels
- City / Unincorporated Community Boundary
- Incorporated City
- Unincorporated Areas
- National Forest

Latest Zone Change Ordinance: 2009-0001Z (1/13/2009)

NOTE:

Zoning reflects the most current designation as of the date listed "Current as of" below. The most recent zone change ordinances have been incorporated by the GIS section as of their effective date, with the latest Zone Change Ordinance showing in the yellow box above.

The location of zoning boundaries is as accurate as can be portrayed at this scale. For more precise boundary locations, please use our interactive mapping application GIS-NET3, located at the following URL: http://gis.planning.lacounty.gov/GIS-NET3_Public/Viewer.html. Or, contact the Land Development coordinating Center (LDCC) at (213) 974-6411.

For more detailed information about the uses / densities allowed in these zoning categories, please see the Title 22 section of the Department of Regional Planning's webpage:

http://planning.lacounty.gov/luz

KEY MAP:

Current as of: 4/12/2016

LOS ANGELES COUNTY
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012
http://planning.lacounty.gov/gis

Scale in Feet

0 225 450 900 1,350 1,800

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