



DEPARTMENT OF CITY PLANNING

APPEAL REPORT

City Planning Commission

Date: May 23, 2018
Time: After 8:30 a.m.*
Place: Van Nuys, Council Chamber,
2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing: Required
Appeal Status: Not further
appealable
Expiration Date: June 20, 2018

Case No.: DIR-2015-3939-DB-SPP-DI-
SPR-1A
CEQA No.: ENV-2015-3940-MND
Incidental Cases: None
Related Cases: VTT-74377-1A
Council No.: 13
Plan Area: Wilshire
Specific Plan: Vermont/Western Station
Neighborhood Area Plan
(SNAP) Specific Plan –
Subarea B (Mixed Use
Boulevards)
Certified NC: Rampart Village
GPLU: High Medium Residential
Zone: R4-1

Applicant: Pinnacle 360 Hoover, LLC
Representative: Andrew Fogg,
Cox, Castle & Nicholson LLP
Appellant: Susan Hunter,
Coalition to Preserve Los
Angeles

PROJECT LOCATION: 235 North Hoover Street; 3411, 3419, 3425, 3433, 3441 West Council Street; and 234 North Commonwealth Place, legally described as Lots FR LT A, VAC ORD 25315, 21-23, and VAC 84-29791; Forest Park Subdivision No. 2 Tract; as specifically shown in the application (see attached map).


PROPOSED PROJECT: Demolition of the existing, vacant Temple Community Hospital and associated uses; merger of eight (8) contiguous lots and a strip of excess street public right-of-way along Hoover Street (maximum width of 16.25 feet and area of 4,505 square feet) to create one 130,850-square-foot lot; resubdivision of the lot to create 221 residential condominium units; and construction, use and maintenance of a new five-story, 61-foot tall, multi-family residential complex with 221 dwelling units, of which 11 percent, or 19 units, will be set aside for Very Low Income Households in Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The proposed complex will contain approximately 261,184 square feet of floor area, 384 vehicular parking spaces, 138 bicycle parking spaces, and 36,680 square feet of usable open space. The project also proposes a 2,550-square-foot publicly accessible forecourt plaza located on-site along Council Street in lieu of the otherwise required pedestrian thoroughway per the SNAP. The proposed project requires an export of approximately 60,000 cubic yards of earth material and removal of 54 non-protected trees located on site or in the public right-of-way along Council and Hoover Streets.

REQUEST: Appeals of the Director of Planning's determination approving: (1) a Density Bonus Compliance Review to allow an On-Menu Incentive to increase the maximum allowable building height by 22 percent, permitting 61 feet in lieu of the otherwise required 50 feet per the SNAP; (2) a Project Permit Compliance Review for the demolition of the existing vacant hospital building and associated uses; and the construction of the proposed residential complex in Subarea B (Mixed Use boulevard) of the SNAP; (3) a Director's Interpretation to interpret Map 1 of the SNAP and clarify that the southerly half of the vacated street (Lot VAC 84-29791 of Forest Park Subdivision No. 2 Tract, APN 5501004006) zoned R4-1 and adjoining Lots FR LT A, VAC ORD 25315, 21, 22, and 23 of the Forest Park Subdivision No. 2 Tract is located within the boundaries of Subarea B and therefore subject to the provisions, Development Standards and Design Guidelines of Subarea B of the SNAP; (4) a Director's Interpretation to interpret Section 8.H of the SNAP and clarify that a 2,550-square-foot publicly accessible forecourt plaza located on-site along Council Street may be provided in lieu of the otherwise required pedestrian throughway from Hoover Street to the opposite lot line; and (5) a Site Plan Review for a development project that creates 221 dwelling units. On April 6, 2018, the Department of City Planning received an appeal of the Director of Planning's decision to approve Case No. DIR-2015-3939-DB-SPP-DI-SPR; and of the Director of Planning's determination adopting the Mitigated Negative Declaration (ENV-2015-3940-MND) and associated Mitigation Monitoring Program.

RECOMMENDATION:

1. **Deny** the appeal of DIR-2015-3939-DB-SPP-DI-SPR.
2. **Sustain** the action of the Director of Planning in approving DIR-2015-3939-DB-SPP-DI-SPR.
3. **Adopt** the Findings of the Director of Planning.
4. **Find**, pursuant to CEQA States and Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2015-3940-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; Find the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; Find the mitigation measures have been made enforceable conditions on the project; and Adopt the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

VINCENT P. BERTONI, AICP
Director of Planning


Shana Bonstin, Principal City Planner


Christina Toy Lee, Senior City Planner


Mindy Nguyen, City Planner


Nuri Cho, City Planning Associate

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Central Los Angeles Area Planning Commission Secretariat, 200 North Spring Street, Room 532, Los Angeles, CA 90012* (Phone No.213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than seven (7) working days prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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Exhibits:

- A. Vicinity and Radius Maps
- B. DIR-2015-3939-DB-SPP-DI-SPR Letter of Determination
- C. Exhibit “A” Project Plans DIR-2015-3939-DB-SPP-DI-SPR
- D. Mitigated Negative Declaration (ENV-2015-3940-MND) and Mitigation Monitoring Program (Appendices are available in CD and on [LADCP website](https://planning.lacity.org/eir/publication/Pub_120717.htm#3940)¹)
- E. Appeal Documents

¹ https://planning.lacity.org/eir/publication/Pub_120717.htm#3940

APPEAL REPORT

The Applicant proposes to construct a residential complex that is five (5) stories, 61 feet in height with roof structures up to 66 feet in height, and contains 261,184 square feet of floor area with 221 dwelling units, of which 11% of the base density or 19 units, has to be set aside as Restricted Affordable Units for Very Low Income Households.

On March 23, 2018, the Director of Planning approved: (1) a Density Bonus Compliance Review to allow an On-Menu Incentive to increase the maximum allowable building height by 22 percent, permitting 61 feet in lieu of the otherwise required 50 feet per the SNAP; (2) a Project Permit Compliance Review for the demolition of the existing vacant hospital building and associated uses; and the construction of the proposed residential complex in Subarea B (Mixed Use boulevard) of the SNAP; (3) a Director's Interpretation to interpret Map 1 of the SNAP and clarify that the southerly half of the vacated street (Lot VAC 84-29791 of Forest Park Subdivision No. 2 Tract, APN 5501004006) zoned R4-1 and adjoining the proposed tract (Lots FR LT A, VAC ORD 25315, 21, 22, and 23 of the Forest Park Subdivision No. 2 Tract) is located within the boundaries of Subarea B and therefore subject to the provisions, Development Standards and Design Guidelines of Subarea B of the SNAP; (4) a Director's Interpretation to interpret Section 8.H of the SNAP and clarify that a 2,550-square-foot publicly accessible forecourt plaza located on-site along Council Street may be provided in lieu of the otherwise required pedestrian throughway from Hoover Street to the opposite lot line; and (5) a Site Plan Review for a development project that creates 221 dwelling units. On April 6, 2018, the Department of City Planning received an appeal of the Director of Planning's decision to approve Case No. DIR-2015-3939-DB-SPP-DI-SPR.

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25(g)(2)f, only an Applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property may appeal the Director's decision on a Density Bonus Compliance Review. The appellant appealed the entire decision of the Director. However, since the appellant is not the Applicant or the owner or tenant of an abutting or adjacent properties, and the appeal of the Density Bonus Compliance Review approval is not authorized by the Municipal Code. The appeal of all other entitlements are still applicable.

Mitigated Negative Declaration (ENV-2015-3940-MND) and corresponding Mitigation Monitoring Program (MMP) were prepared for the proposed project, which found that the proposed project will not have significant environmental impacts with mitigation measures. The MND includes the following appendices analyzing potential environmental impacts: Air Quality, Biological Resources, Historical Resources Assessment, Geotechnical Investigation, Phase I and II Environmental Site Assessment, Noise, Traffic Study, Utility Analysis, and Tree Report. The MND was circulated for public review on December 7, 2017 through January 8, 2018.

Background

The subject property is a sloped, irregular-shaped parcel of land, consisting of eight (8) contiguous lots that total 126,354 square feet in size. The site is zoned R4-1 and designated for High Medium Residential uses in the Wilshire Community Plan Area. The site is also located in Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan.

The project site is bound by Hoover Street to the east, Council Street to the south, an R4-1-zoned lot to the west, and Commonwealth Place, C2-1-zoned lots and Temple Street to the north. The

easterly property line is approximately 410 feet in length, of which approximately 360 feet adjoins Hoover Street. The southerly property line is approximately 445 feet, which adjoins Council Street entirely. Approximately 57 feet of the 755-foot northerly property line towards the west adjoins Commonwealth Place. Approximately 43 feet of the 755-foot northerly property line towards the east adjoins Temple Street; however, the site slopes down steeply towards the street and therefore is not accessible from Temple Street.

Hoover Street is a Local Limited Street with a designated full right-of-way width of 50 feet and half street right-of-way width of 25 feet. Hoover Street currently has a full right-of-way width of 82.5 feet and a half street right-of-way width of 41.25 feet up to a cul-de-sac adjoining the project site, which exceed the designated widths by 32.5 feet and 16.25 feet more than what is required, respectively.

Properties surrounding the project site generally consist of single- and multi-family residential buildings. Properties to the north and northwest from the site are zoned C2-1, P-1 and R4-1, designated for General Commercial land uses, located in Subarea D (Light Industrial/Commercial) of the SNAP, and developed with Quality Inn and Suites Hotel and associated parking, and single-family homes. Properties to the east of the site, across Hoover Street, are zoned C2-1, R3-1, RD2-1, and RD1.5-1, designated for Highway Oriented Commercial, Medium Residential, and Low Medium Residential land uses, located outside of the SNAP boundaries, and developed with single- and multi-family residences. Properties located to the south of the project site, across Council Street, are zoned R4-1, designated for High Medium Residential land uses, located in Subarea B (Mixed Use Boulevards) of the SNAP, and developed with multi-story apartment buildings. Properties located to the west of the project site are zoned R4-1 and [Q]C2-1, designated for High Medium Residential and Limited Manufacturing land uses, located in Subareas B and D of the SNAP, and developed with multi-family residential buildings, office, retail, and auto-related uses.

Related Case No. VTT-74377

There is a concurrent request for an approval of a Vesting Tentative Tract Map to merge eight (8) contiguous lots with a lot area of 126,354 square feet and a 4,505-square-foot strip of excess public right-of-way along Hoover Street adjoining the proposed tract with a maximum width of 16.25 feet to create one (1) 130,859-square-foot lot, and resubdivide the lot to create 221 residential condominium units. The Vesting Tentative Map involves the removal of an existing median on Hoover Street, grade and level the right-of-way, and convert the existing one-way looped street system into a two-way street with a cul-de-sac. The Applicant will improve a sidewalk with variable widths from 10 to 12 feet along Hoover Street and provide a sidewalk easement of up to 10 feet along the asymmetrical cul-de-sac at the end of Hoover Street. The Deputy Advisory Agency approved Vesting Tentative Tract Map No. 74377 on February 16, 2018, which was subsequently appealed by the same aggrieved party on February 26, 2018.

The Appeal/Staff Responses

The following is a summary of the appeal and staff's response.

Appeal Point 1: *The Vesting Tentative Tract Map conflicts with the requirements of the Vermont/Western SNAP. The purpose of the SNAP clearly puts a priority for open space over housing needs. The use of the required setback around the property is not intended to fulfill the open space requirements of the SNAP.*

Staff Response: Although the appeal point refers to the Vesting Tentative Tract Map, the appellant's comments address entitlement requests that are within the jurisdiction of the Director of Planning.

The appellant contends that the Purpose Section of the Vermont/Western SNAP puts a priority for open space over housing needs and lists some of the purposes that are intended to encourage open space. The appellant, however, omitted other purposes listed in that Section of the SNAP, including:

D. Improve the quality of housing stock in the neighborhood through the construction of affordable housing units available for home ownership, in Mixed Use buildings along transit corridors;

H. Promote increased flexibility in the regulation of the height and bulk of buildings as well as the design of sites and public streets in order to ensure a well-planned combination of commercial and residential uses with adequate open space; and

R. Facilitate the provision of studio and one bedroom apartments for adult students and senior citizens located near colleges, subway stations and along commercial corridors.

As such, while the SNAP encourages open space, it also encourages the improvement of the housing stock, creation of affordable housing units, and a combination of mixed uses containing dwelling units with adequate open space.

Appeal Point 2: *The finding of the Deputy Administrator [sic] conflicts with Ordinance 184,505 regarding Los Angeles Municipal Code (LAMC) Section 12.21, which states: "Common open space areas shall incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, children's play areas, ball courts, barbecue areas and sitting areas." The proposed use of the setback and common area around proposed project only provides one type of static action and that is to sit on a bench. Sitting areas do not fulfill the needs of recreation for the community.*

Staff Response: The appeal point refers to findings for an entitlement request that is within the jurisdiction of the Deputy Advisory Agency under Related Case No. VTT-74377 and addresses the development's required and proposed open space. Open space is regulated by the Municipal Code and the SNAP, which are within the jurisdiction of the Director of Planning.

The SNAP requires the proposed project to provide usable open space in accordance with the standards of LAMC Section 12.21 G.2. Usable open space is defined in LAMC Section 12.21 G.2 as follows:

For purposes of this subsection, usable open space shall mean an area which is designed and intended to be used for active or passive recreation. Usable open space may consist of private and/or common area as further defined and regulated here in.

Based on the number of units and bedrooms in each unit, the proposed project is required to provide a minimum of 25,400 square feet of usable open space on site. The Applicant proposes 31,430 square feet of common open space and 5,250 square feet of private open space for a total of 36,680 square feet, which significantly exceeds the minimum requirement.

The appellant cites LAMC Section 12.21 G.2(a)(2), which requires common open space areas to incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, play areas, ball courts, barbecue areas and sitting areas; and contends that the proposed use of the setback and common area around proposed project only provides one type of static action, and that sitting areas do not fulfill the needs of recreation for the community. However, the landscape plan prepared for the proposed project includes recreational amenities within its common open space areas, including a pool, spa, water features, bocce ball court, fire place, barbecue with countertop, community dining, and outdoor seating. As such, the project complies with the common open space requirement of the Code, and provides ample amount of recreational amenities.

Appeal Point 3: *The findings of the Deputy Administrator [sic] conflict with the findings of the proposed Open Space Element of the General Plan.*

Staff Response: The appeal point refers to findings for an entitlement request that is within the jurisdiction of the Deputy Advisory Agency under Related Case No. VTT-74377 and addresses the development's required and proposed open space. Open space is regulated by the Municipal Code and the SNAP, which are within the jurisdiction of the Director of Planning.

The proposed development has a vested right to proceed with development in substantial compliance with the ordinances, policies and standards that were in effect on January 10, 2016 when the Vesting Tentative Tract Map under Related Case No. VTT-74377 was deemed complete. Additionally, the Department of City Planning is currently updating the Open Space Element of the General Plan, which has not been adopted by the City Council yet. Therefore, the proposed development is subject to the current Open Space Element.

Appeal Point 4: *The findings of the Deputy Administrator [sic] conflict with the findings of the currently standing Open Space Element of the General Plan. The Deputy Administrator [sic] has also failed to integrate the idea of trading city owned public land to developer as suggested in the currently standing open space plan. As the city sits on a wealth of parcel properties that are intended for sale, the Planning Department is within their scope of duties to offer a trade of intended city sale parcel for the land that the proposed development would go.*

Staff Response: The appeal point refers to findings for an entitlement request that is within the jurisdiction of the Deputy Advisory Agency under Related Case No. VTT-74377 and addresses the development's required and proposed open space. Open space is regulated by the Municipal Code and the SNAP, which are within the jurisdiction of the Director of Planning.

The current Open Space Element provides an official guide to governmental agencies and interested citizens for the identification, preservation, conservation and acquisition of open space in the City. One of the goals of the Open Space Element is to insure the preservation and conservation of sufficient open space to serve the recreational, environmental, health and safety needs of the City. The Open Space Element further states that private development should be encouraged to provide ample landscaped spaces, malls, fountains, rooftop green areas and other aesthetic features which emphasize open space values. As previously mentioned, the Applicant proposes 31,430 square feet of common open space and 5,250 square feet of private open space for a total of 36,680 square feet as shown in the table below, which significantly exceeds the minimum requirement of 25,400 square feet of usable open space. Additionally, the project will provide recreational amenities within its common open space areas, including a pool, spa, water features, bocce ball court, fire place, barbecue with countertop, community dining, and outdoor seating. As such, the project is consistent with the current Open Space Element.

The proposed project also provides a 2,550-square-foot publicly accessible forecourt plaza on site along Council Street in lieu of the otherwise required pedestrian thoroughways by the SNAP. Although privately owned and maintained, the Applicant is required to record a covenant guaranteeing public access to the forecourt plaza during daylight hours per Condition of Approval No. 9.a. in the Director's Determination. In addition, the Applicant is required to improve this forecourt plaza to prevailing public park standards to the satisfaction of the Department of Recreation and Parks per Condition of Approval No. 9.b. in the Director's Determination. As such, the proposed development does not conflict with the Open Space Element.

Appeal Point 5: *The proposed "common space" area used as the setback for the project do not meet the state definition for open space as defined under Government Code Title 7.*

Staff Response: The appellant cites California Government Code Section 65560 and states that the proposed common open space does not meet the following definition for open space:

(1) Open space for the preservation of natural resources, including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays, and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(3) Open space for outdoor recreation, including, but not limited to, areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

Government Code Section 65560 identifies contents of an open space element in a general plan, which is not applicable to private developments including the proposed multi-family residential complex. These two definitions are subsections of Government Code Section 65560(b), which states:

(b) "Open-space land" is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional, or state open-space plan as any of the following:"

The proposed development site is not an unimproved parcel of land that is devoted to an open space use and designated as an open space on a local, regional or state open space plan. The site is zoned R4-1 and designated for High Medium Residential land uses by the Wilshire Community Plan. The site is currently improved with a vacant hospital building and associated surface parking lot. The subject property is not designated, zoned or intended to preserve natural resources or provide an open space for outstanding scenic, historic and cultural value; be used for park and recreation purposes including access to waterbodies; or serve as a link between major recreation and open space reservations. Therefore, the Government Code Section the appellant is referring to is not applicable to the proposed development.

Appeal Point 6: *The proposed common open space doesn't meet the State's Park and Recreation definition for recreation or leisure.*

Staff Response: The California Department of Parks and Recreation oversees state parks, which is defined by the Department as relatively spacious areas of outstanding scenic or natural character, oftentimes also containing significant historical, archaeological, ecological, geological, or other similar values. According to the State Department, the purpose of state parks is to preserve outstanding natural, scenic, and cultural values, indigenous aquatic and terrestrial fauna and flora, and some of the examples include Sierra Nevada, northeast volcanic, great valley, coastal strip, mountains, and deserts. As previously discussed, the proposed development is located on a private property that is zoned and designated for residential uses, and not for an open space for natural resources or public park and recreation purposes. Additionally, the site is currently improved with a vacant hospital and associated uses including a surface parking lot. The site does not contain outstanding scenic or natural character.

The appellant provides unsourced definitions for recreation and leisure in her appeal point and contends that the proposed common open space does not meet her definitions of recreation and leisure. The Public Resources Code for the California Department Parks and Recreation does not provide a definition of recreation and leisure. Moreover, the proposed development is located on a private property that is not designated as a state park, and subject to the open space requirements in the City's Municipal Code and the SNAP. As found in the Director's Determination, the project complies with all applicable common open space requirements in both the Municipal Code and the SNAP.

Additionally, LAMC Section 12.21 G.2(a)(2) requires common open space areas to incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, play areas, ball courts, barbecue areas and sitting areas. The Applicant proposes 31,430 square feet of common open space within a courtyard and interior community rooms and gym, which will provide recreational amenities, including a pool, spa, water features, bocce ball court, fire place, barbecue with countertop, community dining, and outdoor seating. As such, the project provides ample amount of usable open space that are designed and intended to be used for passive and active recreation.

Appeal Point 7: *The project sits in a CD that has an 8%-10% vacancy rate. The area isn't in need of housing so the need for parks has precedence over housing for meeting the needs of the community.*

Staff Response: The City is facing an unprecedented housing crisis. Mayor Garcetti set a goal to permit 100,000 new housing units by 2021, ensuring the City builds or preserves at least 15,000 affordable units for low-income households by 2021. The proposed development includes 221 new dwelling units, of which 19 units will be set aside for Very Low Income Households, thereby contributing to the existing housing stock. The appellant cites the Los Angeles Area Chamber of Commerce Report to claim that the Council District 13, in which the project site is located, has a high vacancy rate of 8.3 compared to the City average of 6.3. However, the Chamber of Commerce Report recognizes that a lack of housing has been at the forefront of issues the City is facing, but the latest construction trends mark a step in the right direction. Additionally, per the City's 2013-2021 Housing Element, Los Angeles has a very tight housing market. Vacancy rates in rental and for-sale units are low compared to industry-accepted optimal levels. The Southern California Association of Governments considers the optimal vacancy rate to range from 1.5% to 2% for homeowners and 5% to 6% for multi-family rental units. When vacancy rates fall below these levels, residents will likely have a difficult time finding units adequately matched to their household and income needs. A certain number of vacant units are needed in any community to allow for sufficient housing choices for residents, and to protect against steep rent increases. Additionally, as the vacancy rate drops, the steeper the competition for units becomes, causing housing prices and rental rates to rise. The housing crisis is not specific to one geography within the City but an issue that should be addressed collectively.

In addition, as described above, the project is required to provide a minimum of 25,400 square feet of usable open space on site. The project proposes 31,430 square feet of common open space and 5,250 square feet of private open space for a total of 36,680 square feet for its residents. The project will provide recreational amenities within its common open space areas, including a pool, spa, water features, bocce ball court, fire place, barbecue with countertop, community dining, and outdoor seating, thereby providing open space areas that will be utilized by its residents and potentially reduce the demand for existing park facilities. The proposed project also provides 2,550 square feet of publicly accessible forecourt plaza on site along Council Street in lieu of otherwise required pedestrian thoroughways by the SNAP. Although privately owned and maintained, this area will be accessible to the public. In

addition, the Applicant is required to improve this forecourt plaza to prevailing public park standards to the satisfaction of the Department of Recreation and Parks per the SNAP.

Appeal Point 8: *The proposed MND for the haul route fails to account for embedded carbons and the environmental damage of removing trees.*

Staff Response: One of the required environmental factors that is analyzed as part of the Initial Study and MND (ENV-2015-3940-MND) is greenhouse gas (GHG) emissions (Exhibit D). While there are no thresholds of significance for addressing a residential project's GHG emissions by federal, state or local agencies, the California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency. Section 15064.4 of the CEQA Guidelines also serves to assist lead agencies in determining the significance of GHG emission impacts. Per Section 15064.4 of the CEQA Guidelines, GHG impacts were analyzed based on: (1) an estimate of the amount of GHG emissions resulting from the project; (2) a qualitative analysis or performance-based standards; (3) a quantification of the extent to which the project increases GHG emissions as compared to the existing environmental setting; and (4) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of GHG emissions. As described in the MND (ENV-2015-3940-MND), construction and operational GHG emissions were modeled using CalEEMod for each year of construction of the project and for the typical year of operation. The greatest annual increase in GHG emissions from construction activities would be 964.6 metric tons in 2018 while the increase in GHG emissions generated by the project would be 3,365.2 MTCO_{2e} per year. Additionally, the project would be consistent with the City's goals and actions to reduce the generation and emission of GHGs from both public and private activities pursuant to the applicable portions of the AB 32, SB 375, and the LA Green Building Code. Furthermore, the project would be consistent with the planned land use and population growth within the area and would not conflict with the Air Quality Management Plan. Therefore, the project's generation of GHG emissions would not make a cumulatively considerable contribution to or conflict with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gasses, and GHG emissions impacts would be less than significant.

The appellant also claims that the MND failed to analyze environmental impacts from removing trees. The project proposes to remove 54 trees on or adjacent to the site. According to the Tree Report, dated March 13, 2017 and prepared by Lisa Smith, a registered consulting arborist, there are no protected trees on or adjacent to the site (Appendix I in Exhibit D). The Applicant is required to replace all 54 trees at a 1:1 ratio with a minimum 24-inch box tree per Condition of Approval Nos. 27 and 28 in the Letter of Determination, and removal of trees in the public right-of-way requires approval by the Board of Public Works. In addition, a Biological Resources Report, dated August 10, 2017, was prepared by SWCA Environmental Consultants to analyze potential impacts on biological resources from tree removal and construction of the proposed project (Appendix B in Exhibit D).

The Biological Resources Report identified that the removal of trees may impact nesting birds; however, nesting birds are protected under the federal Migratory Bird Treaty Act and the California Department of Fish and Wildlife Code. Direct and indirect impacts to migratory nesting birds would be avoided with compliance with the implementation of regulatory compliance measures, including Migratory Bird Treaty Act (16 U.S.C. 703–712) and California Fish and Game Code Sections 3503.5, 3503, and 3513. The Biological Resources Report also identified that the existing trees could provide roosting sites for the Hoary Bat, which is included on the California Department of Fish and Wildlife list of sensitive animals. However, the project is required to comply with a mitigation measure imposed under Condition of Approval No. 26, requiring the Applicant to retain a qualified biologist to conduct a survey prior to site preparation activities if the trees are to be removed between August 1 and February 28. The removal of the trees cannot occur until the biologist determines that the trees are no longer in use by bats. Therefore, the project is not expected to have significant impacts due to GHGs and removal of trees with mitigation measures.

Appeal Point 9: *Letter of determination fails to correlate the project to the economic needs of the residents in the area.*

Staff Response: The appellant claims that the median household income is \$18,750. However, the 2017 Economic Report prepared by the Los Angeles Area Chamber of Commerce shows that the median household income in Council District 13 was \$43,800 in 2015. Per the US Census 2016 American Community Survey, Census Tract 2111.21 in which the project site is located had a median household income of \$61,294.

The appellant also contends that findings regarding consistency with the General Plan failed to correlate how the proposed market rate condos meet the economic and physical needs of the residents. The Wilshire Community Plan contains the following goal, objective and policy:

Goal 1 *Provide a safe, secure, and high quality residential environmental for all economic, age and ethnic segments of the Wilshire community.*

Objective 1-1 *Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.*

Policy 1-4.1 *Promote greater individual choice in type, quality, price and location of housing.*

The Applicant filed an application for a Vesting Tentative Tract Map for 221 residential condominium units. In the event the Vesting Tentative Tract Map is approved and the Applicant decides to record a Final Tract Map and construct the development as condominium units, the proposed development will bring in 221 new units for ownership, of which 19 units will be for sale at an affordable price determined by HCIDLA. It should be noted that it is not uncommon for Applicants to pursue the construction of an apartment building

after they obtain an approval for a Vesting Tentative Tract Map due to market conditions or a change in the project. The Applicant has the option to not record a Final Tract Map and construct an apartment instead of a condominium building if they wish to. In the event the Applicant chooses to not utilize the Tract Map grant and construct an apartment instead, the development will provide 221 new rental units, of which 19 units will be rented to Very Low Income Households. Whether the project is an apartment or condominium project, the proposed development provides for different economic preferences and demands of the Wilshire community. Furthermore, the proposed unit mix is 19 studios, 90 one-bedroom units, six (6) one-bedroom units with a den, 96 two-bedroom units, and 10 three-bedroom units. The different types of units the Applicant is offering increases accessibility of residential units to more population segments, including students, single professionals, or families, who have different financial preferences.

Appeal Point 10: *Findings for the project do not reflect the correct square footage of the combined lots.*

Staff Response: The appellant contends that the total lot area of the project site is 126,250.2 square feet based on ZIMAS, not 130,859 square feet as shown in the Letter of Determination. The appellant also claims that if all calculations in the findings are based on an incorrect initial figure, then all calculations in regard to the project and surrounding area are incorrect. The existing square footage of the project site consisting of eight (8) contiguous lots is 126,354 square feet, based on the Vesting Tentative Tract Map that was prepared by a licensed and registered engineer. ZIMAS shows a calculated area, which is a system-generated unit of measurement that is derived from the digitally stored polygon and displayed in square feet, whereas the Vesting Tentative Tract Map shows the lot area derived from an actual survey of the project site. Therefore, the lot area used in the approval is accurate and correct.

Appeal Point 11: *Hoover is listed as Local Street under the Mobility Plan, not a Limited Local Street. It would have to be a Local Street to accommodate the 28-foot cul-de-sac.*

Staff Response: This appeal point addresses findings for an entitlement request that is within the jurisdiction of the Deputy Advisory Agency under Related Case No. VTT-74377. The Project Permit Compliance Review, Director's Interpretation, and Site Plan Review do not review public right-of-way requirements, and the Director of Planning does not have the authority to review and require the street width.

Nevertheless, there are different types of "Local Streets": Industrial Local Street, Standard Local Street, Limited Local Street, and Hillside Local Street. NavigateLA shows the general "Local Street" designation but does not classify a Local Street into these specific street types. The Bureau of Engineering makes the decision on the Local Street classification based on the slope and access from the street. The Vesting Tentative Tract Map was reviewed by BOE, who submitted a comment letter dated September 11, 2017 to the Deputy Advisory Agency classifying Hoover Street adjoining the tract as a Local Limited Street as follows:

“The Tentative Tract map is proposing to merge 16.25-foot wide strip of land along Hoover Street (Local Limited Street) adjoining the tract.”

Furthermore, the Fire Department reviewed the Vesting Tentative Tract Map, including the proposed cul-de-sac improvements and the merger of Hoover Street. LAFD's comments do not state that the proposed Vesting Tentative Tract Map cannot accommodate emergency vehicles. In addition, LAFD's comments have been included as Conditions of Approval in the Advisory Agency's determination letter. The Applicant is required to submit plot plan showing compliance with the Conditions of Approval. Therefore, as conditioned, the proposed Vesting Tentative Tract Map is consistent with the Limited Local Street designation.

Appeal Point 12: *CEQA findings do not take into account the proximity to the freeway usage and the need for filtration due to black lung loft. Findings also doesn't take into consideration any of the possible toxic soil contamination due to the hospital usage such as radioactive uses or hazmat uses.*

Staff Response: CEQA does not require impacts of existing environmental conditions on a discretionary project's future users or residents, also known as CEQA in reverse, be analyzed. Nevertheless, the following standard Condition of Approval is included in the Letter of Determination for the Vesting Tentative Tract Map, requiring an air filtration system:

The Applicant shall install an air filtration system(s) to reduce the effects of diminished air quality on occupants of the Project.

The appellant also claims that soil contamination due to the hospital use on the property was not identified in the findings. The proposed project was issued an Initial Study and MND, which included Phase I Environmental Site Assessment and Phase II Limited Subsurface Investigation Reports (Appendix E in Exhibit D). The Phase I Report concluded that no Recognized Environmental Conditions were identified related to the subject site and no further assessments or investigations are deemed necessary at the time the Report was prepared. The Phase II Report concluded that all of the concentrations of metals detected in the soil samples analyzed were within normal background levels, and no further action is warranted. Additionally, the Hazards and Hazardous Materials Section in the Initial Study states:

A few controlled substances and pharmaceutical products were noted on site. They are all stored in publicly non-accessible locations and are dispensed in a very controlled fashion. No run-offs or spills from these areas were readily apparent. All the equipment and piping are located inside the structure on site and do not make any penetrations into the subsurface of the reinforced concrete slab on which they sit. The medical waste generated from the subject site is disposed by licensed medical waste haulers. No evidence of acutely hazardous chemical storage problems, waste disposal concerns, leaking transformers, deteriorating lead based paint, sumps, pits, catch basins, surface impoundments, landfill activities, bodies of water, unusual odors, oil or gas wells, or other environmental conditions was observed on the property

in review. There was no physical or visual evidence of stressed vegetation, soil discoloration, odors, or other indicators of environmental exposure to the surface areas or soils on the subject property.

As such, the proposed project would not have significant impacts from toxic soil contamination due to the hospital usage.

Appeal Point 13: *Conflicting permits application and the findings in the letter of determination in regard to what the housing units in the project are intended for. LADBS cites apartments while Planning Department cites condos. Findings also conflict as the 19 low income units swing between sale or rental and are not designated for either.*

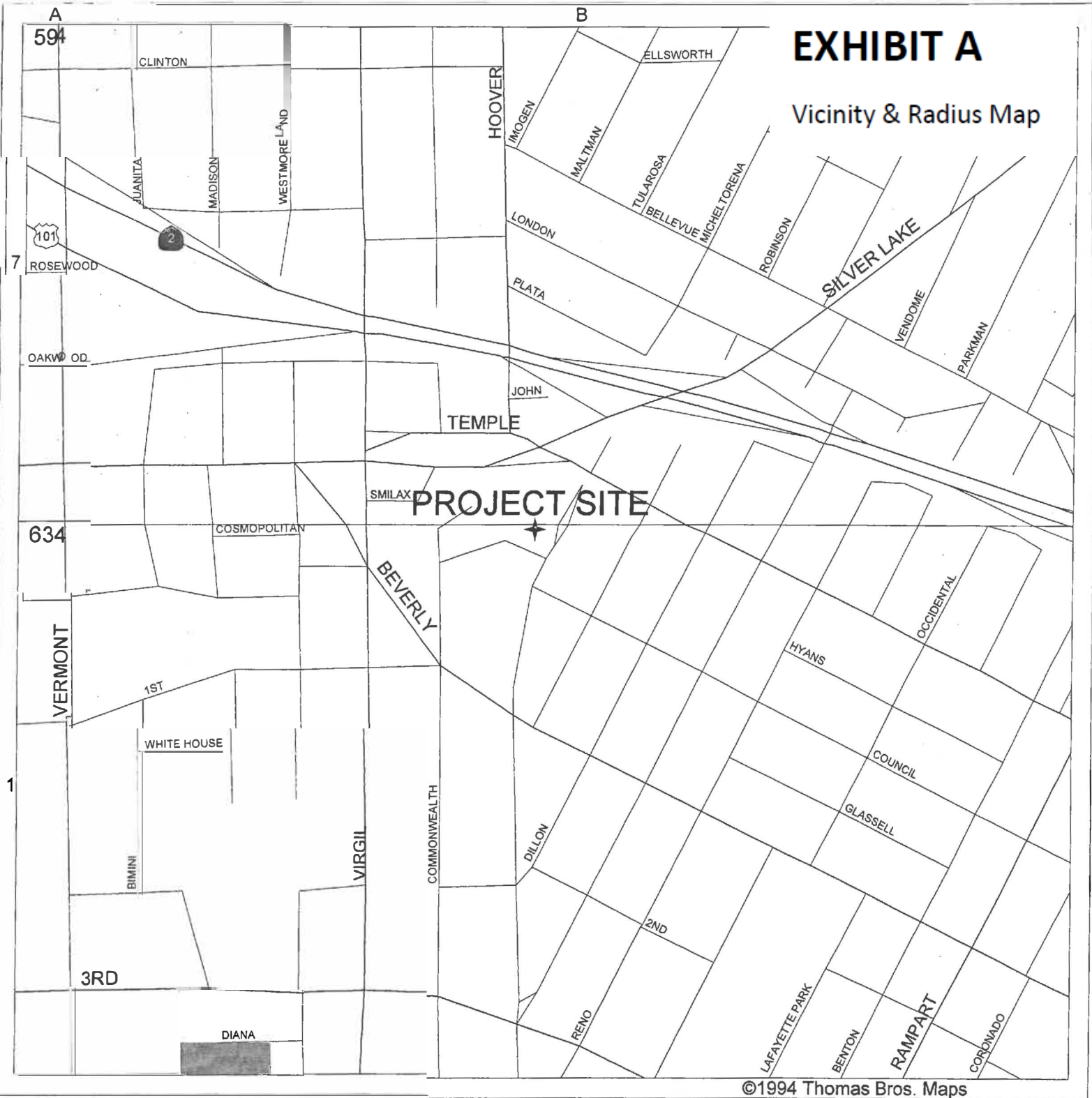
Staff Response: The Director's Determination approved 221 residential dwelling units and does not specify the type of residential development that was approved, which allows flexibility for the Applicant to construct apartment or condominium units. The SNAP does not distinguish condominium units from apartment units for new development, or require Applicants to choose one at the time they file an application for a Project Permit Compliance. The multi-family residential development provisions in the SNAP for new construction apply to all types of residential developments, regardless of whether it is a condominium or an apartment building. Additionally, the Condition of Approval allows the Applicant to make 19 units available for rental or sale in accordance with the Density Bonus Ordinance, which allows affordable units to be set aside for either rental or sale. The rental or sale price is determined by HCIDLA.

The Applicant filed a concurrent application for a Vesting Tentative Tract Map for 221 residential condominium units. Vesting Tentative Tract Map No. 74377 clearly states "Merger and Resubdivision for Condominium and Street Merger Purposes." The proposed Vesting Tentative Tract Map has always been presented to and reviewed by the Department of City Planning as a condominium project, and not an apartment building, from when the application was filed until the Letter of Determination was issued. After the Letter of Determination was issued, the Applicant notified Planning staff that they are considering to construct an apartment instead of a condominium project. It is not uncommon for Applicants to pursue the construction of an apartment building after they obtain an approval for a Vesting Tentative Tract Map due to market conditions or a change in the project. The Applicant has the option to not record a Final Tract Map and construct an apartment instead of a condominium building if they wish to, and it is up to the Applicant to utilize the Vesting Tentative Tract Map entitlement once it is granted.

STAFF RECOMMENDATION:

In consideration of the foregoing, it is submitted that the Director of Planning acted reasonably in approving Case No. DIR-2015-3939-DB-SPP-DI-SPR. Staff recommends that the City Planning Commission deny the appeal; sustain the action of the Director of Planning in approving Case No. DIR-2015-3939-DB-SPP-DI-SPR; find, pursuant to CEQA States and Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2015-3940-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence

that the project will have a significant effect on the environment; find the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; find the mitigation measures have been made enforceable conditions on the project; and adopt the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.



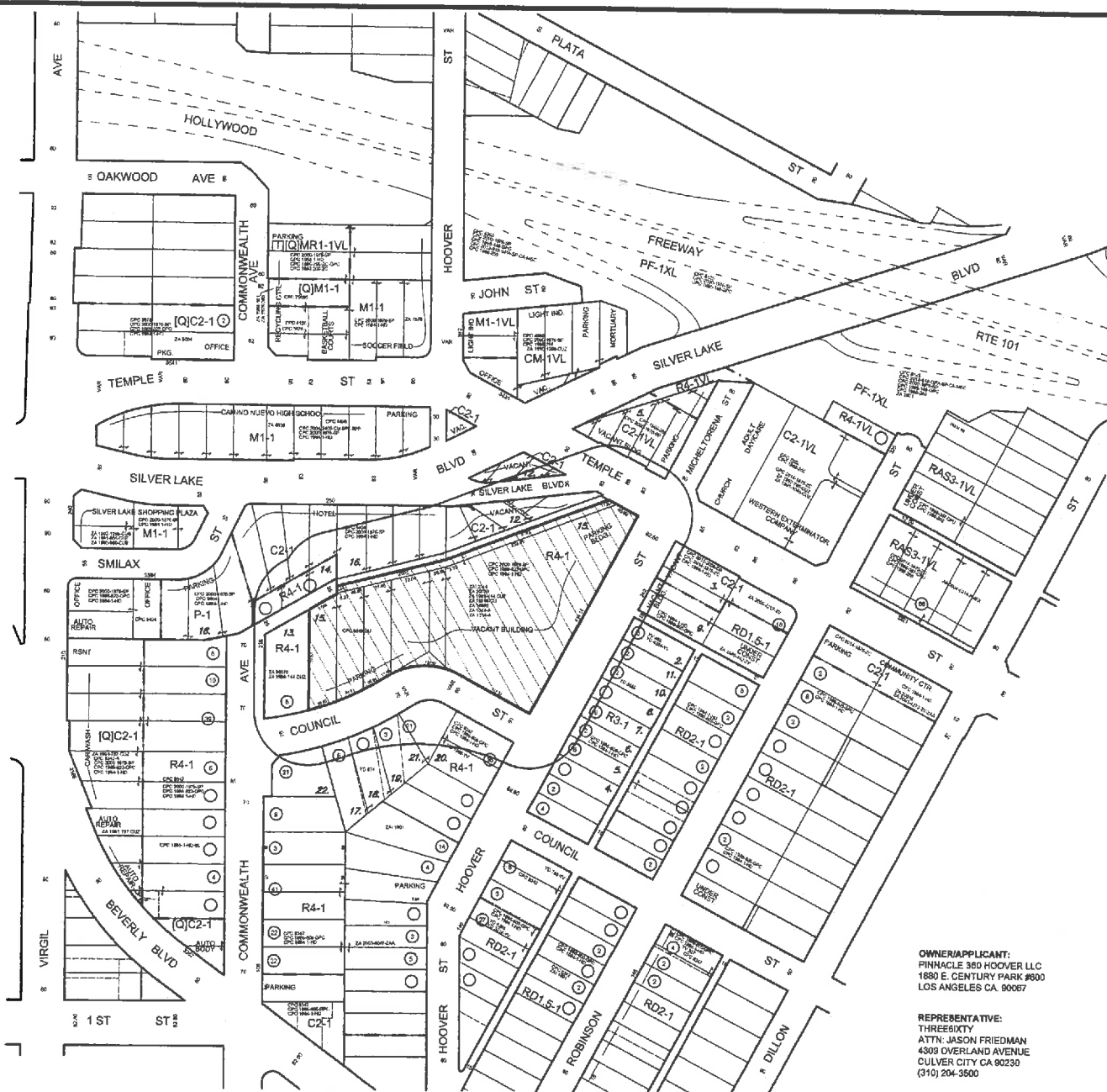
VICINITY MAP

SITE : 235 N. HOOVER STREET

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803

(626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM



LEGAL: LOTS A, 21-24, AND PORTION OF VACATED STREET AND ALLEY,
FOREST PARK SUBDIVISION NO. 2, M.B. 11-150-151. (SEE APPLICATION)

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850

100 FT RADIUS MAP

CASE NO.
DATE: 03-15-2018
SCALE: 1" = 100'
USES FIELD
D.M. 139.5 A 201,
138 A 201
2.90 NET AC. T.B. PAGE: 594 GRID: B-7

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXHIBIT B

Letter of Determination

(213) 978-1271

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

<http://planning.lacity.org>

**DIRECTOR'S DETERMINATION
DENSITY BONUS & AFFORDABLE HOUSING INCENTIVES
VERMONT/WESTERN SNAP PROJECT PERMIT COMPLIANCE REVIEW
DIRECTOR'S INTERPRETATION
SITE PLAN REVIEW**

March 23, 2018

Applicant/Owner

Pinnacle 360 Hoover, LLC
1880 Century Park East, Suite 600
Los Angeles, CA 90067

Representative

Andrew Fogg
Cox, Castle & Nicholson LLP
2029 Century Park East, Suite 2100
Los Angeles, CA 90067

Case No.: DIR-2015-3939-DB-SPP-DI-
SPR

CEQA: ENV-2015-3940-MND

Related Case No.: VTT-74377

Specific Plan: B – Mixed Use Boulevards

Location: 235 N. Hoover St.; 3411,
3419, 3425, 3433, 3441 W.
Council St.; 234 N.
Commonwealth Pl.

Council District: 13 – Mitch O'Farrell

Neighborhood Council: Rampart Village

Community Plan Area: Wilshire

Land Use Designation: High Medium Residential

Zone: R4-1

Legal Description: Lots FR LT A, VAC ORD
25315, 21, 22, 23, VAC 84-
29791 ; Forest Park
Subdivision No. 2 Tract

Last Day to File an Appeal: April 9, 2018

DETERMINATION

I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve, pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25, a **Density Bonus Compliance Review** to allow the construction of a five-story, 61-foot tall building totaling 261,184 square feet of floor area with 221 dwelling units. The project will reserve 11 percent, or 19 dwelling units, of the 164 total base dwelling units permitted on the site for Very Low Income Households for a period of 55 years. The following Density Bonus Incentive is approved:

- a. **Height.** A 22-percent increase in the height requirement, allowing 61 feet in height in lieu of the required 50 feet;

Approve with Conditions, pursuant to LAMC Section 11.5.7 C and the Specific Plan Ordinance No. 184,888, a **Project Permit Compliance Review** for the demolition of an existing, vacant hospital and associated uses; and the construction, use, and maintenance of a five-story, 61-foot tall, multi-family residential complex containing 221 residential dwelling units, 261,184 square feet of floor area, and 384 parking spaces in Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan;

Interpret, pursuant to LAMC Section 11.5.7 H, Map 1 of the Specific Plan to clarify that the southerly half of the vacated street (Lot VAC 84-29791 of Forest Park Subdivision No. 2 Tract, APN 5501004006) zoned R4-1 and adjoining Lots FR LT A, VAC ORD 25315, 21, 22, and 23 of the Forest Park Subdivision No. 2 Tract is located within the boundaries of Subarea B and therefore subject to the provisions, Development Standards and Design Guidelines of Subarea B of the Vermont/Western SNAP;

Interpret, pursuant to LAMC Section 11.5.7 H, Section 8.H of the Specific Plan to clarify that 2,550 square feet of publicly accessible forecourt plaza located on site at the front of the building along Council Street may be provided in lieu of the otherwise required pedestrian throughway from Hoover Street to the opposite lot line;

Approve with Conditions, pursuant to LAMC Section 16.05, a **Site Plan Review** for a development project that creates 221 dwelling units;

Find, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2015-3940-MND, as circulated on December 7, 2017, and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **Find** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **Find** the mitigation measures have been made enforceable conditions on the project; and **Adopt** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration; and

Adopt the attached Findings.

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

CONDITIONS OF APPROVAL

Density Bonus & Affordable Housing Incentives

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped Exhibit "A," and attached to the subject case file. No changes to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
2. **Building Height.** The building height shall be limited to a maximum of 61 feet.
3. **Residential Density.** The project shall be limited to a maximum density of 221 residential units including Density Bonus Units, as proposed by the applicant.
4. **Affordable Units.** A minimum of 19 dwelling units, that is 11 percent of the 164 base dwelling units, shall be reserved as affordable units for Very Low Income Households, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2).
5. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (a-d).
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 19 units available to Very Low Income Households for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
7. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects AB 744 or Parking Option 1 or 2 per the Density Bonus Ordinance (excluding Bicycle Parking Ordinance) in lieu of the otherwise required minimum and maximum parking requirements per the Vermont/Western Station Neighborhood Area Plan and no other Condition of Approval or incentive is affected, no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth in AB 744 or Parking Option 1 or 2.

Project Permit Compliance

8. **Parks First.** Prior to the issuance of any building permit, the applicant shall complete the following:

- a. Make a payment of \$950,300 for the net increase of 221 residential dwelling units to the Office of the City Administrative Officer (CAO), Parks First Trust Fund.
 - b. Contact Maria Ramos of the CAO directly at (213) 978-7683 or maria.ramos@lacity.org, to arrange for payment.
 - c. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to this Ordinance shall be off-set by the amount of any Quimby Fee (LAMC § 17.12) or dwelling unit construction tax (LAMC § 21.10.1, et seq.) paid as a result of the project.
 - d. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.
9. **Public Open Space.** The project shall provide 2,550 square feet of park and open space area in the form of a forecourt plaza along Council Street.
- a. Prior to the issuance of a building permit, the applicant shall record a covenant guaranteeing public access to the forecourt plaza along Council Street during daylight hours with the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning, Development Services Center for attachment to the file.
 - b. The forecourt plaza shall be improved to prevailing public park standards to the satisfaction of the Department of Recreation and Parks (RAP). Prior to the issuance of a building permit, the applicant shall submit an improvement plan of the forecourt plaza to the Department of City Planning, Development Services Center for approval in consultation with the RAP. DSC shall transmit the improvement plan of the forecourt plaza to the Department of Recreation and Parks (attn.: Melinda Gejer). Clearance of Condition #9.b. shall be pending the issuance of an interdepartmental memo from RAP approving the improvement plan to the case file.
10. **Roofs and Roof Structures.** Roofs and roof structures for the purposes specified in LAMC Section 12.21.1 B.3 may be erected up to 10 feet above 61 feet of building height as measured per the Municipal Code, and shall be set back a minimum of 10 feet from the roof perimeter.
11. **Parking.** The project shall provide a minimum of 277 and a maximum of 378 parking spaces for the 221 residential dwelling units, and a minimum of 55 and a maximum of 110 guest parking spaces as required by the Vermont/Western Station Neighborhood Area Plan.
12. **Bicycle Parking.** The project shall provide a minimum of 110 bicycle parking spaces as required by the Vermont/Western Station Neighborhood Area Plan.

13. **Design of Entrances.** The applicant shall submit detailed elevations of all pedestrian entrances demonstrating that these entrances are accented by architectural elements, including but not limited to columns, overhanging roofs, or awnings.
14. **Landscape Plan.** A final landscape plan prepared by a licensed landscape architect shall be provided showing the following:
 - a. Combination of shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flower and/or fountains incorporated into all landscaped areas on the project site.
 - b. Plant list referencing common and scientific names of all proposed plants.
 - c. Quantities of plant materials proposed.
 - d. Size of proposed plants at the time of planting.
 - e. All significant trees to be removed or retained.
 - f. All proposed replacement trees.
 - g. Irrigation plan.
 - h. Enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and /or brick pavers for all paved areas excluding parking and driveway areas.
15. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
16. **Surface Equipment.** All surface or ground mounted mechanical equipment, including the proposed surface-mounted transformer, shall be screened from public view and treated to match the materials and colors of the building which they serve.
17. **Rooftop Appurtenances.** All rooftop equipment and buildings appurtenances shall be screened from any street, public right-of-way, or adjacent property. The 42-inch tall mechanical screens on the roof shall be solid and match the exterior building material, design and color.
18. **Freestanding walls.** If at any time during the life of the project the property owner wishes to install freestanding walls or fences on the property, the applicant shall submit detailed drawings of the proposed walls or fences and acquire approval through a building permit clearance sign off. Drawings shall demonstrate that all freestanding walls contain an architectural element at intervals of not more than 20 feet.
19. **Trash and Recycling Areas.** Trash storage bins shall be located within a covered enclosure constructed of materials identical to the exterior wall materials of the building. The trash enclosure shall have a separate area for recyclable materials.
20. **On-Site Lighting.** Prior to issuance of a Certificate of Occupancy, the applicant shall install onsite lighting along all vehicular and pedestrian access ways. Installed lighting shall provide $\frac{3}{4}$ foot candle of flood lighting intensity as measured from the ground. Lighting must also

be shielded from projecting light higher than 15 feet above ground level and away from adjacent property windows. The maximum height of any installed lighting fixture shall not exceed 14 feet in height.

21. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The project owner shall be required to acquire approval through a building permit clearance sign off for the installation of any security devices on the exterior or the structure.
22. **Hours of Operation.** All cleaning activities, deliveries and other similar maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.
23. **Noise.** Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley shall be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition.
24. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment or Exception is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned signs should not be used.

Environmental Mitigation Conditions

25. Bird Habitat Modification.

- a. Project activities (including disturbances to native and nonnative vegetation, structures, and substrates) should take place outside of the breeding season for birds, which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). "Take" means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill (California Fish and Wildlife Code Section 86).
- b. If Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:
 - (a) Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - (b) If a protected native bird is found, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

- (c) Alternatively, the qualified biologist could continue the surveys to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - (d) The Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.
- 26. **Hoary Bat Habitat Modification.** To avoid impacts to the Hoary Bat (*Lasiurus cinereus*), if large trees are intended to be removed between August 1 and February 28, the Applicant shall retain a qualified biologist to conduct nocturnal roosting bat surveys within the area prior to site preparation activities. If evidence of bats is present, then removal of the occupied roost trees shall not occur until a biologist determines that the roost is no longer in use.
- 27. **Tree Removal (Non-Protected Trees).** All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- 28. **Tree Removal (Public Right-of-Way).**
 - a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
 - b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
 - c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk in diameter, or cumulative trunk diameter of multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
 - d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.
- 29. **Increased Noise Levels (Demolition, Grading, and Construction Activities).**
 - a. Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.

- b. Place noise-generation construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- c. Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- d. Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- e. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- f. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- g. The project contractor shall use power construction and equipment with state-of-the-art noise shielding and muffling devices.
- h. The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

30. Increased Noise Levels (Parking Structure Ramps).

- a. Concrete, not metal, shall be used for construction of parking ramps.
- b. The interior ramps shall be textured to prevent tire squeal at turning areas.

31. Public Services (Police).

- a. The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
- b. Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

32. Work Area Traffic Management Plan. The Project Applicant shall submit a formal Work Area Traffic Control Plan for review and approval by the Department of Building and Safety prior to the issuance of any construction permits. This plan shall incorporate safety measures around the site to reduce the risk to pedestrian traffic near the work area. This

plan shall identify traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity.

33. **Inadvertent Discovery of Tribal Cultural Resources.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below. Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity.
- a. Upon a discovery of a potential tribal cultural resource, the project applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; and (2) the Department of City Planning at (213) 978-1454.
 - b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the project applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
 - c. The project applicant shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.
 - d. The project applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
 - e. If the project applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project applicant may request mediation by a mediator agreed to by the project applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project applicant shall pay any costs associated with the mediation.
 - f. The project applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
 - g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

- h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

Administrative Conditions

- 34. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved." A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
- 35. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
- 36. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
- 37. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
- 38. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
- 39. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
- 40. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
- 41. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to

the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning, Development Services Center for attachment to the file.

42. Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the Applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the Applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the Applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the Applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with

respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

PROJECT BACKGROUND

The subject property is a sloped, irregular-shaped parcel of land, consisting of eight (8) contiguous lots totaling 130,859 square feet in size. The project site is bound by Hoover Street to the east, Council Street to the south, an R4-1-zoned lot to the west, and Commonwealth Place, C2-1-zoned lots and Temple Street to the north. The easterly property line is approximately 410 feet in length, of which approximately 360 feet adjoins Hoover Street. The southerly property line is approximately 445 feet, which adjoins Council Street entirely. Approximately 57 feet of the 755-foot northerly property line towards the west adjoins Commonwealth Place. Approximately 43 feet of the 755-foot northerly property line towards the east adjoins Temple Street; however, the site slopes down steeply towards the street and therefore is not accessible from Temple Street.

The City's Mobility Plan 2035, adopted on September 7, 2016, designates Hoover Street as a Local Limited Street with a designated right-of-way width of 50 feet and half street right-of-way width of 25 feet. Hoover Street currently has a right-of-way width of 82.5 feet and a half street right-of-way width of 41.25 feet up to a cul-de-sac adjoining the Project Site. Hoover Street's existing right-of-way and half street right-of-way widths are 32.5 feet and 16.25 feet more than what is required by the Mobility Plan, respectively

On February 16, 2018, the Deputy Advisory Agency approved a Vesting Tentative Tract Map filed under related Case No. VTT-74377 for a merger of eight (8) lots and a maximum 16.25-foot wide strip of excess public right-of-way along Hoover Street adjoining the proposed tract (maximum width of 16.25 feet and area of 4,505 square feet) to create one (1) 130,859-square-foot (3-acre) lot; and resubdivision of the lot to create 221 residential units with 384 parking spaces. Subsequently, an appeal was filed for the VTT case on February 26, 2018.

The site is zoned R4-1 and designated for High Medium Residential uses in the Wilshire Community Plan Area. The site is also located in Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan.

Properties surrounding the Project Site generally consist of single- and multi-family residential buildings. Properties to the north and northwest from the site are zoned C2-1, P-1 and R4-1, designated for General Commercial land uses, located in Subarea D (Light Industrial/Commercial) of the SNAP, and developed with Quality Inn and Suites Hotel and associated parking, and single-family homes. Properties to the east of the site, across Hoover Street, are zoned C2-1, R3-1, RD2-1, and RD1.5-1, designated for Highway Oriented Commercial, Medium Residential, and Low Medium Residential land uses, located outside of the SNAP boundaries, and developed with single- and multi-family residences. Properties located to the south of the project site, across Council Street, are zoned R4-1, designated for High Medium Residential land uses, located in Subarea B (Mixed Use Boulevards) of the SNAP, and developed with multi-story apartment buildings. Properties located to the west of the project site are zoned R4-1 and [Q]C2-1, designated for High Medium Residential and Limited Manufacturing land uses, located in Subareas B and D of the SNAP, and developed with multi-family residential buildings, office, retail, and auto-related uses.

The proposed project includes the demolition of the existing, vacant Temple Community Hospital and associated uses; and the construction, use and maintenance of a new five-story residential complex with 221 residential units, of which 11 percent, or 19 units, will be set aside for Very Low Income Households. The proposed building will have a maximum height of 61 feet and floor area

of approximately 261,184 square feet of floor area. There will be 57 guest parking spaces and 327 spaces for residents, for a total of 384 spaces, within a two-level garage consisting of one at grade and one subterranean level. Access to the parking garage will be provided on Council Street. The project will provide a total of 36,680 square feet of open space, including 26,982 square feet of courtyard at the ground floor, 3,244 square feet of amenity rooms, 1,204 square feet of gym, and 5,250 square feet of balconies.

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus Ordinance) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of 35 percent. This allows for a total of 222 dwelling units in lieu of the otherwise maximum density limit of 164 dwelling units on the property. A density bonus is automatically granted in exchange for the applicant setting aside a portion of dwelling units, in this case 11 percent, or 19 units, of the 164 base density units for habitation by Very Low Income Households for a period of 55 years. Consistent with the Density Bonus Ordinance, the applicant is also automatically granted a reduction in required parking based on two (2) Parking Options, and a reduction based on the Bicycle Parking Ordinance. The applicant is not utilizing any Parking Options for the proposed project. Instead, the project will be providing parking pursuant to the minimum and maximum requirements in the Vermont/Western SNAP.

Housing Replacement

With Assembly Bill 2222 as amended by AB 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Low or Very Low Income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated January 18, 2018, the proposed project is not required to provide any AB 2556 replacement affordable units affordable to Low or Very Low Income Households. This is reflected in the Conditions of Approval. Refer to the Density Bonus Legislation Background section of this determination for additional information.

LAMC Criteria

As permitted by LAMC Section 12.22 A.25, the applicant is requesting one (1) incentive that will facilitate the provision of affordable housing at the site: a 22-percent increase in the maximum building height limit to allow 61 feet in lieu of otherwise permitted 50 feet per the SNAP. Pursuant to LAMC Section 12.22 A.25(e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

- a. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.*

The proposed building provides façade relief through changes in material and breaks and architectural details. All elevations will provide projecting balconies with glass and metal railing, which provide both horizontal and vertical breaks. Building planes are broken up by using various materials, including plaster, cement siding, metal siding, trespa panel, and burnished concrete masonry unit.

- b. *All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.*

The project proposes various pedestrian entrances throughout the site, including one adjacent to the driveway facing Council Street, one past the courtyard along the southerly property line facing Council Street, one facing an internal courtyard, and two facing Hoover Street. These entrances are required to be articulated with architectural elements, including but not limited to columns, overhang roofs or awnings, as conditioned per the Project Permit Compliance Review approval. The proposed building has various fenestration and projecting balconies with glass and metal railing on all elevations, which further articulate the building and orient the building to the streets.

- c. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- d. *The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.*

The project site is located in a Hillside Area; however, the site is not located on a substandard street, as the site fronts on Hoover Street, a Local Limited Street with a half street right-of-way width of 25 feet after the merger of excess street right-of-way; Council Street, a Local Street with an existing half street right-of-way width of 30 feet; and Commonwealth Place, a Hillside Limited Local Street with an 18-foot wide half right-of-way width with a 5.5-foot street dedication.

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. **Pursuant to Section 12.22 A.25(c) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:**

- a. *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The proposed building is subject to a 50-foot height limit per the Vermont/Western SNAP. The requested incentive to permit a 22-percent, or 11-foot, increase in the maximum building height limit is expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, allows exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive allows the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside 19 dwelling units for Very Low Income Households for 55 years.

- b. The Incentive will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

There is no substantial evidence in the record that the proposed incentive(s) / waiver(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive(s) / waiver(s) will have a specific adverse impact on public health and safety.

PROJECT PERMIT COMPLIANCE REVIEW FINDINGS

1. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

- a. Parks First.** Section 6.F. of the Vermont/Western Specific Plan requires an applicant to pay \$4,300 for each new residential unit. The project proposes the construction, use and maintenance of a five-story residential complex with 221 residential units, of which 19 units are set aside for Very Low Income Households. The project site is currently improved with a vacant hospital. The project includes a net increase of 221 dwelling units and is therefore required to pay \$4,300 per dwelling unit for a total of \$950,300 into the Parks First Trust Fund. However, all residential units in a project, set aside as affordable for Very Low or Low income residents, that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund. The calculation of a

Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to this Ordinance shall be off-set by the amount of any Quimby Fee (LAMC § 17.12) or dwelling unit construction tax (LAMC § 21.10.1, et seq.) paid as a result of the project. This requirement is reflected in the Conditions of Approval. Therefore, the project as conditioned complies with Section 6.F. of the Specific Plan.

- b. **Use.** Section 8.A. of the Vermont/Western Specific Plan states that residential uses permitted in the R3 Zone by LAMC Section 12.10 and commercial uses permitted in the C1.5 Commercial Zone by LAMC Section 12.13.5 shall be permitted on any lot located within Subarea B. The R3 Zone allows one dwelling unit for every 800 square feet of lot area. The proposed merger of eight (8) existing lots and 4,505 square feet of excess street public right-of-way along Hoover Street adjacent to the proposed tract will result in 130,859 square feet of lot area, which allows a base density of 164 dwelling units. The applicant proposes to set aside at least 11 percent, or 19 units, of the 164 base density units for Very Low Income Households, which qualifies the project for a 35-percent increase in residential density, or an additional 58 dwelling units for a total of 222 dwelling units. The applicant is proposing the demolition of an existing vacant hospital and associated uses, including a surface parking lot, and the construction of a new, five-story, 61-foot tall residential complex with 221 residential dwelling units. The applicant does not propose commercial uses on this portion of the subject property. Therefore, in conjunction with the Density Bonus request, the project complies with Section 8.A. of the Specific Plan.
- c. **Height and Floor Area.** Section 8.B. of the Vermont/Western Specific Plan states that the height of any building for a project comprised exclusively of residential units shall not exceed a maximum building height of 50 feet, and roofs and roof structures constructed for the purposes specified in LAMC Section 12.21.1 B.3 may be erected up to 10 feet above the height limit if those structures and features are set back a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. The applicant is seeking an on-menu density bonus incentive to increase the maximum height limit by an additional 11 feet, which allows 61 feet in lieu of otherwise permitted 50 feet. The proposed building height is 61 feet as measured from grade. All roof structures, including solid mechanical screens, will be erected up to six (6) feet above the building height of 61 feet, and be set back from the roof perimeter by at least 10 feet.

Section 8.B. of the Vermont/Western Specific Plan limits the maximum FAR to 2:1, allowing a maximum of 261,718 square feet of floor area on a 130,859-square-foot site (including the merger of excess street public right-of-way along Hoover Street). The proposed residential complex will have a maximum floor area of 261,184 square feet. Therefore, in conjunction with the Density Bonus request, the project complies with Section 8.B. of the Specific Plan.
- d. **Transitional Height.** Section 8.C. of the Vermont/Western Specific Plan states that projects within Subarea B shall not exceed specified transitional height limits when adjoining or abutting a lot in Subarea A. The project site does not abut any properties located within Subarea A. Therefore, Section 8.C. of the Specific Plan does not apply.
- e. **Usable Open Space.** Section 8.D. of the Vermont/Western Specific Plan states that a project containing two or more residential units shall provide usable open space in accordance with LAMC Section 12.21 G.2, which requires the following usable open

space per dwelling unit at a minimum: 100 square feet for each unit having less than three habitable rooms; 125 square feet for each unit having three habitable rooms; and 175 square feet for each unit having more than three habitable rooms. Per LAMC Section 12.21 G.2, common open space must constitute at least 50 percent of the total required usable open space in developments built at an R3 density regardless of the underlying zone, and recreation rooms that are at least 600 square feet in area for a development of 16 or more dwelling units may qualify as common open space, but shall not qualify for more than 25 percent of the total required usable open space. The Specific Plan stipulates that up to 50 percent of common or private open space may be located above the grade level or first habitable room level, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.

The project consists of 19 studios, 90 one-bedroom units, six (6) one-bedroom units with a den, 96 two-bedroom units, and 10 three-bedroom units, requiring a total of 25,400 square feet of usable open space of which 50 percent, or 12,700 square feet, is required to be common open space and may be located above the grade level or first habitable room level.

Required Open Space			
	Number of Units	Open Space Required per Unit (Square Feet)	Total Open Space Required (Square Feet)
Less than 3 habitable rooms	109	100	10,900
Equal to 3 habitable rooms	102	125	12,750
More than 3 habitable rooms	10	175	1,750
Total Required	221		25,400
50% of total usable open space that may be located above the grade level or first habitable room level			12,700
50% of total usable open space must consist of common open space			12,700
25% of total usable open space that may be used as interior common open space			6,350

The project proposes the following common and private open space throughout the building and project site, thereby complying with Section 8.D. of the Specific Plan.

Provided Open Space		
Common Open Space		
Level	Open Space Areas	Area (Square Feet)
Level 1	Courtyard	26,982
	Amenity Room 1 (Interior)	1,374
	Amenity Room 2 (Interior)	1,870
	Gym (Interior)	1,204
Subtotal		31,430

Private Open Space		
Level 2	Balconies	1,950
Level 3	Balconies	1,700
Level 4	Balconies	1,600
Subtotal		5,250
Total Open Space Provided		36,680
Total open space located at the grade level or first habitable room level		31,430
Total interior common open space provided		4,448

- f. **Project Parking Requirements.** Section 8.E.1 of the Vermont/Western Specific Plan states minimum and maximum standards for parking requirements for residential uses, as shown in tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Unit	Quantity	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	19	19
Dwelling Units with 3 Habitable Rooms	1	90	90
Dwelling Units with More than 3 Habitable Rooms	1.5	112	168
Guest (shared w/retail)	.25	221	55
Total Minimum Required Spaces			332

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	Square Feet / Quantity	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	19	19
Dwelling Units with 3 Habitable Rooms	1.5	90	135
Dwelling Units with More than 3 Habitable Rooms	2	112	224
Guest (shared w/retail)	.50	221	110
Total Maximum Allowed Spaces			488

The project consists of 19 studios, 90 one-bedroom units, six (6) one-bedroom units with a den, 96 two-bedroom units, and 10 three-bedroom units, requiring a minimum of 332 and a maximum of 488 parking spaces, including guest parking. The project proposes 57 guest parking spaces and 327 parking spaces for residential units, for a total of 384 spaces, located within a two-level parking garage (one at-grade and one subterranean), thereby complying with Section 8.E.1 of the Specific Plan.

Section 8.E.2 of the Vermont/Western Specific Plan requires one-half parking space per dwelling unit for projects with two or more dwelling units, requiring a total of 110

bicycle parking spaces for the proposed project containing 221 residential dwelling units. The applicant proposes 12 short-term bicycle parking spaces near the entrance to the parking garage on level P1, and 126 long-term bicycle parking spaces in bicycle parking rooms throughout the level P1 parking garage. Therefore, the project complies with Sections 8.E.1 and 8.E.2 of the Specific Plan.

- g. **Conversion Requirements.** Section 8.F. of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures from commercial uses to residential condominium uses. The proposed project is for the demolition of an existing vacant hospital and associated uses; and the construction of a new, five-story residential complex. As such, the proposed project is not subject to conversion requirements for condominium uses. Therefore, Section 8.F of the Specific Plan does not apply.
- h. **Yards.** Section 8.G. of the Vermont/Western Specific Plan states that no front, side or rear yard setbacks shall be required for the development of any mixed use, commercial or residential project on any lot located within Subarea B. The project observes a 15-foot setback along Hoover Street, zero-foot setback along Council Street, approximately 20-foot setback along Commonwealth court, approximately 40-foot setback along the westerly property line, and approximately 15-foot setback along the northerly property line. Therefore, as proposed, the project complies with Section 8.G. of the Specific Plan.
- i. **Pedestrian Throughways.** Section 8.H of the Vermont/Western Specific Plan requires a pedestrian walkway, thoroughway or path for every 250 feet of street frontage for projects located in Subarea B. The Specific Plan stipulates that an arcade or through interior pedestrian path shall be provided from the rear lot line or from the parking lot or public alley or street, if located to the rear of the project, to the front lot line, and from the side lot line to the lot line on the opposite site of the lot, if the public street, alley or parking lot is located on the side of the project. The pedestrian thoroughway must be accessible to the public and have a minimum vertical clearance of 12 feet and horizontal clearance of 10 feet. The Specific Plan allows several in-lieu provisions for the pedestrian thoroughway requirement. The applicant requests a Director's Interpretation to utilize the following in-lieu option:

Provide land area equal to what would be required in Subdivision 1 above as a thoroughway and construct or covenant to construct improvements for parks and open space on-site, but within the Specific Plan area, meeting the requirements in Section 6.F.2(c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District.

The Director's Interpretation Section below clarifies Section 8.H of the Specific Plan for the subject site that 2,550 square feet of publicly accessible forecourt plaza located on site at the front of the building along Council Street may be provided in lieu of otherwise required pedestrian thoroughways from Hoover Street to the opposite lot line. Additionally, the project is conditioned to comply with Section 6.F.2(c)(3) of the Specific Plan by requiring the park to be open and accessible to the general public during daylight hours in a manner similar to other public parks, and improved to prevailing public park standards. Therefore, in conjunction with the Director's Interpretation and as conditioned, the project complies with Section 8.H of the Specific Plan.

- j. **Development Standards.** Section 8.I of the Vermont/Western Specific Plan requires that all new projects be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in Findings below.

Development Standards

- k. **Landscape Plan.** The Development Standards require that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The illustrative landscape plan in Exhibit "A" shows that adequate landscaping will be provided throughout the project site. The grade level will be landscaped with lawns, ground cover, artificial turf, and trees. The podium level will be landscaped with lawn, planter boxes, trees and water features. While the illustrative landscape plan includes a planting schedule showing different types of trees, ground cover and shrubs that may be used for landscaping, it does not provide specific details of types, quantities, location, and size of plant materials proposed or an irrigation plan. As such, the applicant is required to submit a final landscape plan prepared by a licensed landscape architect showing a combination of shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flower and/or fountains incorporated into all landscaped areas on the project site, a plant list referencing common and scientific names of all proposed plants, quantities of plant materials proposed, size of proposed plants at the time of planting, all significant trees to be removed or retained, all proposed replacement trees, and an irrigation plan. Therefore, as conditioned, the project complies with this Development Standard.
- l. **Usable Open Space.** The Development Standards for common usable open space stipulate that no portion of the required common usable open space can have a dimension less than 20 feet or an overall area of 600 square feet for projects with 10 dwelling units or more. The Development Standards further stipulate that projects may provide private usable open space in the form of balconies with a minimum dimension of six feet and patios with a minimum dimension of 10 feet, thereby reducing the required usable open space directly commensurate with the amount of private open space provided. The project will provide a total of 36,680 square feet of open space, including 26,982 square feet of courtyard at the ground floor, 3,244 square feet of amenity rooms, 1,204 square feet of gym, and 5,250 square feet of balconies. As shown in the open space diagram in Exhibit "A," all common open space areas, including the courtyard, amenity rooms, and gym will have a minimum dimension of 20 feet, and all balconies will have a minimum dimension of six (6) feet. Therefore, as proposed, the project complies with this Development Standard.
- m. **Streetscape Elements.** The Development Standards require streetscape elements, including street trees, tree well covers, bike racks, trash receptacles, and public benches, from projects located along major and secondary highways. Hoover Street, adjoining the site to the east, is designated as a Local Limited Street. Council Street, adjoining the site to the south, is designated as a Local Street. Commonwealth Place, adjoining the site at the northwest corner, is designated as a Hillside Limited Local Street. As such, none of the streets adjoining the project site are designated as a

Major or Secondary Highway. Therefore, the Streetscape Elements Development Standards do not apply.

- n. **Pedestrian/Vehicular Circulation – Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project includes a two-level parking garage, which is contained within the building footprint and not visible from the street. No new parking lots are proposed on site. Therefore, this Development Standard does not apply.
- o. **Pedestrian/Vehicular Circulation – Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot. The project includes a two-level parking garage, which is contained within the building footprint and not visible from the street. No new parking lots are proposed on site. Therefore, this Development Standard does not apply.
- p. **Pedestrian/Vehicular Circulation – Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a major or secondary highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. Hoover Street, adjoining the site to the east, is designated as a Local Limited Street. Council Street, adjoining the site to the south, is designated as a Local Street. Commonwealth Place, adjoining the site at the northwest corner, is designated as a Hillside Limited Local Street. As such, all of the streets adjoining the project site are not designated as a major or secondary highway. Therefore, this Development Standard does not apply.
- q. **Pedestrian/Vehicular Circulation – Pedestrian Entrance.** The Development Standards require all buildings that front on a major or secondary highway or main commercial street to provide a pedestrian entrance at the front of the building, even when rear public entrances are provided. Hoover Street, adjoining the site to the east, is designated as a Local Limited Street. Council Street, adjoining the site to the south, is designated as a Local Street. Commonwealth Place, adjoining the site at the northwest corner, is designated as a Hillside Limited Local Street. As such, all of the streets adjoining the project site are not designated as a major or secondary highway. These streets are not considered main commercial streets, as all properties in the vicinity fronting on these streets are improved with residential buildings. Nevertheless, the project proposes various pedestrian entrances throughout the site, including one adjacent to the driveway along Council Street, one past the courtyard on Council Street, one facing an internal courtyard, and two on Hoover Street. Therefore, the project complies with this Development Standard.
- r. **Design of Entrances.** The Development Standards require that pedestrian walkways, mid-block throughways, arcades or entrances be located in the center of the façade or symmetrically spaced if there are more than one and be accented by architectural elements such as columns, overhanging roofs or awnings. The project proposes various pedestrian entrances throughout the site, including one adjacent to the driveway along Council Street, one past the courtyard on Council Street, one facing an internal courtyard, and two on Hoover Street. The plans do not show detailed design of these entrances. The project is conditioned to provide detailed elevations of all entrances showing that they are accented by architectural elements. Therefore, as conditioned, the project complies with the Development Standard.

- s. **Pedestrian/Vehicular Circulation – Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, thoroughway or path for every 250 feet of street frontage for a project. The Specific Plan allows several in lieu provisions for the pedestrian thoroughway requirement. The applicant requests a Director's Interpretation to utilize the following in-lieu option:

Provide land area equal to what would be required in Subdivision 1 above as a thoroughway and construct or covenant to construct improvements for parks and open space on-site, but within the Specific Plan area, meeting the requirements in Section 6.F.2(c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District.

The Director's Interpretation Section below clarifies Section 8.H of the Specific Plan for the subject site that 2,550 square feet of publicly accessible forecourt plaza located on site at the front of the building along Council Street may be provided in lieu of otherwise required pedestrian thoroughways from Hoover Street to the opposite lot line. Additionally, the project is conditioned to comply with Section 6.F.2(c)(3) of the Specific Plan by requiring the park to be open and accessible to the general public during daylight hours in a manner similar to other public parks, and improved to prevailing public park standards. Therefore, in conjunction with the Director's Interpretation and as conditioned, the project complies with Section 8.H of the Specific Plan.

- t. **Pedestrian/Vehicular Circulation – Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The project does not propose any shared walkways and driveways. A driveway will be provided along the southerly property line to access the garage from Council Street. The project proposes various pedestrian entrances throughout the site, including one adjacent to the driveway along Council Street, one past the courtyard on Council Street, one facing an internal courtyard, and two on Hoover Street. Therefore, as proposed, the project complies with this Development Standard.
- u. **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project proposes an underground vault at the northwest corner of the project site. Therefore, as proposed, the project complies with this Development Standard.
- v. **Building Design – Stepbacks.** The Development Standards require that no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and that all buildings with a property line fronting on a major highway shall set the second floor back from the first floor frontage at least 10 feet. The proposed project is set back from the front property line along Hoover by 15 feet, and therefore no buildings are subject to the 30-foot stepback limit within 15 feet of the front property line. In addition, the project site does not front on a major highway. Therefore, as proposed, the project complies with this Development Standard.
- w. **Building Design – Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent

of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. This Development Standard applies to the elevations fronting on a public street. The proposed project fronts on Hoover Street to the east and Council Street to the south. The proposed project consists of two main building masses that are connected by a bridge-like structure. These building masses face various directions. As shown in Exhibit "A," the ground floor facades on the east elevation consist of 4,286 square feet of surface area, of which 2,671 square feet, or 62 percent, will consist of transparent building elements. The ground floor facades on the south courtyard elevation consist of 720 square feet of surface area, of which 368 square feet, or 51 percent, will consist of transparent building elements. The ground floor facades on the west courtyard elevation consist of 1,445 square feet of surface area, of which 750 square feet, or 52 percent, will consist of transparent building elements. Therefore, as proposed, the project complies with this Development Standard.

- x. **Building Design – Façade Relief.** The Development Standards require that exterior walls provide a break in plane, or a change in material for every 20 feet horizontally and every 30 feet vertically, created by an articulation or architectural detail. The proposed building provides façade relief through changes in material and breaks and architectural details. All elevations will provide projecting balconies with glass and metal railing, which provide both horizontal and vertical breaks. Building planes are broken up by using various materials, including plaster, cement siding, metal siding, trespá panel, and burnished concrete masonry unit. Therefore, as proposed, the project complies with this Development Standard.
- y. **Building Design – Building Materials.** The Development Standards require that building facades be comprised of at least two types of complementary building materials. The new building will be constructed using various materials that complement each other, including plaster, cement siding, metal siding, trespá panel, and burnished concrete masonry unit. Therefore, as proposed, the project complies with this Development Standard.
- z. **Building Design – Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The project proposes a surface-mounted transformer near the southwest corner of the project site along Council Street. The plans do not indicate specific screening proposed to screen the transformer from public view. The project is conditioned to screen the equipment to match the materials and colors of the building. Therefore, as conditioned, the project complies with this Development Standard.
- aa. **Building Design – Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means. The elevations and roof plan in Exhibit "A" show varied rooflines by providing façade planes that vary in height, and various cutouts from the building mass for all roof lines in excess of 40 feet. Therefore, as proposed, the project complies with the Development Standard.
- bb. **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The Development Standards

further state that the screening shall be solid and match the exterior building material, design and color. The project proposes condenser units at the roof level. The mechanical equipment is screened with 42-inch tall solid mechanical screens that are off set from the roof perimeter by at least 10 feet. These screens are conditioned to be constructed with materials and colors that match the exterior building facades. Therefore, as conditioned, the project complies with this Development Standard.

- cc. **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The project proposes an enclosed trash area within the parking garage on the ground floor. However, the plans submitted by the applicant do not show a separate area for recyclables. A Condition of Approval is imposed herein to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.
- dd. **Pavement.** The Development Standards require that paved areas not used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The illustrative landscape plan in Exhibit "A" shows an outdoor trail loop at the grade level and decorative paving near the entrance and at the podium level; however, there is no detail provided for the type of materials proposed. The Conditions of Approval require a final landscape plan that shows the type of enhanced paving materials used for all paved areas excluding parking and driveway areas. As conditioned, the project complies with this Development Standard.
- ee. **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. The project will be constructing retaining walls along the northerly property line, and does not propose any new freestanding walls. Therefore, this Development Standard does not apply.
- ff. **Parking Structures - Required Commercial Frontage.** The Development Standards require parking structures with building frontages along major or secondary highways for a parking structure be used for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- gg. **Parking Structures - Façade Treatment.** The Development Standards require parking structures be designed to match the style, materials and colors of the main building. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- hh. **Parking Structures Across from Residential Uses.** The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.

- ii. **Surface Parking Lots.** The Development Standards require at least 10 percent of the surface parking lot to be landscaped with: one (1) 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall behind a three-foot landscaped buffer. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after 10 years of growth. The project includes a parking garage within the building footprint. No new parking lots are proposed on site. Therefore, this Development Standard does not apply.
- jj. **Surface Parking Abutting Residential.** The Development Standards require surface parking abutting or directly across an alley or public street from any residential use or zone conform to standards regarding a decorative wall and landscaping buffer. The project includes a parking garage within the building footprint. No new parking lots are proposed on site. Therefore, this Development Standard does not apply.
- kk. **On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and "white" color corrected lamp color shall be used for ground level illumination. The plans submitted by the applicant do not show the details of site lighting. However, a Condition of Approval has been included to ensure that any new lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.
- ll. **Security Devices.** The Development Standards require security devices to be screened from public view. The plans submitted by the applicant do not indicate any security devices that will be installed on the site. A Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable, in the event that security devices are installed in the future. Therefore, as conditioned, the project complies with this Development Standard.
- mm. **Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The proposed building abuts a multi-family residential development located to the west of the site. As shown in Exhibit "A," the abutting development is located at a lower elevation than the proposed development. The highest elevation of existing windows on the abutting development is 353.21 feet, while the elevation of the floor of the first habitable room level is 354.33 feet. As such, neither the building nor windows of the abutting development and proposed development will overlap one another. Therefore, the project complies with this Development Standard.
- nn. **Hours of Operation.** The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. A Condition of Approval has been included requiring on-site trash and recycling to be limited to the hours of operation listed above. Therefore, as conditioned, the project will comply with this Development Standard.

- oo. **Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 3 5-1, 1979 edition, or latest edition. A Condition of Approval is imposed herein to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.
- pp. **Required Ground Floor Uses.** The Development Standards allows any residential, community facility, or commercial use permitted by the Specific Plan Ordinance on the ground floor in Subarea B. The applicant proposes a 100 percent residential development, which is permitted in Subarea B. Therefore, the project complies with this Development Standard.

Design Guidelines

- qq. **Urban Form.** The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The project site is located in a residential neighborhood, and does not front on commercial streets. Nevertheless, the project will have a ground floor façade with at least 50 percent consisting of transparent materials facing Council Street and Hoover Street, increasing visibility into the ground floor from the streets. The project also proposes various elements that create a pedestrian-oriented and enlivened atmosphere, including landscaped open space areas and courtyards and pedestrian walkways. Therefore, as proposed, the project complies with this Design Guideline.
- rr. **Building Form.** The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The ground plane of the project is defined by facades that consist of glass and burnished concrete masonry unit materials. The upper floors are defined by balconies and various planes that consist of cement siding, plaster, and trespa panels. The roof plane varies in height and adds articulation to the building. Therefore, as proposed, the project substantially complies with this Design Guideline.
- ss. **Architectural Features.** The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. The project proposes various courtyard areas at the ground floor and podium level, a pedestrian pathway around the project site, and balconies throughout the residential units, which add visual interest to the proposed building. Therefore, the project satisfies this Design Guideline.
- tt. **Building Color.** The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The building will have gray as the dominant color, white as the subordinate color and mahogany as the grace note color. Therefore, the project satisfies this Design Guideline.

- uu. **Signs.** The Design Guidelines provides extensive guidance related to the placement, type and style of signage to be used for projects. The Guidelines identify appropriate signs for the Specific Plan area to include: wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. The Design Guidelines further stipulate that when a building contains two or more businesses, signs should complement one another in color and shape and be located in the same relative position on each storefront. The applicant is not proposing any signs as part of this application. However, all future signs will be reviewed for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines.
 - vv. **Plant Materials on Facades.** The Design Guidelines encourage façade plant materials in addition to permanent landscaping. The project does not propose any plant materials on the building facades. However, the project will be adequately landscaped with trees, shrubs, and ground cover throughout the project site. Therefore, this Design Guideline does not apply.
2. **The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

See CEQA Findings.

DIRECTOR'S INTERPRETATION

Clarification for the Specific Plan Map and Subarea B Boundaries in Map 1 of the Specific Plan and pedestrian thoroughways provision in Section 8.H of the Specific Plan is provided below.

1. Map 1 of the Vermont/Western SNAP Specific Plan shows three lots VAC 84-29791 of Forest Park Subdivision No. 2 Tract with APNs 5501004006, 5501004902, and 5501004007 (a vacated street of Commonwealth Place) adjoining Lots FR LT A, VAC ORD 25315, 21, 22, and 23 of Forest Park Subdivision No. 2 Tract to the north as Subarea D (Industrial/Commercial).

Request: The applicant requests a Director's Interpretation to clarify that the Specific Plan Map includes the adjacent R4-zoned one-half vacated street within the property line and therefore that portion of the vacated street is included in the project site and subject to the Subarea B development standards. The applicant also requests a clarification that the project may utilize the one-half vacated street for FAR and density calculation purposes at the R3 density.

Discussion: A portion of Commonwealth Place between Temple Street and approximately 165 feet northeasterly of Commonwealth Avenue that is approximately 0.301 acres in size was vacated in 1983. Upon vacation of the street, the northerly half of the vacated street (APNs 5501004902 and 5501004007) that is approximately 0.148 acres in area became a part of the C2-1 zoned properties to the north, and the southerly half of the vacated street (APN 5501004005) that is approximately 0.153 acres became a part of the subject property to the south. When a street is vacated, property rights of the vacated street are divided into half to adjoining property owners. Map 1 of the Vermont/Western SNAP Specific Plan erroneously includes the entire vacated street within Subarea D.

Accordingly, the southerly half of the vacated street should have been designated as Subarea B in Map 1, and subject to the provisions, development standards and design guidelines of Subarea B of the SNAP.

Regarding the applicant's request to clarify that the southerly half of the vacated street be included in the FAR and density calculation, the Director's Interpretation only applies to interpreting specific plans when there is a lack of clarity in the meaning of their regulations. The SNAP does not regulate vacated streets and how FAR and density are calculated. The FAR and density calculations are regulated by the Municipal Code. Therefore, the Director's Interpretation request to clarify that the project may utilize the one-half vacated street for FAR and density calculation purposes at underlying R3 density is hereby dismissed.

Interpretation: Map 1 of the Specific Plan is hereby clarified for the subject site that the southerly half of the vacated street (Lot VAC 84-29791 of Forest Park Subdivision No. 2 Tract, APN 5501004006) zoned R4-1 and adjoining Lots FR LT A, VAC ORD 25315, 21, 22, and 23 of the Forest Park Subdivision No. 2 Tract is located within the boundaries of Subarea B and therefore subject to the provisions, Development Standards and Design Guidelines of Subarea B of the Vermont/Western SNAP.

2. Section 8.H of the Specific Plan states:

H. Pedestrian Throughways. *Applicants shall provide one public pedestrian walkway, throughway or path for every 250 feet of street frontage for a Project. An arcade or through interior pedestrian path shall be provided from the rear lot line or from the parking lot or public alley or street, if located to the rear of the Project, to the front lot line, and from the side lot line to the lot line on the opposite side of the lot, if the public street, alley or parking lot is located on the side of the Project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet, and a minimum horizontal clearance of ten feet.*

In Lieu Provision of Throughways. *The Applicant shall provide one or more or a combination of the following in lieu of the throughway requirement in Subdivision 1 prior to the Director granting a Project Permit Compliance:*

On Site. *Provide land area equal to what would be required in Subdivision 1 above as a throughway and construct or covenant to construct improvements for parks and open space on-site, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District.*

Request: The applicant requests a Director's Interpretation to clarify that an "in-lieu" pedestrian pathway otherwise required along Hoover Street may be provided at the front of the building along Council Street in the form of a publicly accessible forecourt plaza of the same square footage, because the grade change of the subject property and the layout of the adjacent street makes a traditional throughway impractical.

Discussion: The purpose of the pedestrian throughway is to increase pedestrian accessibility and walkability from one street or parking lot to the other street or parking lot through a development site that has more than 250 feet of street frontage. This would allow public members to walk through a large development site without having to walk

across the entire perimeter of the development block. The project site has street frontages of approximately 360 feet along Hoover Street to the east, approximately 445 feet along Council Street to the south, and approximately 57 feet along Commonwealth Place to the northwest. The applicant chooses to utilize the in-lieu provision to provide land area equal to what would be required as a throughway and construct improvements for parks and open space on-site. As shown in Exhibit "A," the pedestrian throughway requirement from Hoover Street to the opposite lot line with a 10-foot wide horizontal clearance and 12-foot wide vertical clearance would require 2,550 square feet of land area. The applicant proposes 2,550 square feet of publicly accessible and landscaped forecourt plaza along Council Street. Strict compliance with the pedestrian throughway provision would not serve the purpose of providing access and increasing walkability from Hoover Street to the opposing lot line, as the project site slopes steeply down to a private property (Hotel Silver Lake) to the north. A pedestrian throughway that leads to another private property would be impractical, and given the slope of the property to the north, there would be liability issues in the even the applicant does provide a pedestrian throughway that is publicly accessible. In addition, there are no public streets or parking lots to the north of the site to which the pedestrian pathway would have provided access.

The in-lieu provision requires parks and open space that meets the requirements in Section 6.F.2(c)(3) of the Specific Plan, which states:

The park or open space shall be an area of at least 5,000 contiguous square feet; open and accessible to the general public during daylight hours in a manner similar to other public parks; improved to prevailing public park standards, except that the open space may be provided above the ground floor on roof tops or above parking structures if public access is provided that conforms with the Americans With Disabilities Act standards.

The first condition in Section 6.F.2(c)(3) requiring a park or open space with an area of at least 5,000 square feet contradicts the land area requirement of an in-lieu parks and open space. Per the in-lieu provision, applicants are required to *provide land area equal to what would be required in Subdivision 1 above as a throughway*. Given that Section 6.F.2(c)(3) of the Specific Plan sets forth in-lieu provision of Parks First Fees, it is interpreted that the 5,000-square-foot area requirement is only applicable to projects that are providing parks and open space areas in lieu of paying Parks First Fees. Projects providing parks and open space in lieu of the pedestrian throughway are only required to provide land area equal to what would be required by the Specific Plan as the throughway, which in this case is 2,550 square feet. The project is conditioned to meet all other requirements in Section 6.F.2(c)(3) of the Specific Plan.

Interpretation: Section 8.H.2 of the Specific Plan is hereby clarified for the subject site that 2,550 square feet of publicly accessible forecourt plaza located on site at the front of the building along Council Street may be provided in lieu of otherwise required pedestrian throughways from Hoover Street to the opposite lot line.

SITE PLAN REVIEW FINDINGS

- 1. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The General Plan sets forth goals, objectives, and programs that serve as the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework

Element, seven State-mandated Elements including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Service Systems and Plan for a Healthy Los Angeles. The Land Use Element is comprised of 35 community plans that establish parameters for land use decisions within those communities of the City.

Framework Element

The Framework Element for the General Plan (Framework Element) was adopted by the Los Angeles City Council on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element of the General Plan establishes general policies for the City of Los Angeles based on projected population growth. Land use, housing, urban form and neighborhood design, open space, economic development, transportation, infrastructure, and public services are all addressed in the context of accommodating future City-wide population increases. The City's various land use "categories" are defined based on appropriate corresponding development standards including density, height, and use. The proposed development is consistent with the following goals, objectives, and policies of the Framework Element:

GOAL 3C *Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.*

Objective 3.7 *Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.*

Policy 3.7.1 *Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.*

GOAL 4A *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

The project site is located in a residential neighborhood where properties to the west, south and east are zoned R3-1 and R4-1 and developed with single- and multi-family residential developments. The project site is zoned R4-1 and designated for High Medium Residential land uses by the Wilshire Community Plan. The site is located in Subarea B of the Vermont/Western SNAP, which allows R3 uses. The R3 Zone allows one dwelling unit for every 800 square feet of lot area. The proposed merger of eight (8) existing lots and 4,505 square feet of excess street public right-of-way along Hoover Street adjacent to the proposed tract will result in 130,859 square feet of lot area, which allows a base density of 164 dwelling units. The applicant proposes to set aside at least 11 percent, or 19 units, of the 164 base density units for Very Low Income Households, which qualifies the project for a 35-percent increase in residential density, or an additional 58 dwelling units for a total of 222 dwelling units. The applicant is proposing the demolition of an existing vacant hospital and associated uses, including a surface parking lot, and the construction of a new residential complex with 221 residential dwelling units. The unit mix consists of 19 studios, 90 one-bedroom units, six (6) one-bedroom units with a den, 96 two-bedroom units, and 10 three-bedroom units. The proposed project would allow an equitable distribution of housing opportunities by type and cost accessible to all residents of the City. The proposed

development is also consistent with the land use designation of the Wilshire Community Plan, and the maximum density permitted by the Vermont/Western SNAP and Density Bonus Ordinance. Furthermore, the proposed development includes ample open space areas and public space, including 36,680 square feet of common and private open space for its residents as well as a 2,550-square-foot publicly accessible open space area along Council Street, which would enhance the quality of life for the City's existing and future residents. The project site is adequately served by existing public infrastructure and services, including water, wastewater, street lighting, fire and police. As such, the project is consistent with goals, objectives, and policies of the Framework Element.

Land Use Element – Wilshire Community Plan

The project site is located within the boundaries of the Wilshire Community Plan, which was adopted by the Los Angeles City Council on September 19, 2001. The proposed residential development advances the following objectives and policies contained in the Community Plan:

GOAL 1 *Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.*

Objective 1-1.3 *Provide for adequate Multiple Family residential development.*

Objective 1-2 *Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.*

Policy 1-2.1 *Encourage higher density residential uses near major public transportation centers.*

Policy 1-4.1 *Promote greater individual choice in type, quality, price and location of housing.*

The project proposes a residential development in an area that is close to the Metro Vermont/Beverly Red Line Station and various bus routes, including 10, 14, 37, 48 and 201 Metro Bus Lines, connecting the project site to other regional and local destinations as well as employment centers and retail services. In addition to the project's close proximity to public transportation, the project proposes 138 short- and long-term bicycle parking spaces. The availability of other modes of transportation reduces the need for the use of personal vehicles, thereby reducing vehicular trips and congestion. Additionally, the project proposes 221 dwelling units, of which 19 units are reserved for Very Low Income Households in a neighborhood that is predominantly developed with residential developments. The unit mix consists of 19 studios, 90 one-bedroom units, six (6) one-bedroom units with a den, 96 two-bedroom units, and 10 three-bedroom units, which promote greater individual choice in the type of housing. The project will contribute to the Wilshire Community Plan area as a high-density residential development that provides various housing types and costs for residents, thereby promoting greater individual choice in type, quality, price and location of housing.

Mobility Element

The Mobility Element was adopted by the Los Angeles City Council on January 20, 2016. The proposed development supports the following policies of the Mobility Plan.

Policy 2.3 Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.4 Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.8 Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The proposed project contains the qualities of a transit-oriented development that complies with the policies stated above. The project site is located within one mile of the Vermont/Beverly Metro Station. This station serves the Metro Red Line, which runs between North Hollywood and Union Station and connects to the Orange Line in North Hollywood to the Purple Line in Koreatown and the Blue Line in Downtown Los Angeles. The line also connects to the Metro Gold Line and the Metrolink commuter rail lines at Union Stations. The project site is also located in close proximity to various public transit routes, including 10, 14, 37, 48 and 201 Metro Bus Lines. The project proposes the construction of a high-density residential development containing 221 dwelling units. The Mobility Plan encourages the development of residential units near transit stops to provide greater access to employment centers, neighborhood services, as well as other regional and local destinations. In addition, the proposed project includes 12 short-term bicycle parking spaces near the entrance to the parking garage on level P1, and 126 long-term bicycle parking spaces in bicycle parking rooms throughout the level P1 parking garage. The project proposes a more balanced and suitable land use that meets the intent and purpose of the Mobility Element.

Vermont/Western Station Neighborhood Plan Area (SNAP)

The Vermont/Western SNAP was adopted by the Los Angeles City Council and became effective on March 1, 2001. The proposed project meets the following purposes of the SNAP as outlined in Section 2 of the Specific Plan:

- A. *Implement the goals and policies of the Hollywood Community Plan, the Wilshire Community Plan, the City General Plan Framework Element and the Transportation Element, including the new formats and terminology regarding land use designations created by the General Plan Framework.*

The project site is located in the Wilshire Community Plan area, which designates the site for High Medium Residential land uses. While the underlying zone is R4-1, the project site is located in Subarea B of the Vermont/Western SNAP, which allows uses permitted in the R3 Zone. The project site qualifies for Multi-Family Residential Land Use designation, which is intended to maintain existing stable multi-family residential neighborhoods. These neighborhoods are characterized by a mix of densities and dwelling types.

The proposed project consists of 221 dwelling units, of which 19 units are reserved for Very Low Income Households and the remaining 202 will be market rate units. The proposed residential development is located in an existing multi-family residential neighborhood

where properties are zoned R3 and R4 and designated for High Medium and Medium Residential land uses. The project proposes a residential development in an area that is close to the Metro Vermont/Beverly Red Line Station and various bus routes, including 10, 14, 37, 48 and 201 Metro Bus Lines, connecting the project site to other regional and local destinations as well as employment centers and retail services.

C. Establish a clean, safe, comfortable and pedestrian oriented community environment for residents to shop in and use the public community services in the neighborhood.

E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space and the economic and social well-being of area residents.

K. Promote the provision of more small public parks among the residential neighborhoods.

As demonstrated in the Project Permit Compliance Findings, the project is in substantial conformance with the Specific Plan regulations as well as the Development Standards and Design Guidelines required to achieve a pedestrian-oriented design. The proposed use, location, and height of the residential development comply with the Specific Plan and is compatible with the character of existing residential developments in the neighborhood. The proposed five-story, 221-unit development is located in a predominantly residential area. There are multi-family residential developments in the vicinity that range in height from three to six stories. In addition, the project proposes a unit mix that consists of studios, one bedrooms, two bedrooms, and three bedrooms within close proximity to the Metro's Vermont/Beverly Station and bus stations along major commercial corridors.

The project provides landscaped areas throughout the site and forecourt area that is accessible by public members and 36,680 square feet of common and private open space areas for its future residents. The proposed building provides façade relief through changes in material and breaks and architectural details. All elevations will provide projecting balconies with glass and metal railing, which provide both horizontal and vertical breaks. Building planes are broken up by using various materials, including plaster, cement siding, metal siding, trespa panel, and burnished concrete masonry unit. As shown in Exhibit "A," the ground floor facades on the east elevation consist of 4,286 square feet of surface area, of which 2,671 square feet, or 62 percent, will consist of transparent building elements. The ground floor facades on the south courtyard elevation consist of 720 square feet of surface area, of which 368 square feet, or 51 percent, will consist of transparent building elements. The ground floor facades on the west courtyard elevation consist of 1,445 square feet of surface area, of which 750 square feet, or 52 percent, will consist of transparent building elements. As such, the proposed development provides for the consideration of aesthetics, landscaping, public facilities, and open space.

- 2. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

Development of the project site into a residential complex with 221 dwelling units would be consistent and compatible with existing and future development on neighboring and other

properties within close proximity, which is generally developed with commercial and residential uses. Furthermore, the project provides architectural features that vary and articulate the building façade and incorporates a variety of colors and materials. The project also employs a variety of architectural elements such as projecting balconies, changes in building plane, and vertical and horizontal bands.

Building Arrangement (Height, Bulk, and Setbacks)

The subject site is located in Subarea B of the Vermont/Western SNAP, which contains provisions for building height, floor area ratio (FAR), and setbacks. Per Section 3 of the SNAP, the Specific Plan prevails and supersedes the applicable provisions of the Municipal Code, wherever the Specific Plan contains provisions on development.

Properties surrounding the Project Site generally consist of single- and multi-family residential buildings. Properties to the north and northwest from the site are zoned C2-1, P-1 and R4-1, designated for General Commercial land uses, located in Subarea D (Light Industrial/Commercial) of the SNAP, and developed with Quality Inn and Suites Hotel and associated parking, and single-family homes. Properties to the east of the site, across Hoover Street, are zoned C2-1, R3-1, RD2-1, and RD1.5-1, designated for Highway Oriented Commercial, Medium Residential, and Low Medium Residential land uses, located outside of the SNAP boundaries, and developed with single- and multi-family residences. Properties located to the south of the project site, across Council Street, are zoned R4-1, designated for High Medium Residential land uses, located in Subarea B (Mixed Use Boulevards) of the SNAP, and developed with multi-story apartment buildings. Properties located to the west of the project site are zoned R4-1 and [Q]C2-1, designated for High Medium Residential and Limited Manufacturing land uses, located in Subareas B and D of the SNAP, and developed with multi-family residential buildings, office, retail, and auto-related uses.

The project proposes a maximum of 61 feet in building height and approximately 261,184 square feet of floor area with a 2:1 FAR. These floor area and FAR calculations are calculated based on the approval of the Vesting Tentative Tract Map for a merger of eight (8) existing lots and excess street right-of-way along Hoover adjacent to the proposed tract. The surrounding buildings are developed to relatively lower density ranging from one to 41 units compared to the proposed development containing 221 dwelling units. However, the proposed building with a maximum height of 61 feet with five stories above two levels of garage (one at-grade and one below grade) is consistent with the height of some of the surrounding residential developments that range in height from four to six stories. Additionally, the proposed development consists of two main building masses that are connected by a bridge-like structure in the middle, which breaks up the bulk of the proposed residential complex. The surrounding residential properties are located within Subarea B, and designated for high medium residential land uses. Future developments in the area are subject to the same height, bulk and density requirements of the Vermont/Western SNAP and land use designation, and would also be eligible for a density increase per the Density Bonus Ordinance. Therefore, the proposed development will be compatible with future developments in the area.

The SNAP does not require front, side, and rear yards for projects that are located in Subarea B; however, the project proposes to provide setback areas to increase the distance between the proposed building and adjacent developments. The project observes a 15-foot setback along Hoover Street, zero-foot setback along Council Street, approximately 20-foot setback along Commonwealth court, approximately 40-foot setback

along the westerly property line, and approximately 15-foot setback along the northerly property line.

In addition to meeting the height, FAR, and setback requirements per the Specific Plan, the project proposes various articulation and architectural elements that reduce the effect of a large-scale development in the neighborhood. All elevations incorporate projecting balconies and void spaces within the façade in order to break up the massing. The changes in the plane as well as materials also further articulates the building and increases the visual interest from public streets. Furthermore, balconies and fenestration that orient toward the streets contribute to public safety by maintaining the “eyes on the street” concept within their design. Surrounding buildings are constructed with minimal architectural features and articulation. The proposed development would will be compatible with existing developments rather than degrade the existing visual character of the site and its surroundings.

Off-Street Parking Facilities and Loading Areas

The proposed project is a residential complex containing 221 dwelling units with a two-level parking garage consisting of one subterranean and one at-grade level. The garage will be accessible by an ingress and egress driveway located on Council Street. The project proposes 57 guest parking spaces and 327 parking spaces for residential units, for a total of 384 spaces. The project will also provide 12 short-term bicycle parking spaces near the entrance to the parking garage on level P1, and 126 long-term bicycle parking spaces in bicycle parking rooms throughout the level P1 parking garage. The project does not include any retail or commercial uses that would require a loading area.

Lighting

The plans for this project do not specify lighting details at this time. However, the Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used for ground level illumination, which has been incorporated as a Condition of Approval.

Landscaping

The illustrative landscape plan in Exhibit “A” shows that adequate landscaping will be provided throughout the project site. The grade level will be landscaped with lawns, ground cover, artificial turf, and trees. The podium level will be landscaped with lawn, planter boxes, trees and water features. The proposed plant palette shows that the landscaping will include canopy trees such as Palo Verde, Olive, Strawberry, Bradford Pear, Desert Willow, and Canary Island Pine, and ground cover and shrubs such as Foxtail Fern, Blue Fescue, Canyon Prince Wild Rye, Lily of the Nile, Winterbourn Philodendron, and California Lilac. The applicant is also required to submit a final landscape plan prepared by a licensed landscape architect showing a combination of shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flower and/or fountains incorporated into all landscaped areas on the project site as well as an irrigation plan.

Trash Collection

The Vermont/Western SNAP Development Standards specify requirements for the location and design of trash storage and recycling areas. The project proposes an enclosed trash area within the parking garage on the ground floor. The project is conditioned to provide a separate area for recyclables per the Development Standards in the SNAP. The trash collection will be provided via Council Street.

3. **Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The proposed project consists of 221 residential dwelling units, of which 11 percent, or 19 dwelling units, of the 164 base dwelling units, will be set aside for Very Low Income Households. The project will provide a total of 36,680 square feet of open space, including 26,982 square feet of courtyard at the ground floor, 3,244 square feet of amenity rooms, 1,204 square feet of gym, and 5,250 square feet of balconies. Therefore, the project includes recreational amenities that will improve habitability for its residents and minimize impacts on neighboring properties.

CEQA FINDINGS

A Mitigated Negative Declaration (ENV-2015-3940-MND) and corresponding Mitigation Monitoring Program (MMP) were prepared for the proposed project. The Mitigation Monitoring Program (MMP) is a document that is separate from the MND and is prepared and adopted as part of the project's approval. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition to the mitigation measures required of the project and any proposed project design features, the applicant is required to adhere to applicable RCMs required by law. The MND was circulated for public review on December 7, 2017 through January 8, 2018. The Planning Department received one (1) comment letter from the State of California, Native American Heritage Commission during the comment period, which raised the following concerns:

- Mitigation for inadvertent finds of Archaeological Resources, Cultural Resources, Tribal Cultural Resources, or Human Remains is missing or incomplete. Standard mitigation measures should be included in the document.
- Cultural Resources assessments are incomplete. All assessments were based on preexisting internal documents. Current assessments should 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 cultural and tribal cultural resources.

On June 28, 2017, a formal written notification was mailed to all tribes listed on the Native American Heritage Commission Tribal Consultation List informing them of the proposed project and filing of an environmental clearance case, pursuant to AB 52. The lead agency has not received any correspondence from the tribes requesting consultation or documentation demonstrating that the proposed project may have a potentially significant impact on tribal, archaeological or cultural resources. The lead agency cannot impose a mitigation measure when there are no potential impacts identified per CEQA. However, a Condition of Approval has been imposed on the project for inadvertent discovery of tribal cultural resources, requiring the applicant to cease all ground disturbance activities and follow the process set forth in the Condition of Approval.

On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

DENSITY BONUS LEGISLATION BACKGROUND

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all Low and Very Low Income units that qualified the applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

California State Assembly Bill 2222 went into effect January 1, 2015, and with that Density Bonus projects filed as of that date must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control (including Rent Stabilization Ordinance); or is occupied by Low or Very Low Income Households (i.e., income levels less than 80 percent of the area median income [AMI]). The replacement units must be equivalent in size, type, or both and be made available at affordable rent/cost to, and occupied by, households of the same or lower income category as those meeting the occupancy criteria. Prior to the issuance of any Director's Determination for Density Bonus and Affordable Housing Incentives, the Housing and Community Investment Department (HCIDLA) is responsible for providing the Department of City Planning, along with the applicant, a determination letter addressing replacement unit requirements for individual projects. The City also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project. Assembly Bill 2222 also increases covenant restrictions from 30 to 55 years for projects approved after January 1, 2015. This determination letter reflects these 55 year covenant restrictions. Assembly Bill 2222 has been amended by Assembly Bill 2556 on August 19, 2016.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify Zoning Code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

FINANCIAL ANALYSIS/PRO-FORMA

Pursuant to the Affordable Housing Incentive Density Bonus provisions of the LAMC (Section 12.22 A.25), proposed projects that involve on-menu incentives are required to complete the Department's Department of City Planning Application form, and no supplemental financial data is required. The City typically has the discretion to request additional information when it is needed to help make required findings. However, the City has determined that the level of detail provided in a pro forma is not necessary to make the findings for on-menu incentives. This is primarily because each of the City's eight (8) on-menu incentives provide additional buildable area, which, if requested by a developer, can be assumed to provide additional project income and therefore provide for affordable housing costs. When the menu of incentives was adopted by ordinance, the impacts of each were assessed in proportion to the benefits gained with a set-aside of affordable housing units. Therefore, a pro-forma illustrating construction costs and operating income and expenses is not a submittal requirement when filing a request for on-menu incentives.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at <http://planning.lacity.org>.

Planning Department public offices are located at:

Figueroa Plaza
201 North Figueroa Street
4th Floor
Los Angeles, CA 90012
(213) 482-7077

Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Room 251
Van Nuys, CA 91401
(818) 374-5050

West Los Angeles
1828 Sawtelle Boulevard
2nd Floor
Los Angeles, CA 90025
(310) 231-2901


Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal the Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at <http://planning.lacity.org>; or by calling (213) 482-7077, (818) 374-5050, or (310) 231-2901. The applicant is further advised to notify any consultant representing you of this requirement as well.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP
Director of Planning


Approved by:


Christina Toy Lee, Senior City Planner

Reviewed by:





Mindy Nguyen, City Planner

Prepared by:


Nuri Cho, City Planning Associate
Nuri.Cho@lacity.org

PINNACLE 360

EXHIBIT A – Project Plans

PROJECT DATA	GROSS BUILDABLE AREA	SITE AERIAL	VICINITY MAP																																																																																																																																																																																																																																																																																																																																								
<p>PROJECT NAME: PINNACLE 360 ADDRESS: 235 NORTH HOOVER STREET LOS ANGELES, CA 90004 OWNER: PINNACLE 360 HOOVER, LLC</p> <p>PROJECT DESCRIPTION: 5-STORY MULTI-FAMILY RESIDENTIAL OVER 2 LEVELS OF OTHER USES, CONSISTING OF SUBTERRANEAN LEVEL PARKING, AND ONE SEMI-SUBTERRANEAN LEVEL ENCAPSULATED BY RESIDENTIAL USES.</p> <p>APN: 5501-004-006</p> <p>CONSTRUCTION TYPE: TYPE V-A OVER TYPE I-A (FULLY SPRINKLERED PER CBC SEC 903.3.1.1)</p> <p>ZONING DESIGNATION: "R4-1" MULTIPLE DWELLING ZONE / WITH SNAP OVERLAY</p> <p>FLOOD ZONE: NONE, PER ZIMAS / HILLSIDE CLASSIFICATION</p> <p>SITE AREA: 130,859 SF</p> <p>MAX. BUILDING COVERAGE: N/A</p> <p>MINIMUM LOT AREA: 50 FT</p> <p>SET BACKS: NONE PER SNAP (15'-0" STEP BACK AT FRONT)</p> <p>ALLOWABLE DENSITY: = LOT AREA - 130,859 SF / 800 = 163.57 = 184 = 164 X 35% (DENSITY BONUS) = 58 = 222 UNITS (11% VLI = 164 x 11% = 18.04 = 19 Units)</p> <p>ALLOWABLE BLDG HT: MAX BLDG HT FROM LOWEST PT 5' FROM BLDG: = 50' (PER SNAP) + 11' FOR DENSITY BONUS = 61'-0"</p> <p>BUILDING HEIGHT: 61.00' (4 STORIES) -SEE SHEET EP12</p> <p>OCCUPANCY TYPE: R-2, S-2, B</p> <p>PARKING REQUIREMENTS: PER SNAP / LAMC</p> <p>HANDICAPPED: PER ADA REQUIREMENTS</p> <p>SPECIFIC PLAN: http://cityplanning.lacity.org/complan/specplan/pdf/VermontWesternTOD.pdf</p> <p>SHORT-TERM BICYCLE PARKING SHALL BE PROVIDED AT A RATE OF ONE PER TEN DWELLING UNITS OR GUEST ROOMS = 22 - SEE LANDSCAPE</p>	 <p>TABULATION</p> <p>Building Area Summary - Pinnacle 360 Hoover Area</p> <table border="1"><thead><tr><th>Area</th><th>Size</th><th>Use</th><th>Square Feet</th></tr></thead><tbody><tr><td>Site Area</td><td>130,859 sf</td><td></td><td></td></tr><tr><td>Hoover Vacation</td><td>4,505 sf</td><td></td><td></td></tr><tr><td>Total Site Area</td><td>130,859 sf</td><td></td><td></td></tr><tr><td>Base Max. FAR per Zone (SNAP)</td><td>2.0</td><td></td><td></td></tr><tr><td>Max. Building Area Allowed</td><td>261,718 sf</td><td></td><td></td></tr></tbody></table> <p>Height: 50'</p> <p>Proposed: Additional 11'-0" Due to Density Bonus 61'</p> <table border="1"><thead><tr><th>Level</th><th>Use</th><th>Square Feet</th></tr></thead><tbody><tr><td>P2</td><td>Residential</td><td>1,068 sf</td></tr><tr><td>Subtotal</td><td></td><td>1,068 sf</td></tr><tr><td>P1</td><td>Lobby</td><td>340 sf</td></tr><tr><td></td><td>Residential</td><td>36,532 sf</td></tr><tr><td>Subtotal</td><td></td><td>36,872 sf</td></tr><tr><td>1</td><td>Lobby</td><td>1,876 sf</td></tr><tr><td></td><td>Gym / Amenity</td><td>2,643 sf</td></tr><tr><td></td><td>Residential</td><td>50,811 sf</td></tr><tr><td>Subtotal</td><td></td><td>55,330 sf</td></tr><tr><td>2</td><td>Residential</td><td>55,001 sf</td></tr><tr><td>Subtotal</td><td></td><td>55,001 sf</td></tr><tr><td>3</td><td>Residential</td><td>56,832 sf</td></tr><tr><td>Subtotal</td><td></td><td>56,832 sf</td></tr><tr><td>4</td><td>Amenity</td><td>2,508 sf</td></tr><tr><td></td><td>Residential</td><td>53,575 sf</td></tr><tr><td>Subtotal</td><td></td><td>56,083 sf</td></tr><tr><td>TOTAL</td><td></td><td>261,184 sf</td></tr><tr><td></td><td>Total Square Feet (per LAMC)</td><td>261,184 sf</td></tr><tr><td></td><td>Proposed FAR</td><td>2.00</td></tr></tbody></table>	Area	Size	Use	Square Feet	Site Area	130,859 sf			Hoover Vacation	4,505 sf			Total Site Area	130,859 sf			Base Max. FAR per Zone (SNAP)	2.0			Max. Building Area Allowed	261,718 sf			Level	Use	Square Feet	P2	Residential	1,068 sf	Subtotal		1,068 sf	P1	Lobby	340 sf		Residential	36,532 sf	Subtotal		36,872 sf	1	Lobby	1,876 sf		Gym / Amenity	2,643 sf		Residential	50,811 sf	Subtotal		55,330 sf	2	Residential	55,001 sf	Subtotal		55,001 sf	3	Residential	56,832 sf	Subtotal		56,832 sf	4	Amenity	2,508 sf		Residential	53,575 sf	Subtotal		56,083 sf	TOTAL		261,184 sf		Total Square Feet (per LAMC)	261,184 sf		Proposed FAR	2.00	 <p>Unit Mix and Parking Summary</p> <table border="1"><thead><tr><th>Unit Mix</th><th>8.6%</th><th>40.7%</th><th>2.7%</th><th>43.4%</th><th>4.5%</th><th></th></tr></thead><tbody><tr><td>Level</td><td>STUDIO</td><td>1BD/1BA</td><td>1BD+Den</td><td>2BD/2BA</td><td>3BD/2BA</td><td>Total</td></tr><tr><td>Level P1</td><td>7</td><td>25</td><td>6</td><td>0</td><td>38</td><td>38</td></tr><tr><td>Level 1</td><td>3</td><td>16</td><td>23</td><td>1</td><td>45</td><td>45</td></tr><tr><td>Level 2</td><td>3</td><td>16</td><td>25</td><td>2</td><td>46</td><td>46</td></tr><tr><td>Level 3</td><td>3</td><td>16</td><td>27</td><td>2</td><td>48</td><td>48</td></tr><tr><td>Level 4</td><td>3</td><td>15</td><td>21</td><td>5</td><td>44</td><td>44</td></tr><tr><td>Subtotal</td><td>19</td><td>90</td><td>6</td><td>96</td><td>10</td><td>221</td></tr></tbody></table> <p>Parking Required</p> <table border="1"><thead><tr><th>PER SNAP</th><th>Unit Count</th><th>Minimum Ratio</th><th>Minimum Total</th><th>Maximum Ratio</th><th>Maximum Total</th></tr></thead><tbody><tr><td>Units:</td><td>Studio</td><td>19</td><td>1.00</td><td>19</td><td>19</td></tr><tr><td></td><td>1BD/1BA</td><td>90</td><td>1.00</td><td>90</td><td>135</td></tr><tr><td></td><td>1BD+Den</td><td>6</td><td>1.50</td><td>9</td><td>12</td></tr><tr><td></td><td>2BD/2BA</td><td>96</td><td>1.50</td><td>144</td><td>192</td></tr><tr><td></td><td>3BD/2BA</td><td>10</td><td>1.50</td><td>15</td><td>20</td></tr><tr><td>Guest Parking:</td><td>221 Units</td><td>0.25</td><td>55</td><td>0.5</td><td>111</td></tr><tr><td>Total Required Parking</td><td></td><td></td><td>332</td><td></td><td>469</td></tr></tbody></table> <p>Parking Provided</p> <table border="1"><thead><tr><th>Level</th><th>Guest</th><th>Residential</th><th>Res Compact</th><th>Office</th><th>ADA</th><th>ADA VAN</th><th>Total</th></tr></thead><tbody><tr><td>P2</td><td>57</td><td>131</td><td>70</td><td>0</td><td>0</td><td>0</td><td>258</td></tr><tr><td>P1</td><td>0</td><td>94</td><td>22</td><td>0</td><td>8</td><td>2</td><td>126</td></tr><tr><td>Subtotal</td><td>57</td><td>225</td><td>92</td><td>0</td><td>8</td><td>2</td><td>384</td></tr><tr><td>Total Parking Provided</td><td></td><td></td><td></td><td></td><td></td><td></td><td>384</td></tr></tbody></table> <p>Bicycle Parking Provided</p> <table border="1"><thead><tr><th>Units</th><th>Count</th><th>Ratio Per SNAP</th></tr></thead><tbody><tr><td>Units</td><td>221</td><td>0.5</td></tr><tr><td>Total Bicycle Parking Required</td><td></td><td></td><td>110</td></tr></tbody></table> <p>Bicycle Parking Provided</p> <table border="1"><thead><tr><th>Location</th><th>Short-Term</th><th>Long-Term</th></tr></thead><tbody><tr><td>Short-Term</td><td>12</td><td></td></tr><tr><td>Long-Term</td><td></td><td>126</td></tr><tr><td>Total Bicycle Parking Provided</td><td></td><td></td><td>138</td></tr></tbody></table> <p>Per SNAP projects with two or more dwelling units shall provide off-street parking spaces for bicycles at a ratio of one-half parking space per dwelling unit.</p> <p>Habitable Rooms</p> <table border="1"><thead><tr><th>Unit Mix</th><th>< 3 Habitable Rooms</th><th>3 Habitable Rooms</th><th>> 3 Habitable Rooms</th></tr></thead><tbody><tr><td>Studios</td><td>19</td><td></td><td></td></tr><tr><td>One Bedroom</td><td></td><td>90</td><td></td></tr><tr><td>One Bedroom + Den</td><td></td><td></td><td>6</td></tr><tr><td>Two Bedroom</td><td></td><td></td><td>96</td></tr><tr><td>Three Bedroom</td><td></td><td></td><td>10</td></tr><tr><td>Subtotal</td><td>19</td><td>90</td><td>112</td></tr><tr><td>Total</td><td></td><td></td><td>221</td></tr></tbody></table> <p>Habitable Rooms per LAMC Section 12.03</p> <p>Open Space Summary</p> <table border="1"><thead><tr><th>Open Space Provided</th><th>Common</th><th>Private</th><th>Total</th></tr></thead><tbody><tr><td>Level 1 - Podium</td><td>31,430</td><td></td><td></td></tr><tr><td>Level 2</td><td></td><td>1,950</td><td></td></tr><tr><td>Level 3</td><td></td><td>1,700</td><td></td></tr><tr><td>Level 4</td><td></td><td>1,600</td><td></td></tr><tr><td>Total</td><td>31,430</td><td>5,250</td><td>36,680</td></tr></tbody></table> <p>Total Landscaped Planted Area Required</p> <table border="1"><thead><tr><th>Common Open Space Provided</th><th>Ratio Required</th></tr></thead><tbody><tr><td>31,430</td><td>25%</td></tr><tr><td>Total</td><td>7,858</td></tr></tbody></table> <p>*Required Planting Area = 25% of Common Open Space Provided</p> <p>Total Landscaped Planted Area Provided</p> <table border="1"><thead><tr><th>P1</th><th>Total</th></tr></thead><tbody><tr><td>0</td><td>11,570</td></tr><tr><td>Total</td><td>11,570</td></tr></tbody></table> <p>(See Landscape Plans 1.0 & 1.2.0 for detail summary)</p> <p>Tree Quantity</p> <table border="1"><thead><tr><th>Required (1 tree per 4 units)</th><th>Provided</th><th>Existing Trees to Remain</th></tr></thead><tbody><tr><td>55</td><td>75</td><td>15</td></tr><tr><td>Total Tree Count</td><td></td><td>90</td></tr></tbody></table>	Unit Mix	8.6%	40.7%	2.7%	43.4%	4.5%		Level	STUDIO	1BD/1BA	1BD+Den	2BD/2BA	3BD/2BA	Total	Level P1	7	25	6	0	38	38	Level 1	3	16	23	1	45	45	Level 2	3	16	25	2	46	46	Level 3	3	16	27	2	48	48	Level 4	3	15	21	5	44	44	Subtotal	19	90	6	96	10	221	PER SNAP	Unit Count	Minimum Ratio	Minimum Total	Maximum Ratio	Maximum Total	Units:	Studio	19	1.00	19	19		1BD/1BA	90	1.00	90	135		1BD+Den	6	1.50	9	12		2BD/2BA	96	1.50	144	192		3BD/2BA	10	1.50	15	20	Guest Parking:	221 Units	0.25	55	0.5	111	Total Required Parking			332		469	Level	Guest	Residential	Res Compact	Office	ADA	ADA VAN	Total	P2	57	131	70	0	0	0	258	P1	0	94	22	0	8	2	126	Subtotal	57	225	92	0	8	2	384	Total Parking Provided							384	Units	Count	Ratio Per SNAP	Units	221	0.5	Total Bicycle Parking Required			110	Location	Short-Term	Long-Term	Short-Term	12		Long-Term		126	Total Bicycle Parking Provided			138	Unit Mix	< 3 Habitable Rooms	3 Habitable Rooms	> 3 Habitable Rooms	Studios	19			One Bedroom		90		One Bedroom + Den			6	Two Bedroom			96	Three Bedroom			10	Subtotal	19	90	112	Total			221	Open Space Provided	Common	Private	Total	Level 1 - Podium	31,430			Level 2		1,950		Level 3		1,700		Level 4		1,600		Total	31,430	5,250	36,680	Common Open Space Provided	Ratio Required	31,430	25%	Total	7,858	P1	Total	0	11,570	Total	11,570	Required (1 tree per 4 units)	Provided	Existing Trees to Remain	55	75	15	Total Tree Count		90	 <p>ZONING SNAP SUMMARY</p> <p>Vermont/Western Transit Oriented District Section 6. SUBAREA B MIXED USE BOULEVARDS B. Height And Floor Area.</p> <p>1. Mixed Use and Residential Only Projects. The maximum height of any building for a Mixed-Use Project or a Project comprised exclusively of residential uses, shall not exceed 50 feet, provided, however, that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, may be erected up to ten feet above the height limit established in this section, if those structures and features are setback a minimum of ten feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. The maximum permitted FAR for a Mixed-Use Project shall be 2.0.</p> <p>D. Usable Open Space. A project comprised exclusively of residential uses containing two or more residential units shall contain usable open space in accordance with the standards of Section 12.21 G 2 of the Code, with the following exceptions:</p> <p>1. Above Grade. Up to 50% of the common or private open space, regardless of the underlying zone, may be located above the grade level or first habitable room level.</p> <p>2. Roof decks. Roof Decks, regardless of the underlying zone, may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.</p> <p>E. Project Parking Requirements.</p> <p>1. Residential Projects.</p> <p>a. Minimum Standards. The minimum number of parking spaces required shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one quarter parking space for each dwelling unit as guest parking.</p> <p>b. Maximum Standards. The maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, and a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and a maximum of one-half parking space for each dwelling unit as guest parking.</p> <p>c. Guest Parking. Guest parking spaces for residential uses in Mixed Use Projects, as set forth above, shall be provided through shared use of required commercial parking spaces.</p> <p>2. Bicycles. Projects with two or more dwelling units, shall provide off-street parking spaces for bicycles at a ratio of one-half parking space per dwelling unit.</p> <p>G. Yards. Notwithstanding any contrary provisions of the Code, no front, side or back yards shall be required for the development of any Mixed Use, commercial or residential Project on any lot located within Subarea B.</p> <p>H. Pedestrian Throughways. Applicants shall provide one public pedestrian walkway, thoroughway or path for every 250 feet of street frontage for a Project. An arcade or through interior pedestrian path shall be provided from the rear lot line or from the parking lot or public alley or street, if located to the rear of the Project, to the front lot line, and from the side lot line to the lot line on the opposite side of the lot, if the public street, alley or parking lot is located on the side of the Project. The pedestrian thoroughway shall be accessible to the public and have a minimum vertical clearance of 12 feet, and a minimum horizontal clearance of ten feet. (In-lieu provision provided)</p> <p>1. Facade Treatment. The building facade facing the pedestrian walkway shall be improved in accordance with the provisions of the Guidelines.</p> <p>2. In Lieu Provision of Throughways. The Applicant shall provide one or more of a combination of the following in lieu of the thoroughway requirement in Subdivision 1 prior to the Director granting a Project Permit Compliance:</p> <p>a. Off Site. Provide land area equal to what would be required in Subdivision 1 above as a thoroughway and construct or covenant to construct improvements for parks and open space on-site, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks; or</p> <p>b. On Site. Provide land area equal to what would be required in Subdivision 1 above as a thoroughway and construct or covenant to construct improvements for parks and open space off-site, but within the Specific Plan area, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District</p> <p>c. Cash Payment. Deposit in the Parks First Trust Fund an amount equal to the current cost of purchasing land and constructing improvements for the thoroughway required in Subdivision above to the satisfaction of the L.A. FOR KIDS Steering Committee. This money shall be used for parks or open space meeting the requirements in Section 6 F 2 (c)(3) of this Specific Plan.</p> <p>L. Development Standards. Projects shall be in substantial conformance with the Guidelines.</p>
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Subtotal	19	90	112																																																																																																																																																																																																																																																																																																																																								
Total			221																																																																																																																																																																																																																																																																																																																																								
Open Space Provided	Common	Private	Total																																																																																																																																																																																																																																																																																																																																								
Level 1 - Podium	31,430																																																																																																																																																																																																																																																																																																																																										
Level 2		1,950																																																																																																																																																																																																																																																																																																																																									
Level 3		1,700																																																																																																																																																																																																																																																																																																																																									
Level 4		1,600																																																																																																																																																																																																																																																																																																																																									
Total	31,430	5,250	36,680																																																																																																																																																																																																																																																																																																																																								
Common Open Space Provided	Ratio Required																																																																																																																																																																																																																																																																																																																																										
31,430	25%																																																																																																																																																																																																																																																																																																																																										
Total	7,858																																																																																																																																																																																																																																																																																																																																										
P1	Total																																																																																																																																																																																																																																																																																																																																										
0	11,570																																																																																																																																																																																																																																																																																																																																										
Total	11,570																																																																																																																																																																																																																																																																																																																																										
Required (1 tree per 4 units)	Provided	Existing Trees to Remain																																																																																																																																																																																																																																																																																																																																									
55	75	15																																																																																																																																																																																																																																																																																																																																									
Total Tree Count		90																																																																																																																																																																																																																																																																																																																																									

PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
PROJECT NO: 5581.00

PROJECT INFORMATION

08/10/2017

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

DRAWING NO:

EP01

DI

COMMON OPEN SPACE PROVIDED		
Level	Name	Area

LEVEL 1	AMENITY	1,970 SF
LEVEL 1	AMENITY	1,374 SF
LEVEL 1	COMMON OPEN SPACE	26,982 SF
LEVEL 1	GYM	1,204 SF
		31,430 SF
LEVEL 4	AMENITY	733 SF
LEVEL 4	AMENITY	619 SF
		* 1,352 SF
GRAND TOTAL:		31,430 SF

NOTE: NO PORTION OF THE REQUIRED COMMON USABLE OPEN SPACE SHALL HAVE A DIMENSION OF LESS THAN 20 FEET OR BE LESS THAN 400 SQUARE FEET FOR PROJECTS UNDER 10 DWELLING UNITS, AND 600 SQUARE FEET FOR PROJECTS 10 DWELLING UNITS OR MORE.

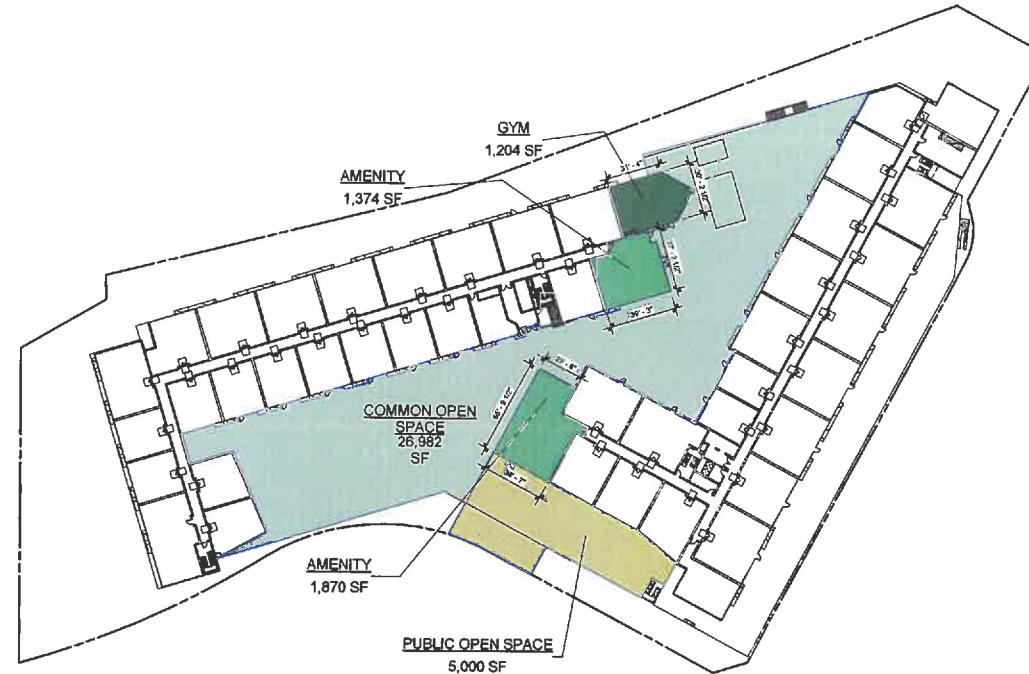
* NOT COUNTED TOWARDS OPEN SPACE

PRIVATE OPEN SPACE PROVIDED		
Level	Name	Area

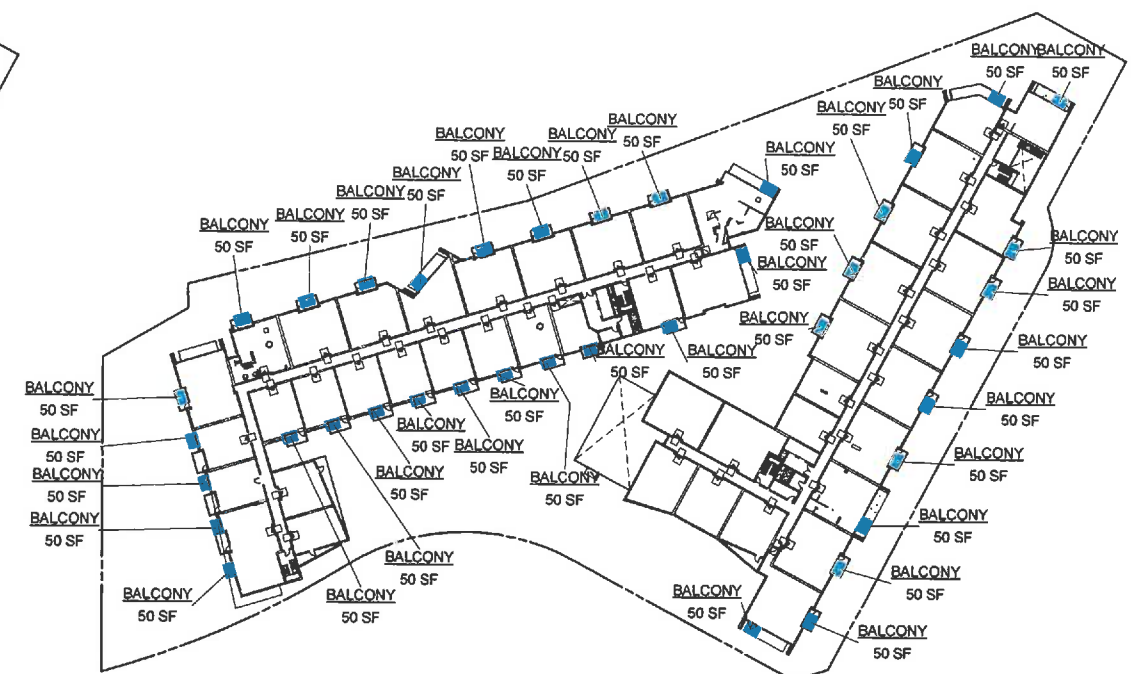
LEVEL 2	BALCONY	1,950 SF
LEVEL 3	BALCONY	1,700 SF
LEVEL 4	BALCONY	1,600 SF
Grand total		5,250 SF

NOTE: BALCONIES HAVE HORIZONTAL DIMENSION OF 6'-0" PER LAMC SEC. 12.21G

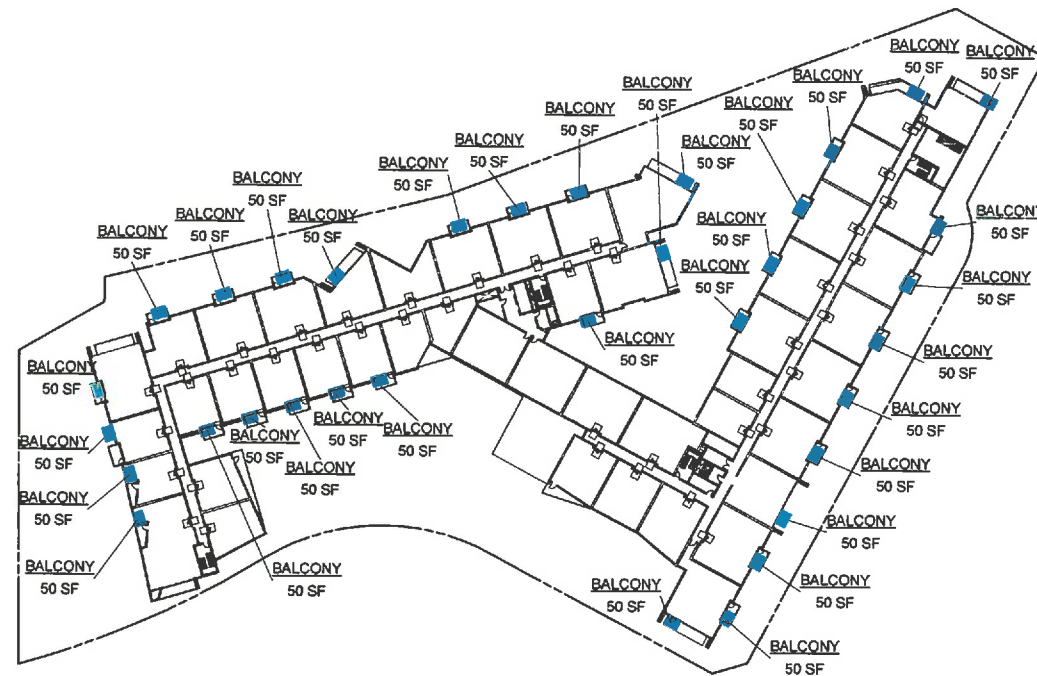
AMENITY
BALCONY
COMMON OPEN SPACE
GYM
PUBLIC OPEN SPACE



1 LEVEL 1
SCALE: 1" = 50'-0"



2 LEVEL 2
SCALE: 1" = 50'-0"



3 LEVEL 3
SCALE: 1" = 50'-0"



4 LEVEL 4
SCALE: 1" = 50'-0"

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Case No. DIR-2015-7937-DB-SPP-DT-SPP

PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

OPEN SPACE DIAGRAM

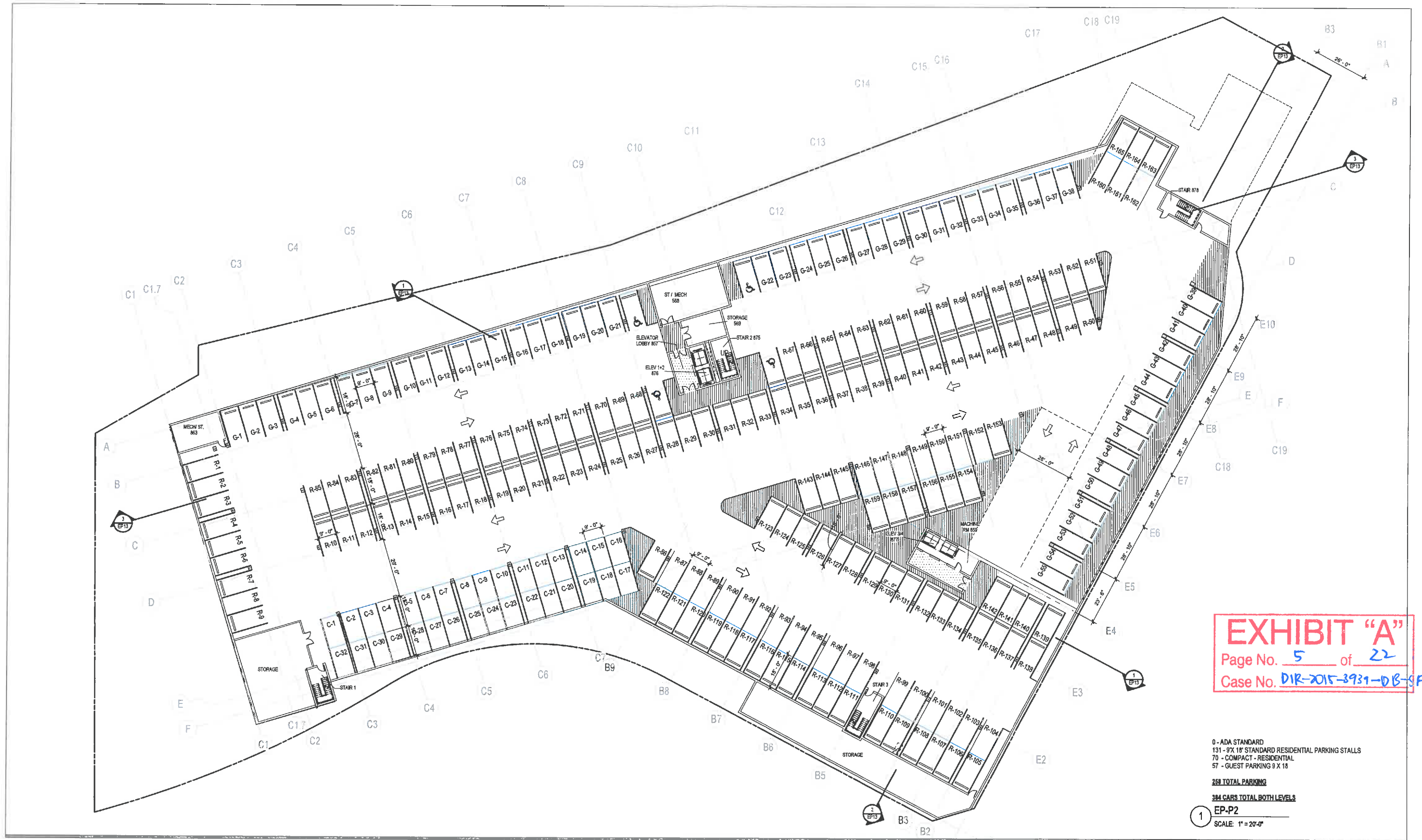
NOT FOR CONSTRUCTION
PROJECT NO: 5681.00

08/10/2017

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

DRAWING NO. EP01.0

DI



PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
PROJECT NO. 5581.00

LEVEL P2

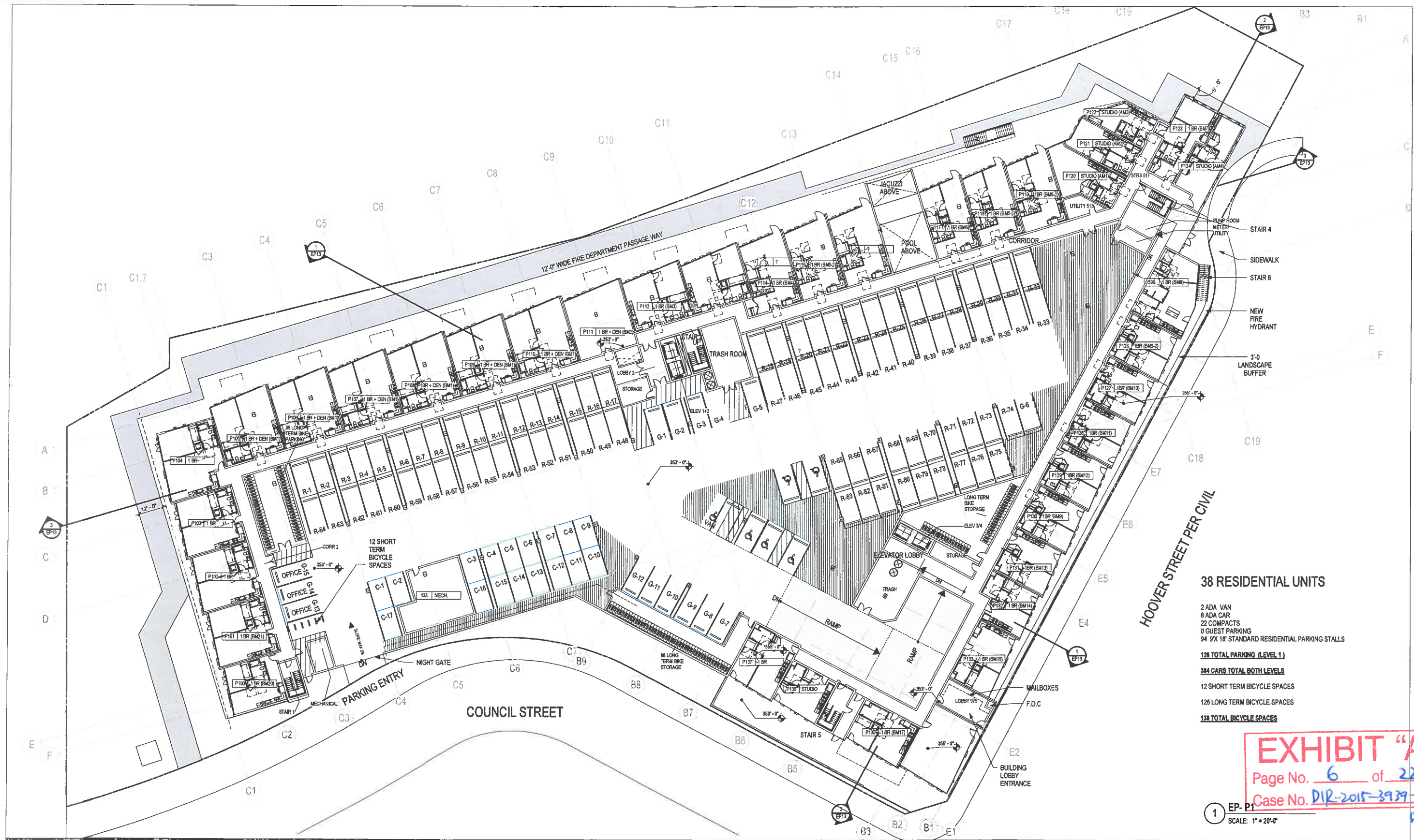
08/10/2017

carrierjohnson + CULTURE3
architecture + environments + brand strategy + graphics

DRAWING NO:

EP06

DI



PINNACLE 360
 PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
 PROJECT NO: 5681.00

LEVEL P1

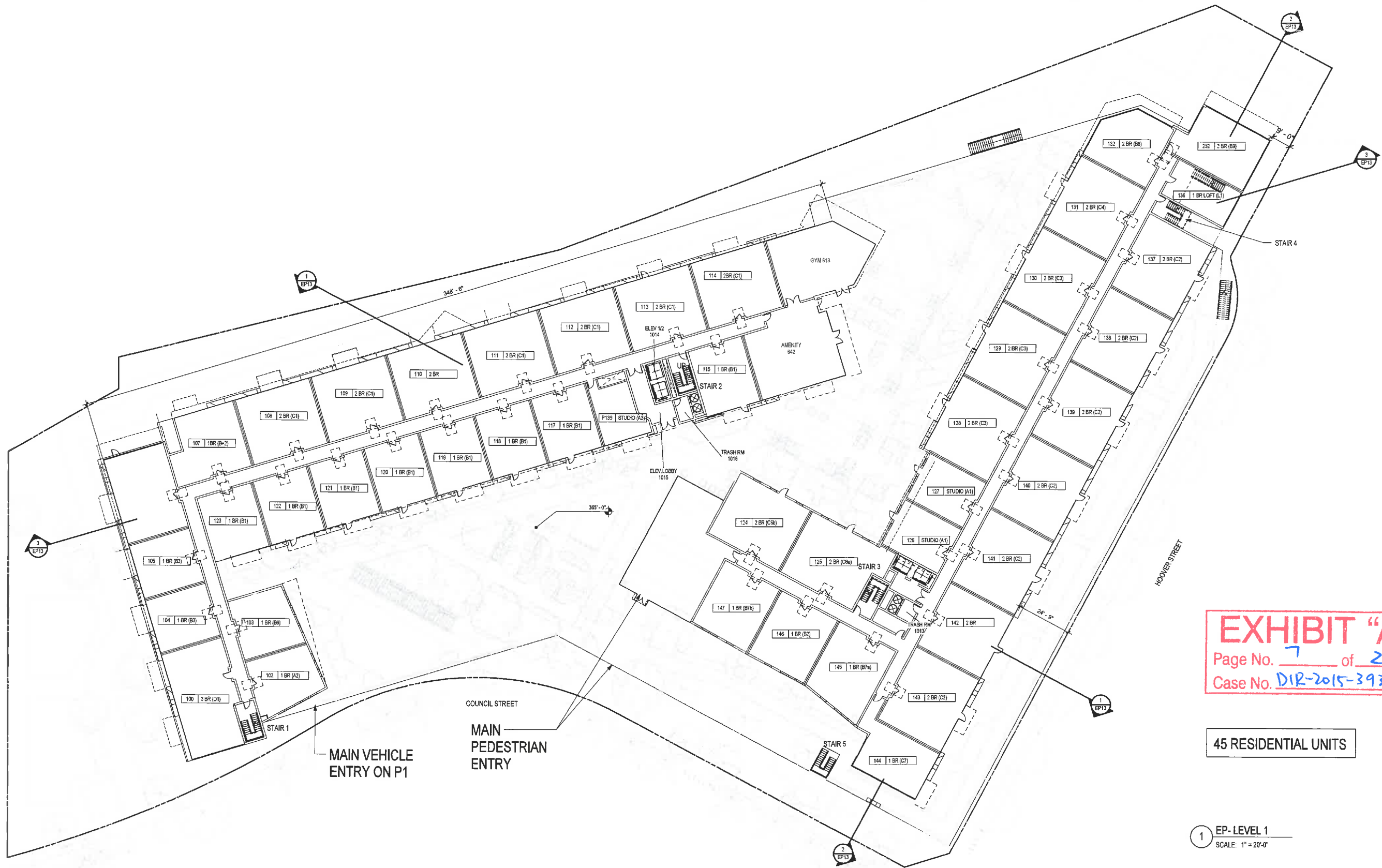
08/10/2017

carrierjohnson + CULTURE3
 architecture + environments + brand strategy + graphics

DRAWING NO:

EP07

DI



PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
PROJECT NO: 5681.00

LEVEL 1

08/10/2017

carrierjohnson + CULTURE3
architecture + environments + brand strategy + graphics

DRAWING NO:

EP08

DI

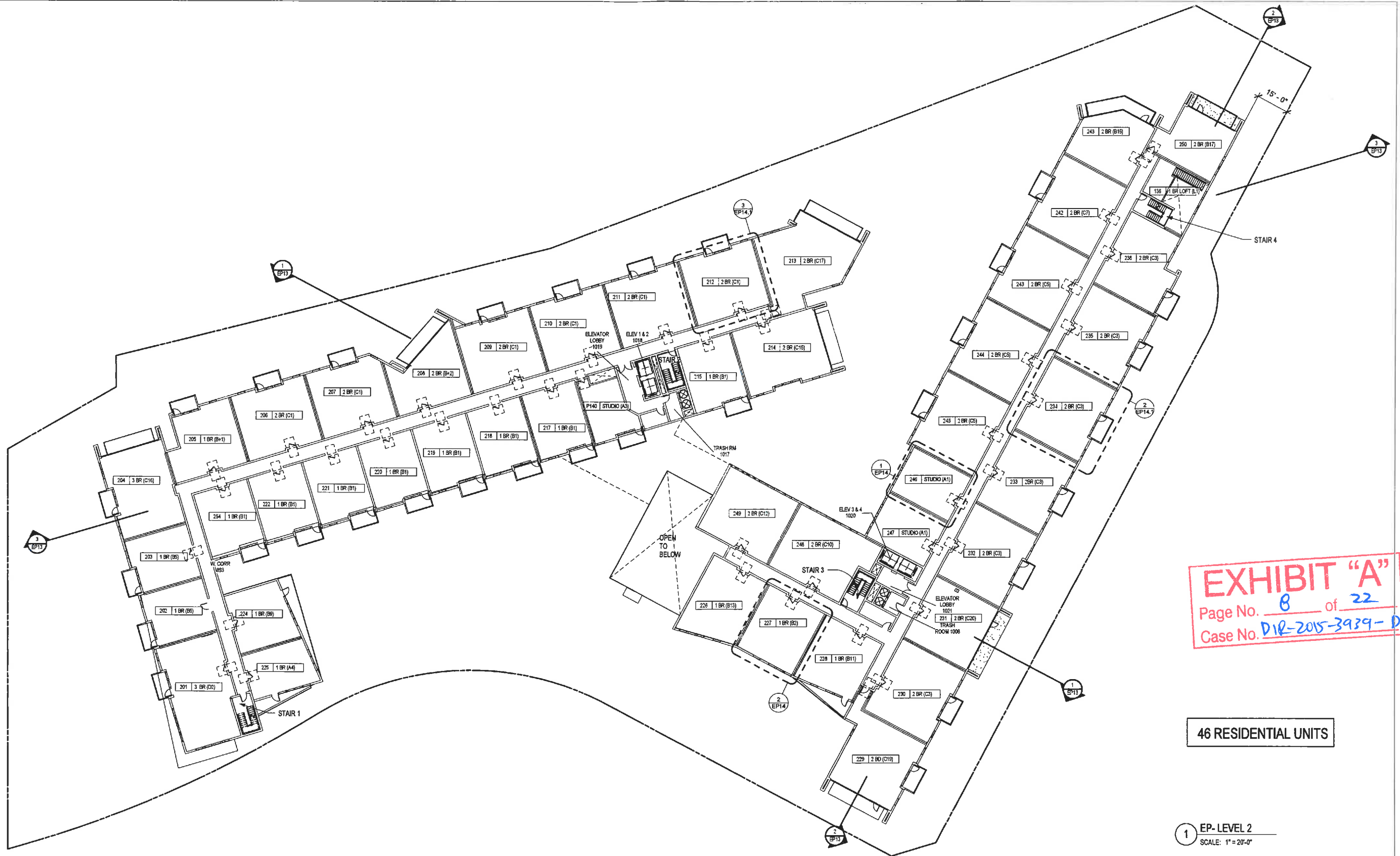


EXHIBIT "A"
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 Case No. D1R-2015-3939-DB-SPP-DI-SPR

46 RESIDENTIAL UNITS

1 EP-LEVEL 2
 SCALE: 1" = 20'-0"

PINNACLE 360
 PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
 PROJECT NO: 5681.00

LEVEL 2

08/10/2017

carrierjohnson + CULTURE
 architecture + environments + brand strategy + graphics

DRAWING NO:

EP09

DI

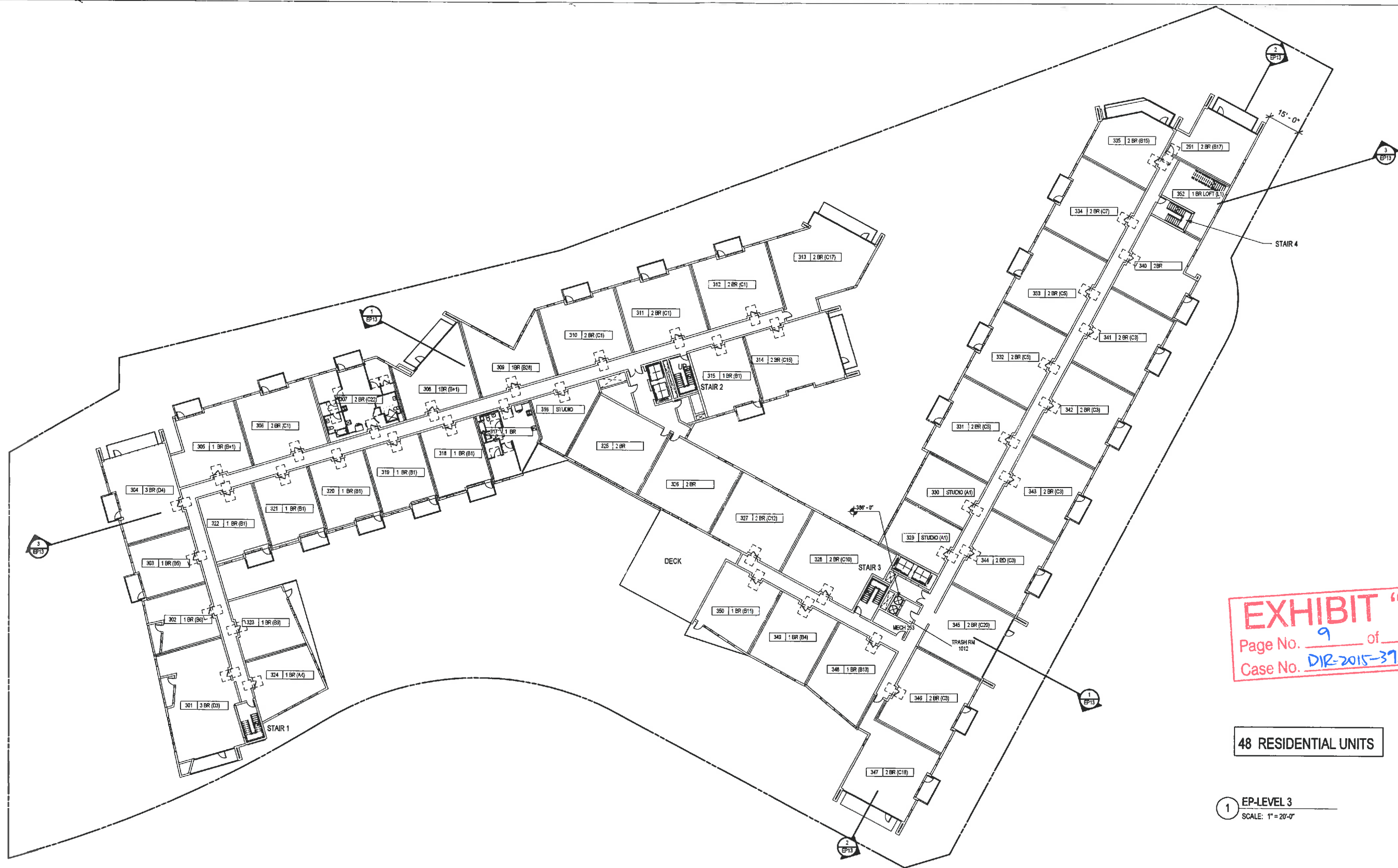


EXHIBIT "A"
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48 RESIDENTIAL UNITS

1 EP-LEVEL 3
 SCALE: 1" = 20'-0"

PINNACLE 360
 PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

LEVEL 3
 08/10/2017
 NOT FOR CONSTRUCTION
 PROJECT NO: 5661.00
carrierjohnson + CULTURE3
 architecture + environments + brand strategy + graphics

DRAWING NO: EP10 DI

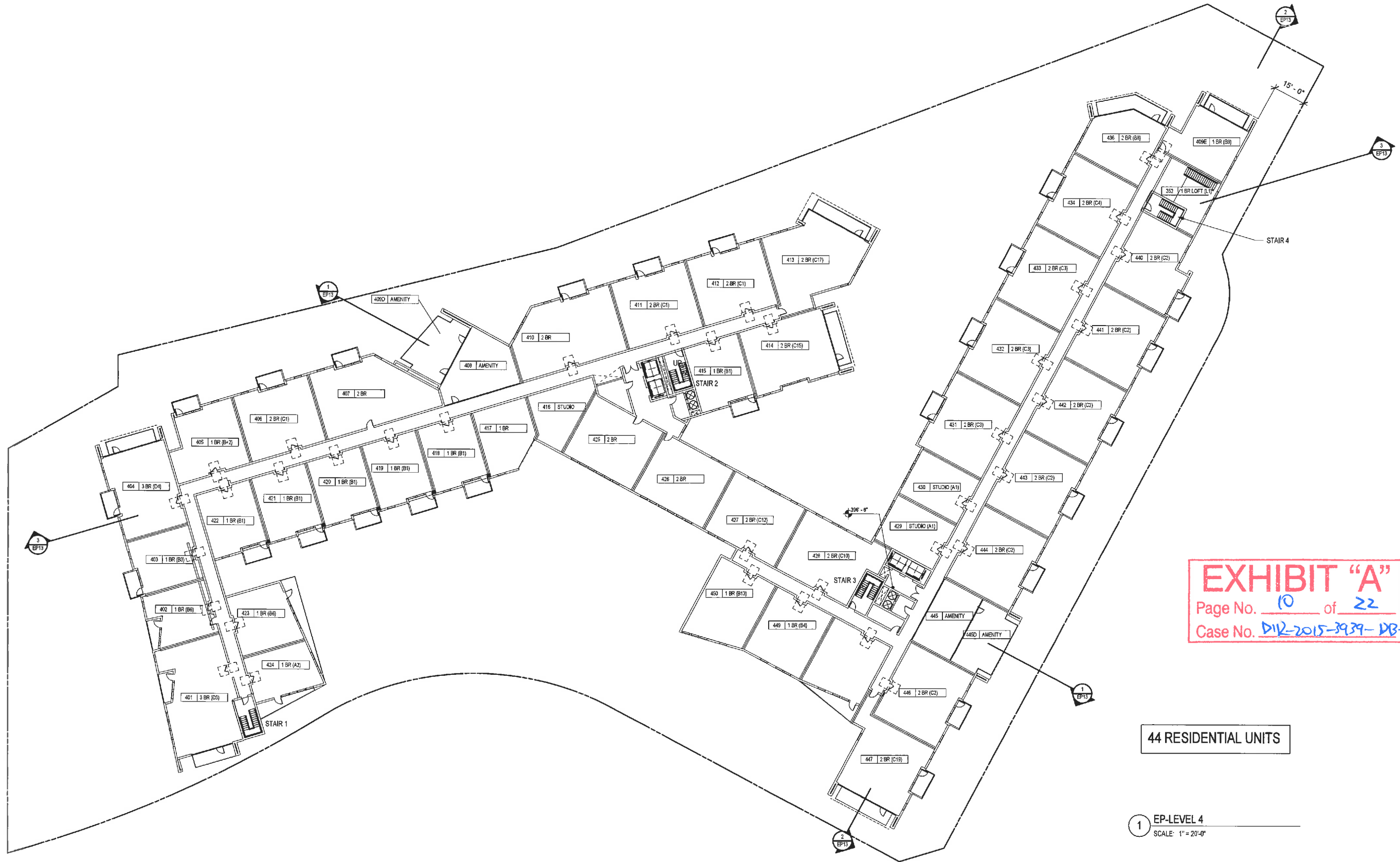


EXHIBIT "A"
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44 RESIDENTIAL UNITS

1 EP-LEVEL 4
 SCALE: 1" = 20'-0"

PINNACLE 360
 PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
 PROJECT NO: 5681.00

LEVEL 4
 08/10/2017

carrierjohnson + CULTURE3
 architecture + environments + brand strategy + graphics

DRAWING NO: EP11

DI

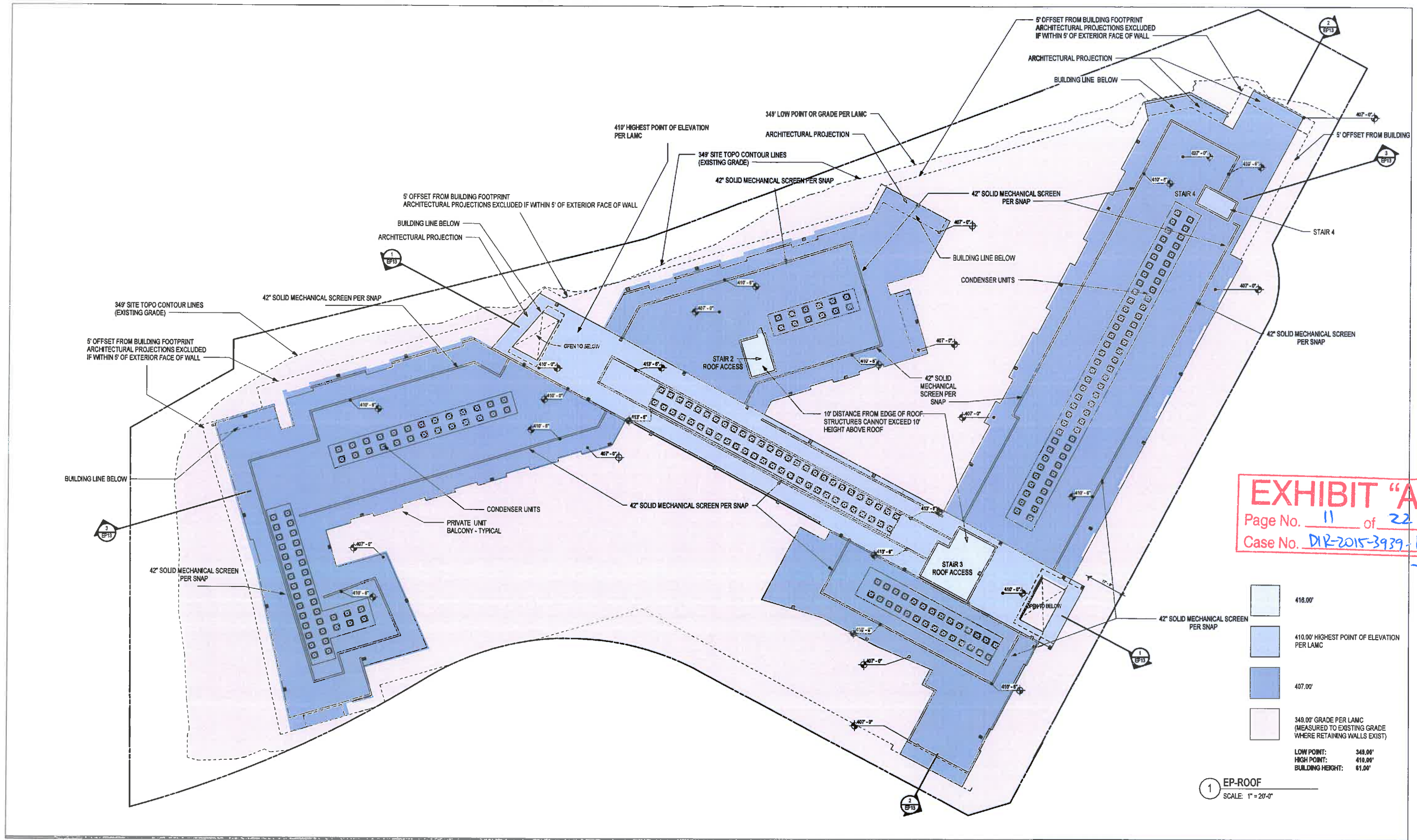


EXHIBIT "A"
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-DI-SPP

- 418.00'
 - 410.00' HIGHEST POINT OF ELEVATION PER LAMC
 - 407.00'
 - 348.00' GRADE PER LAMC (MEASURED TO EXISTING GRADE WHERE RETAINING WALLS EXIST)
- LOW POINT: 348.00'
 HIGH POINT: 410.00'
 BUILDING HEIGHT: 61.00'

1 EP-ROOF
 SCALE: 1" = 20'-0"

PINNACLE 360
 PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
 PROJECT NO: 5681.00

ROOF LEVEL

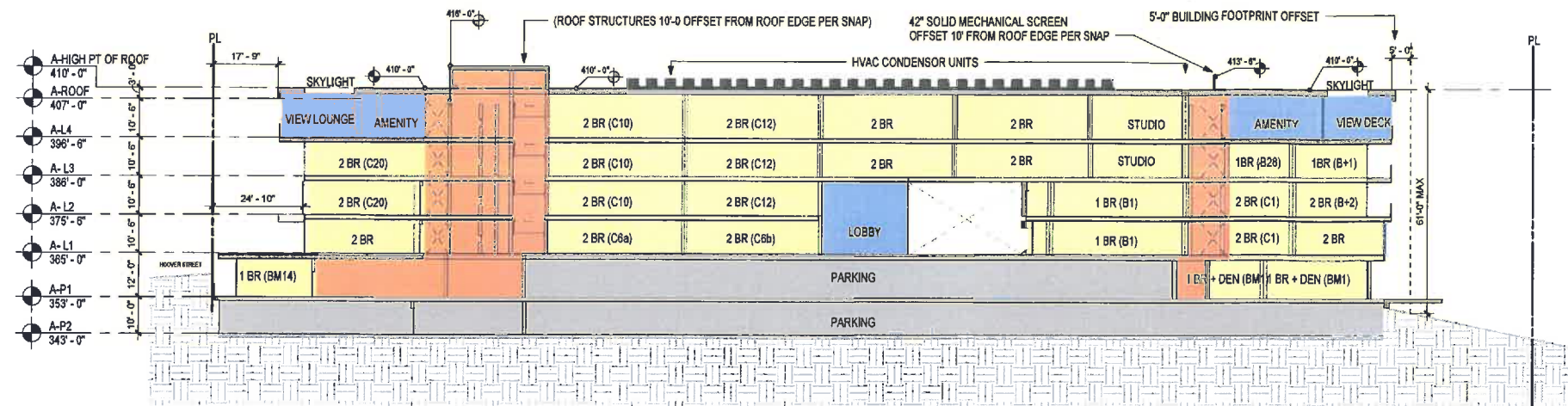
08/10/2017

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 architecture + environments + brand strategy + graphics

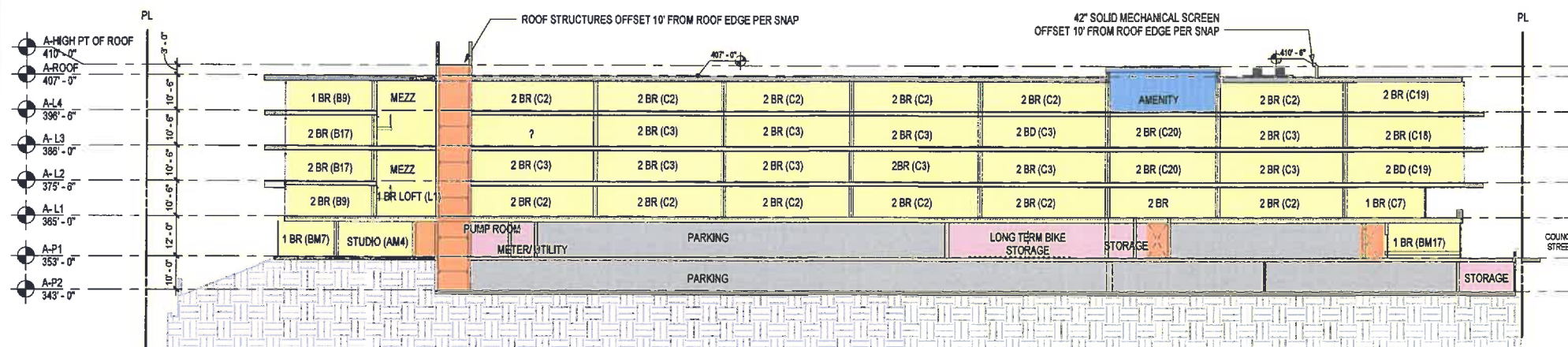
DRAWING NO:

EP12

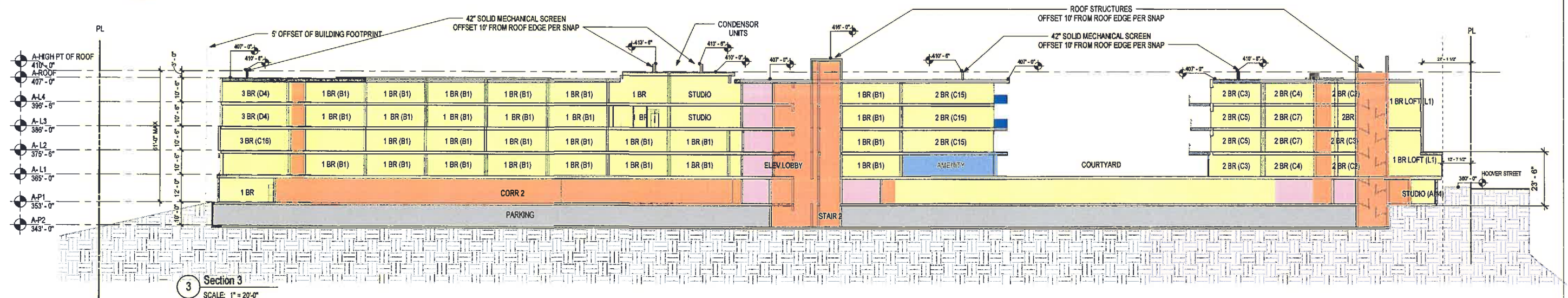
DI



1 Section 1
SCALE: 1" = 20'-0"

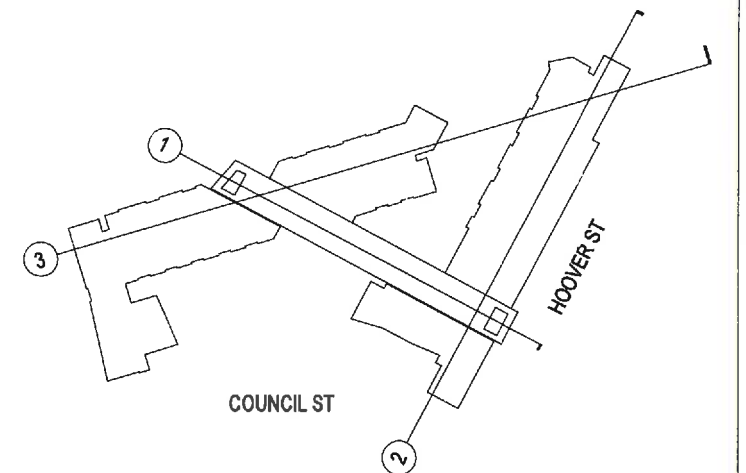


2 Section 2
SCALE: 1" = 20'-0"



3 Section 3
SCALE: 1" = 20'-0"

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Page No. 12 of 22
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PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
PROJECT NO: 5681.00

BUILDING SECTIONS

08/10/2017

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

DRAWING NO:

EP13

DI



1 NORTH ELEVATION
SCALE: 1" = 20'-0"

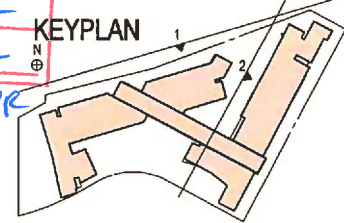
NORTH ELEVATION TRANSPARENT SURFACE AREA
OVERALL SURFACE AREA: 4,538 SF
TRANSPARENCY: 2,868 SF
= 63% TRANSPARENCY



2 NORTH COURTYARD ELEVATION
SCALE: 1" = 20'-0"

- KEYNOTES**
1. PAINTED PLASTER - SMOOTH FINISH - GRIZZLE GRAY
 2. PAINTED PLASTER - SMOOTH FINISH - ARGOS GRAY
 3. VARIANCE PLASTER BRIO FINISH - SLATE
 4. VARIANCE PLASTER BRIO FINISH - ALLOY
 5. PAINTED PLASTER - SMOOTH FINISH - WHITE
 6. JAMES HARDIE FIBER CEMENT SIDING
 7. METAL SIDING - ALUMINUM
 8. METAL SIDING - SILVER
 9. PAINTED PLASTER - SMOOTH FINISH - DORIAN GRAY
 10. TRESPA PANEL - MAHOGANY
 11. BURNISHED CMU - GLACIER WHITE
 12. GLAZING
 13. CABLE BALCONY RAILING
 14. GLASS BALCONY RAILING

EXHIBIT "A"
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Case No. D1R-2015-3939-
DB-SPP-D1-SPP



PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
PROJECT NO: 5681.00

RENDERED ELEVATION

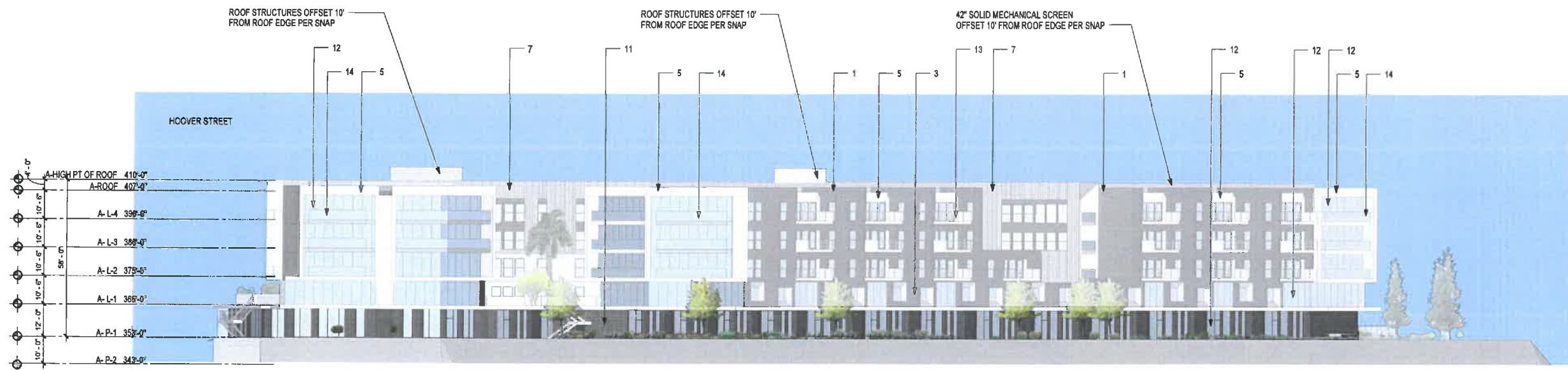
08/10/2017

carrierjohnson + CULTURE3
architecture + environments + brand strategy + graphics

DRAWING NO:

EP15

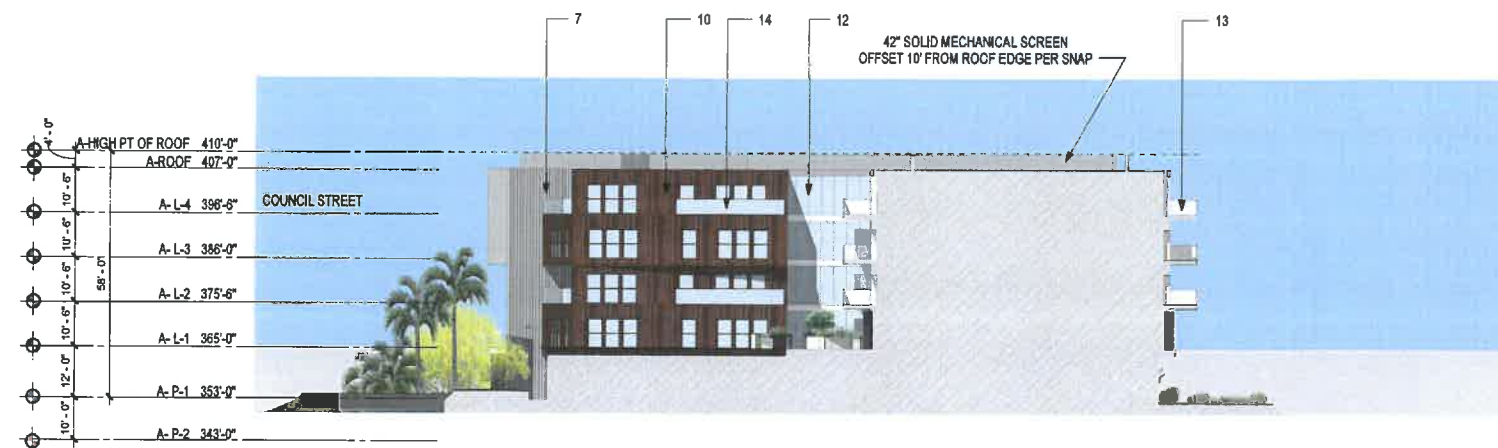
DI



1 NORTH EAST ELEVATION
SCALE: 1" = 20'-0"

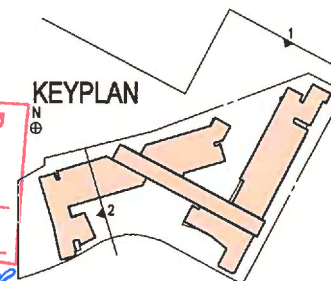
EAST ELEVATION TRANSPARENT SURFACE AREA
OVERALL SURFACE AREA: 802 SF
TRANSPARENCY: 411 SF
= 51% TRANSPARENCY

- KEYNOTES**
1. PAINTED PLASTER - SMOOTH FINISH - GRIZZLE GRAY
 2. PAINTED PLASTER - SMOOTH FINISH - ARGOS GRAY
 3. VARIANCE PLASTER BRIO FINISH - SLATE
 4. VARIANCE PLASTER BRIO FINISH - ALLOY
 5. PAINTED PLASTER - SMOOTH FINISH - WHITE
 6. JAMES HARDIE FIBER CEMENT SIDING
 7. METAL SIDING - ALUMINUM
 8. METAL SIDING - SILVER
 9. PAINTED PLASTER - SMOOTH FINISH - DORIAN GRAY
 10. TRESPA PANEL - MAHOGANY
 11. BURNISHED CMU - GLACIER WHITE
 12. GLAZING
 13. CABLE BALCONY RAILING
 14. GLASS BALCONY RAILING



2 EAST COURTYARD ELEVATION
SCALE: 1" = 20'-0"

EXHIBIT "A"
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DB-SPP-DI-SPP



PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

RENDERED ELEVATION

NOT FOR CONSTRUCTION
PROJECT NO: 5681.00

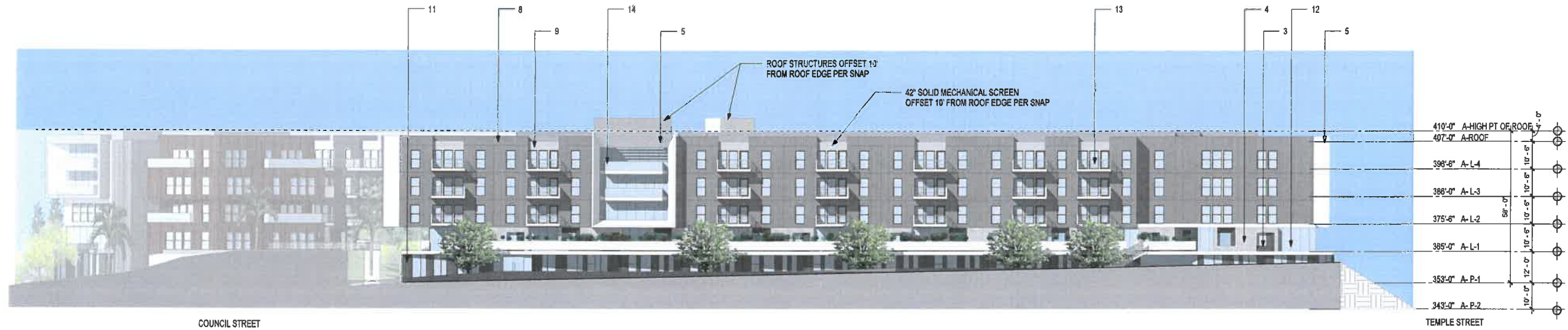
08/10/2017

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

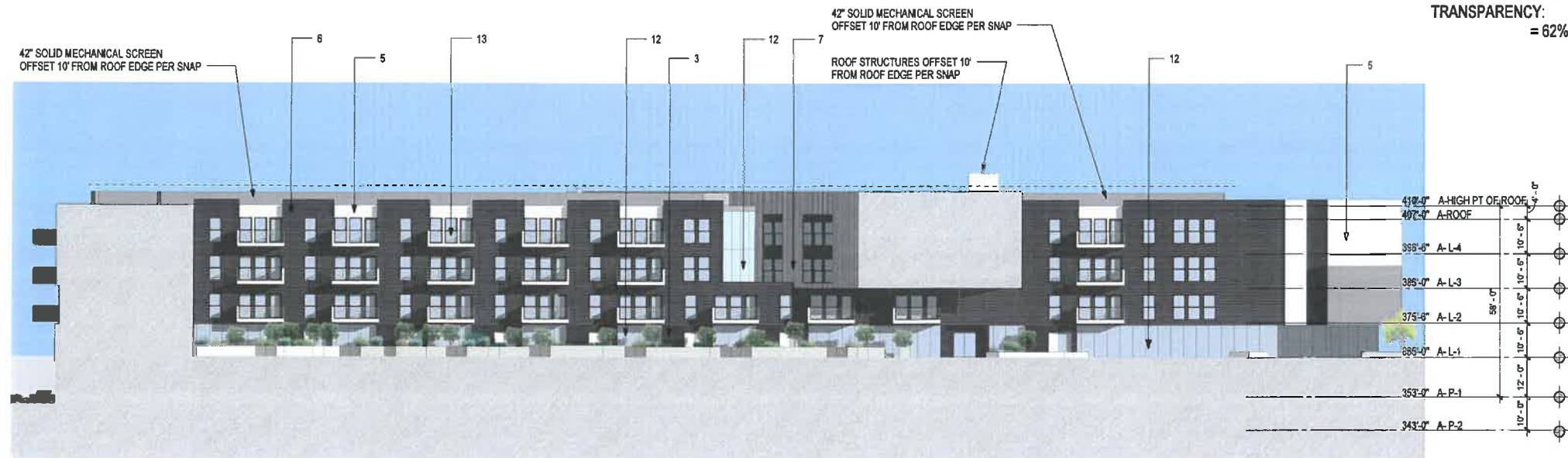
DRAWING NO:

EP16

DI



1 EAST ELEVATION
SCALE: 1" = 20'-0"



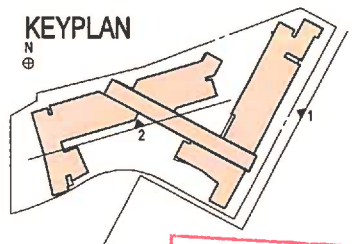
2 SOUTH COURTYARD ELEVATION
SCALE: 1" = 20'-0"

SOUTH ELEVATION TRANSPARENT SURFACE AREA
OVERALL SURFACE AREA: 4,286 SF
TRANSPARENCY: 2,671 SF
= 62% TRANSPARENCY

KEYNOTES

1. PAINTED PLASTER - SMOOTH FINISH - GRIZZLE GRAY
2. PAINTED PLASTER - SMOOTH FINISH - ARGOS GRAY
3. VARIANCE PLASTER BRIO FINISH - SLATE
4. VARIANCE PLASTER BRIO FINISH - ALLOY
5. PAINTED PLASTER - SMOOTH FINISH - WHITE
6. JAMES HARDIE FIBER CEMENT SIDING
7. METAL SIDING - ALUMINUM
8. METAL SIDING - SILVER
9. PAINTED PLASTER - SMOOTH FINISH - DORIAN GRAY
10. TRESPA PANEL - MAHOGANY
11. BURNISHED CMU - GLACIER WHITE
12. GLAZING
13. CABLE BALCONY RAILING
14. GLASS BALCONY RAILING

KEYPLAN



SOUTHERN COURTYARD ELEVATION TRANSPARENT SURFACE AREA
OVERALL SURFACE AREA: 720 SF
TRANSPARENCY: 368 SF
= 51% TRANSPARENCY

PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
PROJECT NO: 5681.00

RENDERED ELEVATION

08/10/2017

carrierjohnson + CULTURE3
architecture + environments + brand strategy + graphics

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DB-SPP-H-SPP

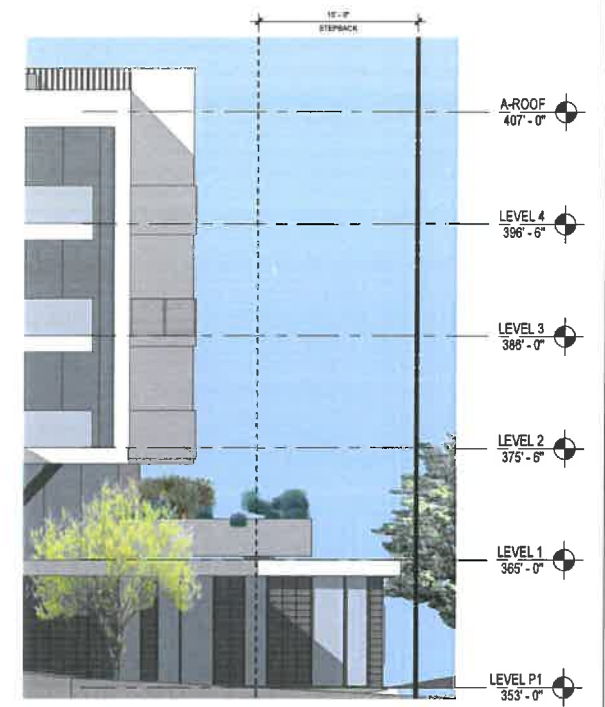
DRAWING NO: EP17

DI



1 WEST COURTYARD ELEVATION
SCALE: 1" = 20'-0"

TRANSPARENT SURFACE AREA
OVERALL SURFACE AREA: 1,445 SF
TRANSPARENCY: 750 SF
= 52% TRANSPARENCY



3 ENLARGED WEST COURTYARD ELEVATION
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION
SCALE: 1" = 20'-0"

TRANSPARENT SURFACE AREA
OVERALL SURFACE AREA: 1,441 SF
TRANSPARENCY: 730 SF
= 50% TRANSPARENCY

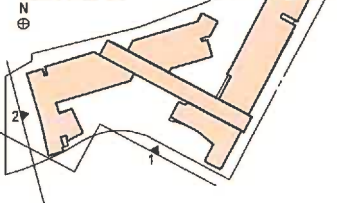
KEYNOTES

1. PAINTED PLASTER - SMOOTH FINISH - GRIZZLE GRAY
2. PAINTED PLASTER - SMOOTH FINISH - ARGOS GRAY
3. VARIANCE PLASTER BRIO FINISH - SLATE
4. VARIANCE PLASTER BRIO FINISH - ALLOY
5. PAINTED PLASTER - SMOOTH FINISH - WHITE
6. JAMES HARDIE FIBER CEMENT SIDING
7. METAL SIDING - ALUMINUM
8. METAL SIDING - SILVER
9. PAINTED PLASTER - SMOOTH FINISH - DORIAN GRAY
10. TRESPA PANEL - MAHOGANY
11. BURNISHED CMU - GLACIER WHITE
12. GLAZING
13. CABLE BALCONY RAILING
14. GLASS BALCONY RAILING

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Page No. 16 of 22
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DB-SPP-DI-SPP

KEYPLAN



PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
PROJECT NO: 5681.00

RENDERED ELEVATION

08/10/2017

carrierjohnson + CULTURE3
architecture + environments + brand strategy + graphics

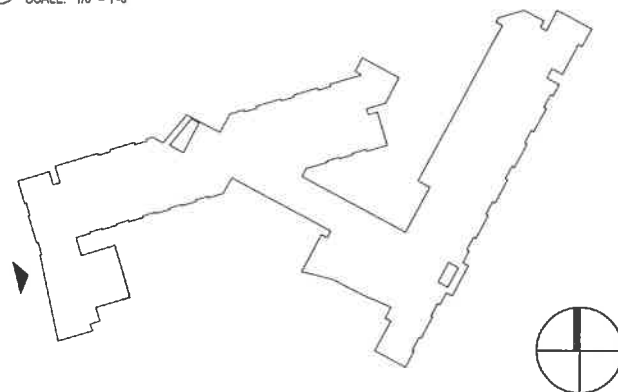
DRAWING NO:

EP18

DI



1 Enlarged West Elevation - Adjacent Building Elevation Overlay
SCALE: 1/8" = 1'-0"



Key Plan



2 Enlarged Floor Plan - Level P1
SCALE: 1/8" = 1'-0"

EXHIBIT "A"
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PER SNAP: BUILDINGS SHALL BE ARRANGED TO AVOID
WINDOWS FACING WINDOWS ACROSS PROPERTY LINES, OR
THE PRIVATE OPEN SPACE OF OTHER RESIDENTIAL UNITS.

PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
PROJECT NO: 5681.00

PRIVACY DIAGRAM

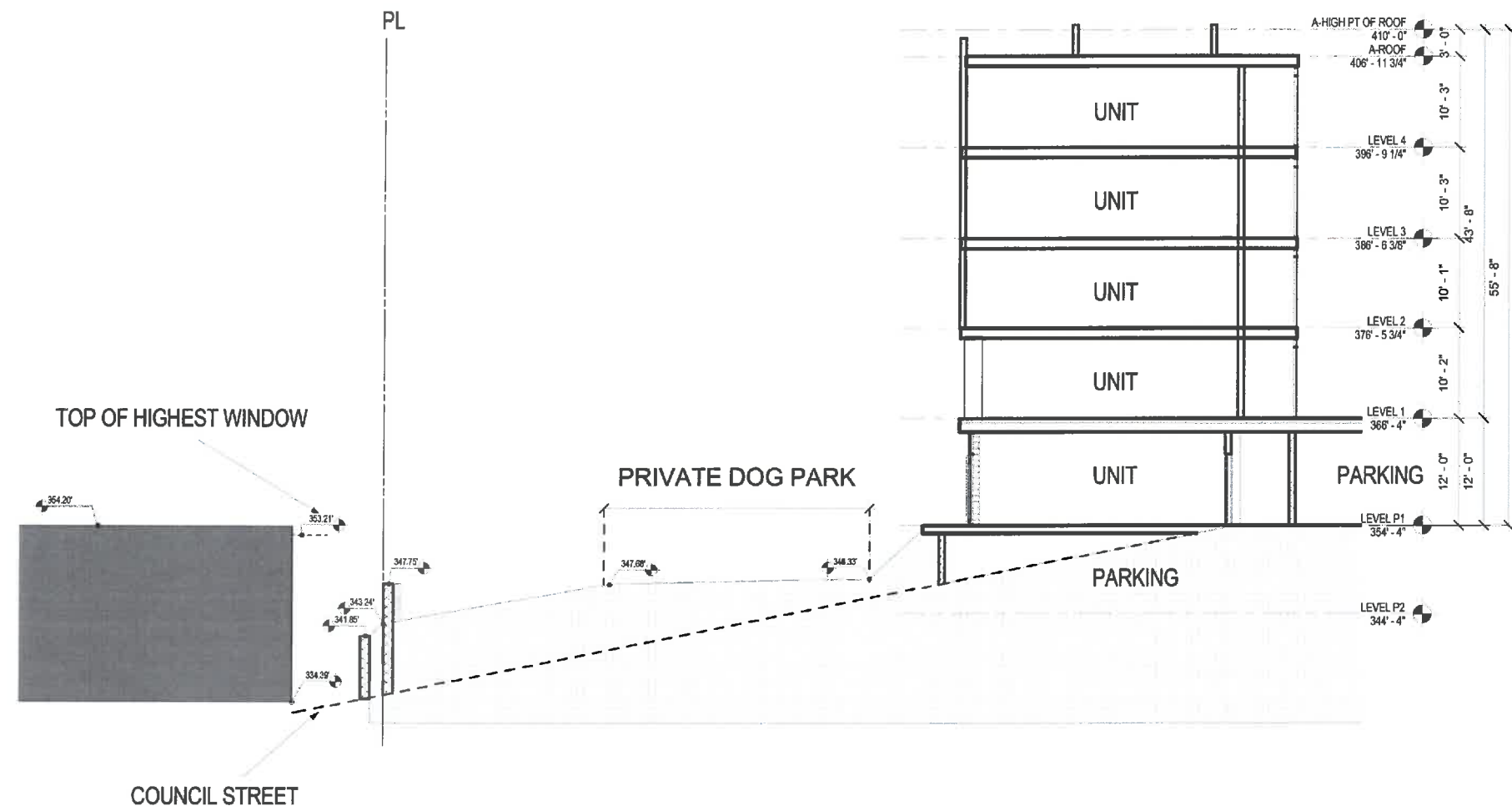
08/10/2017

carrierjohnson + CULTURE3
architecture + environments + brand strategy + graphics

DRAWING NO:

EP19

DI



1 Enlarged Site Section
SCALE: 1/8" = 1'-0"

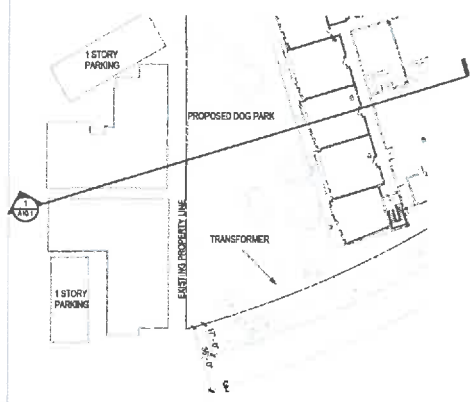


EXHIBIT "A"
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PER SNAP: BUILDINGS SHALL BE ARRANGED TO AVOID WINDOWS FACING WINDOWS ACROSS PROPERTY LINES, OR THE PRIVATE OPEN SPACE OF OTHER RESIDENTIAL UNITS.

PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

NOT FOR CONSTRUCTION
PROJECT NO. 5881.00

PRIVACY DIAGRAM

08/10/2017

carrierjohnson + CULTURE3
architecture + environments + brand strategy + graphics

DRAWING NO.

EP20

DI

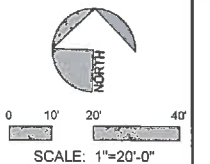
1. PROPERTY LINE
2. BUILDING ABOVE
3. 12' OUTDOOR EXERCISE LOOP TRAIL/ FIRE ACCESS
4. UTILITY PAD
5. PICNIC AREA WITH BBQ
6. FENCED DOG PARK WITH ARTIFICIAL TURF
7. MULTI-USE LAWN
8. EXISTING PARKWAY AND TREES ON COUNCIL ST.,
TO PROTECT-IN-PLACE
9. NEW 4' PARKWAY AND STREET TREES ON HOOVER ST.
10. MAIN ENTRANCE WITH DECORATIVE PAVING
11. BENCH
12. (6) BIKE RACKS / (12) BIKE PARKING
13. PODIUM EXIT STAIRS
14. PRIVATE PATIO
15. REMOVABLE BOLLARDS
16. GARAGE ACCESS
17. EXISTING TREE, TO BE REMOVED
18. WASTE RECEPTACLE

TOTAL TREE COUNT: 90

COMMON OPEN SPACE:	37,570 SF
REQUIRED LANDSCAPE AREA: (25% OF COMMON OPEN SPACE)	9,393 SF
PROVIDED LANDSCAPE AREA:	
GROUND LEVEL:	0 SF
PODIUM LEVEL:	11,570 SF
SEE LANDSCAPE PLANTED AREA TABULATION, L2.0	



- DI-SPR



HONGJOO KIM
LANDSCAPE
ARCHITECTS

DRAWING NO: L1.0

DI

KEYNOTE LEGEND

1. PROPERTY LINE
2. EXIT STAIRS
3. CONTROL ACCESS GATE
4. TENANT ACCESS PATH
5. PRIVATE PATIO WITH GATE
6. POOL 16' x 27'-6"
7. SPA
8. POOL ENCLOSURE
9. YOGA DECK
10. WATER FEATURE
11. BOCCIE BALL COURT
12. FIRE PLACE
13. BBQ WITH COUNTERTOP
14. COMMUNITY DINING
15. OUTDOOR SEATING
16. PLANTING POT
17. DECORATIVE PAVING
18. BENCH
19. SHADE STRUCTURE
20. MULTI-USE LAWN
21. MAIN ENTRANCE

Total Landscaped Planted Area Provided				
Area Name	Square Feet	Area Name	Square Feet	Total
L01	88	L21	232	
L02	148	L22	36	
L03	134	L23	813	
L04	88	L24	36	
L05	128	L25	36	
L06	891	L26	242	
L07	114	L27	36	
L08	211	L28	36	
L09	87	L29	445	
L10	108	L30	30	
L11	160	L31	244	
L12	413	L32	352	
L13	122	L33	192	
L14	49	L34	194	
L15	268	L35	128	
L16	633	L36	36	
L17	1106	L37	114	
L18	1253	L38	640	
L19	365	L39	1330	
L20	36			
Subtotal	6398		5172	
Total				11,570

PROPOSED TREE COUNT GROUND LEVEL: 18

PROPOSED TREE COUNT PODIUM LEVEL: 39

SNAP TREE COUNT: 18

EXISTING TREE COUNT: 15

TOTAL TREE COUNT: 90

COMMON OPEN SPACE: 37,570 SF

REQUIRED LANDSCAPE AREA:
(25% OF COMMON OPEN SPACE)

PROVIDED LANDSCAPE AREA:

GROUND LEVEL: 0 SF

PODIUM LEVEL: 11,570 SF

SEE LANDSCAPE PLANTED AREA TABULATION, L2.0



EXHIBIT "A"

Page No. 21 of 22

Case No. DR-2015-3939-DB-SPP
DI-SPP



SCALE: 1"=20'-0"

**HONGJOO KIM
LANDSCAPE
ARCHITECTS**

PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

LANDSCAPE PLAN, PODIUM LEVEL

NOT FOR CONSTRUCTION
PROJECT NO. 5881.00

OCTOBER 18, 2016

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

DRAWING NO: L2.0

DI



Parkinsonia floridum
Palo Verde Tree
Ground Level: 18
Podium Level: 14



Olea europaea
Olive
Ground Level: 2
Podium Level: 9



Arbutus unedo
Strawberry Tree
Ground Level: 0
Podium Level: 3



Pyrus calleryana 'Bradford'
Bradford Pear
Ground Level: 10
Podium Level: 0



Chilopsis linearis
Desert Willow
Ground Level: 0
Podium Level: 6



Pinus canariensis
Canary Island Pine
Ground Level: 5
Podium Level: 0



Asparagus densiflorus 'Myers'
Foxtail Fern



Festuca glauca 'Boulder Blue'
Blue Fescue



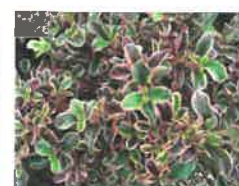
Leymus condensatus
'Canyon Prince'
Wild Rye



Agapanthus
Lily of the Nile



Philodendron xanadu
Winterbourn Philodendron



Euonymus fortunei
'Emerald n Gold'
Emerald 'n Gold Wintercreeper



Phormium 'Platts Black'
Black New Zealand Flax



Juncus patens 'Elk Blue'
Elk Blue California Gray Rush



Yucca gloriosa var.
recurvifolia 'Walbristar'
Bright Star Yucca



Trachelospermum jasminoides
Star Jasmine



Muhlenbergia rigens
Deergrass



Lantana camara 'Yellow Trailing'
Yellow Spreading Lantana



Nassella tenuissima
Mexican feather grass



Vinca major
Periwinkle



Ceanothus impressus
California Lilac



Carissa macrocarpa
Natal Plum



Raphiolepis indica
Indian Hawthorn



Kalanchoe thyrsiflora 'Desert Rose'
Desert Rose Plant



Aeonium canariense
Giant Velvet Rose



Sedum makinoi 'Ogon'
Golden Japanese Stonecrop



Aeonium arboreum
Tree aeonium



Aeonium arboreum
'Zwartkop'
Black Rose Aeonium



Sedum 'Lime Zinger'
Sunsparkler
Lime Zinger



Sedum rupestre 'Angelina'
Stonecrop



Aloe striata
Coral Aloe



Senecio serpens
Blue Chalksticks



Agave desmetiata 'Variegata'
Variegated Smooth Agave

EXHIBIT "A"
Page No. 22 of 22
Case No. DIR-2015-3939-DB-SPP-DI-SPP

**HONGJOO KIM
LANDSCAPE
ARCHITECTS**

PINNACLE 360
PINNACLE 360 HOOVER, LLC

ENTITLEMENT PACKAGE - 235 NORTH HOOVER STREET, LOS ANGELES, CA

LANDSCAPE PLANTING SCHEDULE

NOT FOR CONSTRUCTION
PROJECT NO: 8681.00

October 18, 2016

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

DRAWING NO: L3.0

DI



City of Los Angeles

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

EXHIBIT D

MND & MMP
ENV-2015-3940-MND

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

WILSHIRE COMMUNITY PLAN AREA

Pinnacle 360

Case Number: ENV-2015-3940-MND

Project Location: 235 N. Hoover Street, 3411, 3419, 3425, 3433, 3441 W. Council Street and 234 N. Commonwealth Place, in the City of Los Angeles, California 90004

Council District: CD 13 – Mitch O’Farrell

Project Description: Pinnacle 360 (“the Project”) is a proposed residential development located at the intersection of N. Hoover and W. Council Streets in the City of Los Angeles. The Project involves the demolition of the existing vacant Temple Community Hospital (“Hospital”) and the construction of a new five-story, 61-foot tall residential complex. The Project would contain a total of 221 condominium units above one level of subterranean parking, as well as at-grade level parking, containing a total of 384 automobile parking spaces and 138 bicycle parking spaces on a 130,859-square-foot site.

In order to implement the Project, the Applicant has requested approval of the following: (1) a Project Permit Compliance Review to allow a project located within the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan – Subarea B (Mixed Use Boulevards); (2) a Density Bonus Compliance Review to allow an on-menu incentive to increase the maximum building height from 50 feet to 61 feet for a project setting aside 11 percent, or 18 units, of the 163 by-right base density, for Very Low Income households and increasing the maximum density permitted by 35 percent to allow a total of 221 units; (3) a Site Plan Review to permit a Project that creates or results in an increase of 50 or more dwelling units; (4) a Director’s Interpretation to clarify that the Specific Plan map includes the adjacent R4-zoned one-half vacated street within the property line and therefore is included for calculations of FAR and density, and is subject to the SNAP regulations and development standards for Subarea B; (5) a Director’s Interpretation to clarify that the proposed forecourt plaza is an acceptable alternative to the pedestrian thoroughway required per Section 8.H of the SNAP, given the topography of the site; (6) a Vesting Tentative Tract Map for the creation of 221 condominium units and the merger of a portion of Hoover Street into the site; and (7) a Haul Route for the export of more than 1,000 cubic yards of earth material within the Bureau of Engineering (BOE) Special Grading Area.

APPLICANT:

Pinnacle 360 Hoover, LLC
1880 Century Park East, Ste. 600
Los Angeles CA 90067

PREPARED BY:

Meridian Consultants LLC
910 Hampshire Rd., Ste. V
Westlake Village, CA 91361

ON BEHALF OF:

City of Los Angeles
Department of City Planning
Central Project Planning Division

DECEMBER 2017

<p align="center">CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT PROPOSED MITIGATED NEGATIVE DECLARATION</p>		
LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: 13– Mitch O’Farrell
PROJECT TITLE: Pinnacle 360	ENVIRONMENTAL CASE: ENV-2015-3940-MND	CASE NO: DIR-2015-3939-DB-SPP-DI-SPR VTT-74377
<p>PROJECT LOCATION: 235 N. Hoover Street, 3411, 3419, 3425, 3433, 3441 W. Council Street and 234 N. Commonwealth Place, Los Angeles, California 90004</p>		
<p>PROJECT DESCRIPTION: The Project involves the demolition of the existing vacant Temple Community Hospital (“Hospital”) and the construction of a new five-story, 61-foot tall residential complex. The Project would contain a total of 221 condominium units above one level of subterranean parking, as well as at-grade level parking, containing a total of 384 automobile parking spaces and 138 bicycle parking spaces on a 130,859-square-foot site.</p> <p>In order to implement the Project, the Applicant has requested approval of the following: (1) a Project Permit Compliance Review to allow a project located within the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan – Subarea B (Mixed Use Boulevards); (2) a Density Bonus Compliance Review to allow an on-menu incentive to increase the maximum building height from 50 feet to 61 feet for a project setting aside 11 percent, or 18 units, of the 163 by-right base density, for Very Low Income households and increasing the maximum density permitted by 35 percent to allow a total of 221 units; (3) a Site Plan Review to permit a Project that creates or results in an increase of 50 or more dwelling units; (4) a Director’s Interpretation to clarify that the Specific Plan map includes the adjacent R4-zoned one-half vacated street within the property line and therefore is included for calculations of FAR and density, and is subject to the SNAP regulations and development standards for Subarea B; (5) a Director’s Interpretation to clarify that the proposed forecourt plaza is an acceptable alternative to the pedestrian thoroughway required per Section 8.H of the SNAP, given the topography of the site; (6) a Vesting Tentative Tract Map for the creation of 221 condominium units and the merger of a portion of Hoover Street into the site; and (7) a Haul Route for the export of more than 1,000 cubic yards of earth material within the Bureau of Engineering (BOE) Special Grading Area.</p>		
<p>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Pinnacle 360 Hoover, LLC 1880 Century Park East, Ste. 600 Los Angeles CA 90067</p>		
<p>FINDING: The Department of City Planning of the City of Los Angeles has proposed that a Mitigated Negative Declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of significance.</p>		
<p align="center">SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED</p>		
<p>Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require</p>		

preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

NAME OF PERSON PREPARING FORM Nuri Cho	TITLE City Planning Associate	TELEPHONE NUMBER (213) 978-1177
ADDRESS 200 N. Spring Street, Room 621 Los Angeles, CA 90012	SIGNATURE (Official) 	DATE January 8, 2018

SUMMARY OF MITIGATION MEASURES

The Initial Study for this Project identified the following mitigation measures that will be imposed as part of this Mitigated Negative Declaration.

Aesthetics

No mitigation measures are required.

Agriculture and Forestry Resources

No mitigation measures are required.

Air Quality

No mitigation measures are required.

Biological Resources

MM BIO-1 Bird Habitat Modification

- Project activities (including disturbances to native and nonnative vegetation, structures, and substrates) should take place outside of the breeding season for birds, which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). “Take” means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill (California Fish and Wildlife Code Section 86).
- If Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the Applicant shall delay all clearance/ construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the qualified biologist could continue the surveys to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting.

The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

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

MM BIO-2 Hoary Bat Habitat Modification

- To avoid impacts to the Hoary Bat (*Lasiurus cinereus*), if large trees are intended to be removed between August 1 and February 28, the Applicant shall retain a qualified biologist to conduct nocturnal roosting bat surveys within the area prior to site preparation activities. If evidence of bats is present, then removal of the occupied roost trees shall not occur until a biologist determines that the roost is no longer in use.

MM BIO-3 Tree Removal (Non-Protected Trees)

- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

MM BIO-4 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk in diameter, or cumulative trunk diameter of multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Cultural Resources

No mitigation measures are required.

Geology and Soils

No mitigation measures are required.

Greenhouse Gas Emissions

No mitigation measures are required.

Hazards and Hazardous Materials

No mitigation measures are required.

Hydrology and Water Quality

No mitigation measures are required.

Land Use and Planning

No mitigation measures are required.

Mineral Resources

No mitigation measures are required.

Noise

MM NOI-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generation construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction and equipment with state-of-the-art noise shielding and muffling devices.
- The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

MM NOI-2 Increased Noise Levels (Parking Structure Ramps)

- Concrete, not metal, shall be used for construction of parking ramps.

- The interior ramps shall be textured to prevent tire squeal at turning areas.

Population and Housing

No mitigation measures are required.

Public Services

MM PS-1 Public Services (Police)

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to “Design Out Crime Guidelines: Crime Prevention Through Environmental Design,” published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Recreation

No mitigation measures are required.

Transportation and Traffic

MM-TRAF-1: Work Area Traffic Management Plan

- The Project Applicant shall submit a formal Work Area Traffic Control Plan for review and approval by the Department of Building and Safety prior to the issuance of any construction permits. This plan shall incorporate safety measures around the site to reduce the risk to pedestrian traffic near the work area. This plan shall identify traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity.

Tribal Cultural Resources

No mitigation measures are required.

Utilities and Service Systems

No mitigation measures are required.

Mandatory Findings of Significance

Applicable mitigation measures have been stated above.

Cumulative Impacts

As discussed in the Initial Study, there may be environmental impacts, which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probably future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

**Initial Study
Pinnacle 360
City of Los Angeles**

Prepared for:
City of Los Angeles
Department of City Planning

Prepared by:
Meridian Consultants LLC
910 Hampshire Road, Suite V
Westlake Village, California 91361

December 2017

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B	Biological Resources Evaluation and Tree Survey
C	Historic Resource Report
C-1	Historic Resource Report Clarification Letter
D	Geotechnical Investigation
E	Phase 1 Environmental Site Assessment and Phase 2 Limited Subsurface Investigation
F	Noise Measurement Data
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1.0 INTRODUCTION

<u>Project Title:</u>	Pinnacle 360
<u>Project Location:</u>	235 N. Hoover Street, 3411, 3419, 3425, 3433, 3441 W. Council Street and 234 N. Commonwealth Place, Los Angeles, California 90004
<u>Project Applicant</u>	Pinnacle 360 Hoover, LLC 1880 Century Park East Suite 600 Los Angeles, CA 90067
<u>Lead Agency:</u>	City of Los Angeles Department of City Planning 200 N. Spring Street, Room 721 Los Angeles, CA 90012

PROJECT SUMMARY

The subject of this Initial Study Analysis is the Pinnacle 360 Project (“Project”), a residential development located at the intersection of N. Hoover and W. Council Streets in the City of Los Angeles. The primary address is 235 N. Hoover Street Los Angeles, California (“Project Site”). Other addresses associated with the site include 3411, 3419, 3425, 3433, 3441 W. Council Street and 234 N. Commonwealth Place. The Project Site is within the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan – Subarea B (Mixed Use Boulevards) and the Wilshire Community Plan (“Community Plan”) area.

The Project involves the demolition of the existing vacant 3.05-acre Temple Community Hospital (Hospital) building and the construction of a five-story residential complex on a 130,859-square-foot site. The complex would contain a combined total of 221 condominium units over one level of subterranean parking as well as parking on the interior of the ground-level. The maximum building height would be 61 feet, as measured from the lowest point within 5 feet from the base of the building to the highest point of the roof.¹ The Project would include 384 automobile parking spaces and 138 bicycle parking spaces.

1 As per LAMC SEC. 12.21.1 -- HEIGHT OF BUILDING OR STRUCTURES.

ENVIRONMENTAL REVIEW PROCESS

This Initial Study is a preliminary analysis, prepared by and for the City of Los Angeles as the Lead Agency and in compliance with the California Environmental Quality Act (CEQA), to determine whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) should be prepared for the Project. An MND is prepared when the Initial Study has identified potentially significant effects on the environment but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur; and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment. Consequently, the analysis contained herein concludes that an MND should be prepared for the Project.

ORGANIZATION OF INITIAL STUDY ANALYSIS

This Initial Study is organized into six sections as follows:

Section 1.0, Introduction, provides introductory information such as the Project title, the Project Applicant, and the lead agency for the Project.

Section 2.0, Existing Conditions, describes the existing conditions, surrounding land use, general plan, and existing zoning in the Project Site.

Section 3.0, Project Description, provides a detailed description of the Project, including the environmental setting, project characteristics, related project information, project objectives, and environmental clearance requirements.

Section 4.0, Environmental Analysis, includes an analysis for reach resource topic and identifies impacts of implementing the Project. It also identifies mitigation measures, if applicable.

Section 5.0, References, identifies all printed references and individuals cited in this Initial Study.

Section 6.0, List of Preparers, identifies the individuals who prepared this report and their areas of technical specialty.

In addition, the **Appendices** include Project-specific reports and data used to support the analysis in this Initial Study.

2.0 EXISTING CONDITIONS

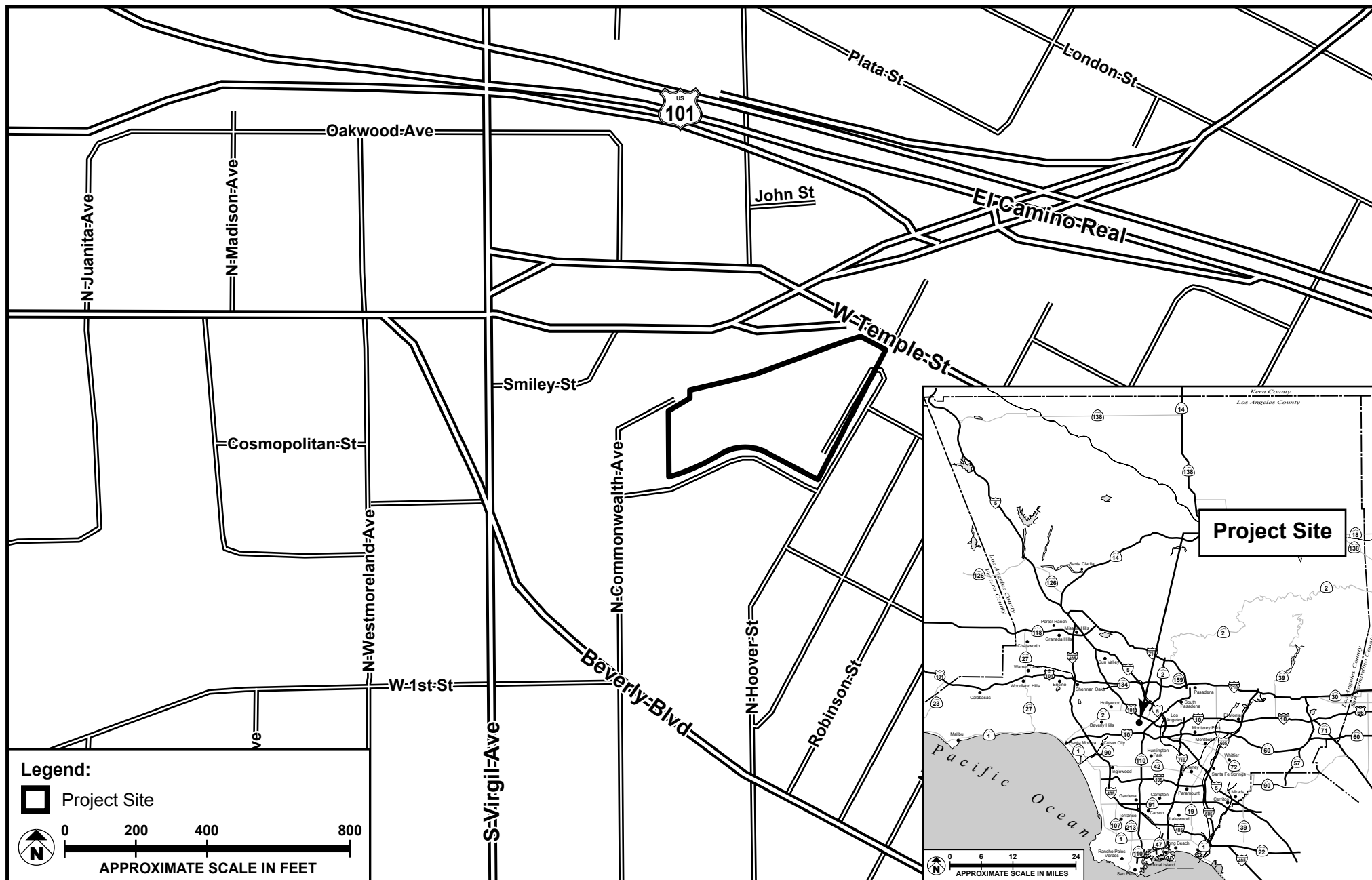
PROJECT SITE

The Project Site's Assessor's Parcel Number (APN) is 5501004006, matching property addresses 235 N. Hoover Street, 3411, 3419, 3425, 3433, 3441 W. Council Street and 234 N. Commonwealth Place, in the City of Los Angeles, California 90004. The Project Site encompasses approximately 130,859 square feet (3.01 acres), including approximately 4,505 square feet of Hoover Street that will be vacated, and is bound by N. Hoover Street to the east, Council Street to the south, Commonwealth Place to the west, and Temple Street and Silver Lake Boulevard to the north/northwest as shown in in **Figure 2.0-1, Project Location Map**. The north side of the Project Site is bordered by 20- to 40-foot-steep slopes down to Temple Street.

SITE CONDITIONS

As shown in **Figure 2.0-2, Aerial Photograph of the Project Site**, and on **Figures 2.0-3 through 2.0-5, Existing Conditions**, the vacant Temple Community Hospital building, associated facility buildings, parking structures, retaining walls, landscaping, and pavements currently occupy the Project Site. The Hospital is an irregularly shaped property with street frontages on N. Hoover Street and Council Street.

The Project Site contains a total of 54 trees, including 37 non-protected trees on site, and 17 street trees in the public right-of-way along Hoover and Council Streets, as shown in **Figure 2.0-6, Existing Trees**.



SOURCE: Google Earth - 2016

FIGURE 2.0-1



SOURCE: Google Earth - 2016

FIGURE 2.0-2



1. Temple Community Hospital Facing South from the Hospital Parking lot on N. Hoover Street



2. Temple Community Hospital Facing West from the N.Hoover Street

FIGURE 2.0-3



3. Temple Community Hospital and Associated Parking Structure Facing Southwest from the top of N. Hoover Street



4. Project Site Facing Northwest from N. Hoover Street and Council Street

FIGURE 2.0-4



3. Temple Community Hospital and Associated Parking Structure Facing Southwest from the top of N. Hoover Street

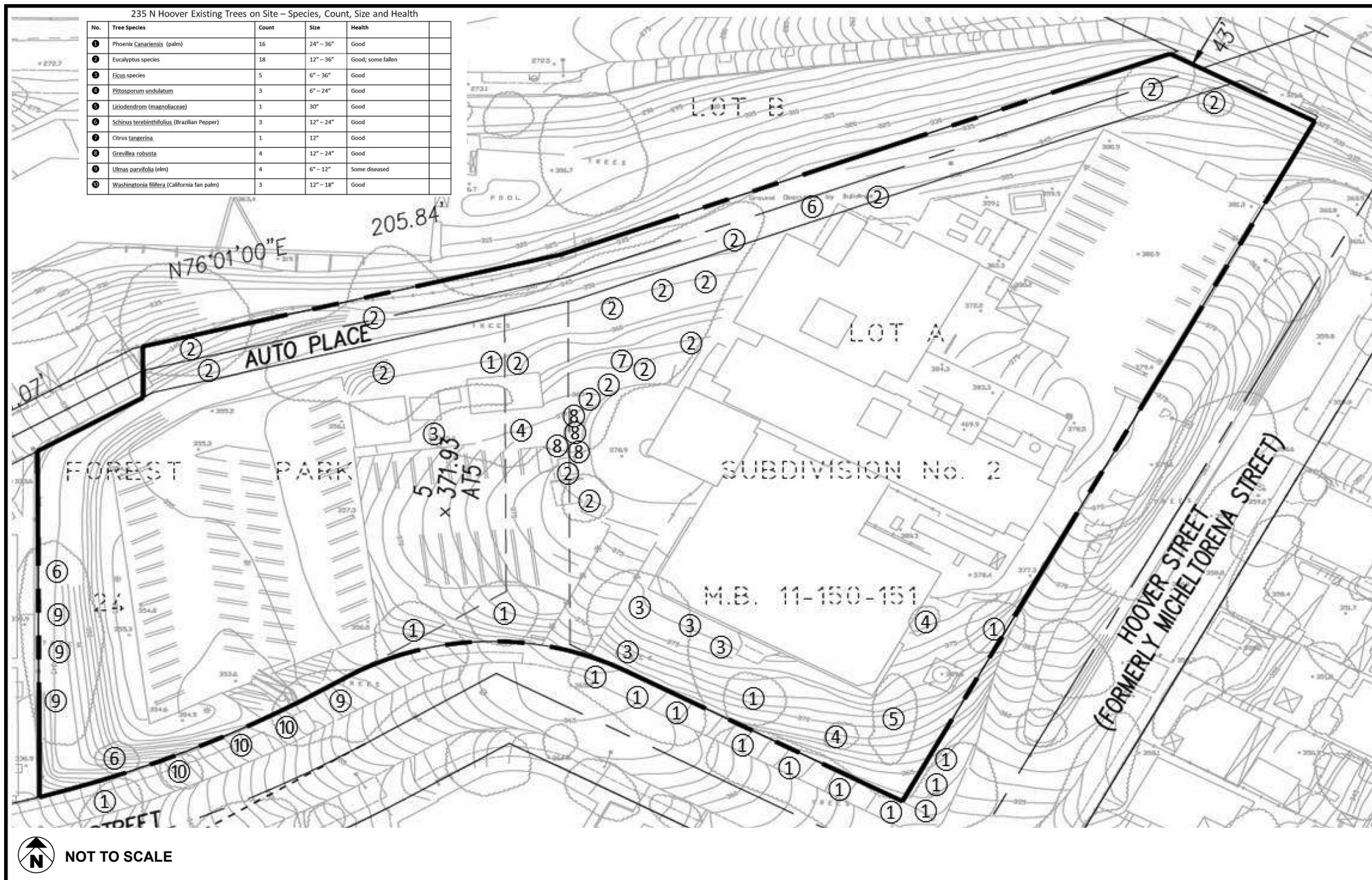


4. Project Site Facing Northwest from N. Hoover Street and Council Street

FIGURE 2.0-5

235 N Hoover Existing Trees on Site – Species, Count, Size and Health

No.	Tree Species	Count	Size	Health
1	Phoenix Canariensis (palm)	16	24" – 36"	Good
2	Eucalyptus species	18	12" – 36"	Good; some fallen
3	Ficus species	5	6" – 36"	Good
4	Pittosporum undulatum	3	6" – 24"	Good
5	Liriodendron (magnolaceae)	1	30"	Good
6	Schinus terebinthifolius (Brazilian Pepper)	3	12" – 24"	Good
7	Citrus tangerina	1	12"	Good
8	Grevillea robusta	4	12" – 24"	Good
9	Ulmus caroliniana (elm)	4	6" – 12"	Some diseased
10	Washingtonia filifera (California fan palm)	3	12" – 18"	Good



SOURCE: Carrierjohnson+culture, Entitlement Package - February 2017

FIGURE 2.0-6

SURROUNDING LAND USES

The properties surrounding the Project Site generally consist of single- and multi-family residential buildings.

North: The Project Site is located at the top of a hill, and a landscaped hillside slopes down approximately 20 to 40 feet to Temple Street below and to the north of the Project Site. Quality Inn and Suites Hotel and associated parking and single-family homes are located to the north and northwest of the Project Site. These properties are zoned C2-1, P-1, R4-1 and designated for General Commercial land uses.

East: Single- and multi-family residences are located east of the Project Site across N. Hoover Street. Properties to the east are zoned C2-1, R3-1, RD2-1, and RD1.5-1 and designated for Highway Oriented Commercial, Medium Residential, and Low Medium Residential land uses.

South: Multistory apartment buildings are located to the south of the Project Site across Council Street. Properties are zoned R4-1 and designated for High Medium Residential land uses.

West: Properties located to the west of the Project Site are developed with multi-family residential buildings, office, retail, and auto-related uses. Properties to the west are zoned R4-1 and [Q]C2-1 and designated for High Medium Residential and Limited Manufacturing land uses.

REGIONAL AND LOCAL ACCESS

Primary regional access to the site is provided by the Hollywood Freeway (US 101), which runs in a northwest–southeast direction less than a quarter-mile north of the Project Site.

Local street access is provided by the following streets:

N. Hoover Street: N. Hoover Street is a two-way street providing one travel lane in each direction and on-street parking near the Project Site. N. Hoover Street adjoins the Project Site on the east and generally runs in a northeast–southwest direction. N. Hoover Street is designated as a Local Street by the Mobility Plan 2035 with a designated right-of-way width of 60 feet and roadway width of 36 feet.

Council Street: Council Street is a two-way street providing one travel lane in each direction and on-street parking to the south of the Project Site. Council Street generally runs in a northwest–southeast direction. Council Street is designated as a Local Street by the Mobility Plan 2035 with a designated right-of-way width of 60 feet and roadway width of 36 feet.

N. Commonwealth Avenue: N. Commonwealth Avenue is a two-way street providing one travel lane in each direction and on-street parking near the Project Site to the west. N. Commonwealth Avenue

generally runs in a north-south direction. N. Commonwealth Avenue is designated as a Local Street by the Mobility Plan 2035 with a designated right-of-way width of 60 feet and roadway width of 36 feet.

Temple Street: Temple Street is a two-way street providing one to two travel lanes in each direction. There is no public street access to Temple Street from the Project Site, and no public surface parking is accessible behind the Hospital fronting on Hoover Street. Temple Street is designated as an Avenue II by the Mobility Plan 2035 with a designated right-of-way width of 86 feet and roadway width of 56 feet.

Silver Lake Boulevard: A portion of Silver Lake Boulevard to the north of the Project Site, adjacent to Quality Inn and Suites Hotel, is designated as a Local Street by the Mobility Plan 2035 with a designated right-of-way width of 60 feet and roadway width of 36 feet. The main Silver Lake Boulevard is a two-way street providing two travel lanes in each direction. Silver Lake Boulevard general runs in a northeast – southwest direction. Silver Lake Boulevard is designated as an Avenue II by the Mobility Plan 2035 with a right-of-way width of 86 feet and roadway width of 56 feet.

Public Transit

The Project Site is approximately 0.4 miles from the Vermont/Beverly Metro Red Line Station. This station serves the Metro Red Line, which runs between North Hollywood and LA Union Station and connects to the Orange Line in North Hollywood, to the Purple Line in Koreatown, and to the Blue Line in Downtown Los Angeles. The line also connects to the Metro Gold Line and the Metrolink commuter rail lines at Union Station. In addition, the Project Site is served by several bus lines. Metro Rapid Bus Line 754 runs along N. Vermont Avenue, within 0.4 miles from the Project Site, with the closest station to the Project Site located at N. Vermont Avenue and Beverly Boulevard. Several Metro Bus Lines (10, 14, 37, 48, 204, 206) run along Beverly Boulevard. In addition, Metro Bus Lines 10 and 48 run along W. Temple Street, which connects with Robinson Street leading into the Project Site. The closest stop to the Project Site is located at N. Hoover Street and Beverly Boulevard, less than 0.2 miles from the Project Site. Finally, the Wilshire Center/Koreatown DASH Bus Line is located less than half a mile from the Project Site at N. Vermont Avenue and W. First Street.

LAND USE AND ZONING DESIGNATIONS

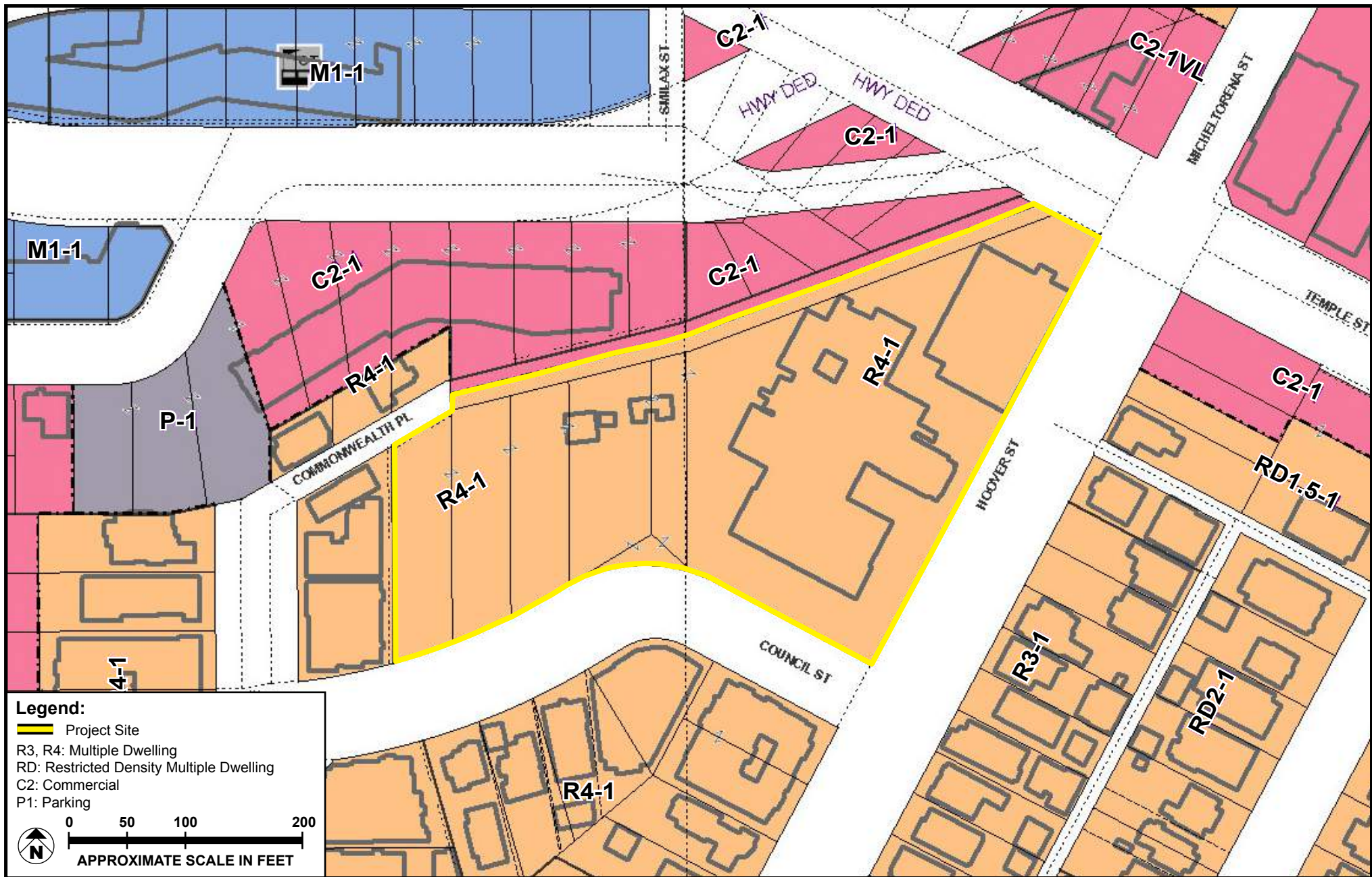
The Project Site is located in the Vermont/Western SNAP – Subarea B (Mixed Use Boulevards) and within the boundaries of the Wilshire Community Plan. The SNAP is generally bound by Franklin Avenue, the Hollywood Freeway, Hillhurst and Virgil Avenues, Heliotrope Drive, Sunset Boulevard, and 3rd Street. **Figure 2.0-7, Land Use and Zoning Map**, depicts the Land Use and Zoning Designation of the Project Site and the surrounding area.

Wilshire Community Plan

The Wilshire Community Plan area is bound by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard, and Pico Boulevard to the south; Hoover Street to the east; and the Cities of West Hollywood and Beverly Hills to the west. The stated intent of the Wilshire Community Plan is to enhance the positive characteristics of residential neighborhoods while providing a variety of housing opportunities. The Wilshire Community Plan also aims to improve the function, design, and economic vitality of commercial areas, maximize development opportunities around existing and future transit systems, and preserve and strengthen commercial developments to provide a diverse job-producing economic base. The Wilshire Community Plan designates the Project Site as High Medium Residential.

Vermont/Western Transit Oriented District Specific Plan (SNAP)

The Project Site is located at the eastern edge of the SNAP. The SNAP was adopted to make the neighborhood more livable, economically viable, and pedestrian and transit friendly by achieving the maximum benefit from the four Metro Red Line subway stations located within the vicinity. The SNAP was also adopted to improve the housing quality in the neighborhood through the construction of affordable housing units available for home ownership in mixed-use buildings along transit and commercial corridors. In addition, the SNAP includes standards and plans to transform neighborhood streets into shared streets to create safer routes to school and transit, with the ultimate goal of creating a transit-friendly area. The Project Site is located within Subarea B (Mixed Use Boulevards). The allowed uses and standards of Subarea B are described below.



SOURCE: ZIMAS - 2016

FIGURE 2.0-7

Subarea B: Mixed Use Boulevards

Subarea B allows residential uses that are permitted in the R3 Zone (includes single-family residences and apartment buildings), and commercial uses that are permitted in the C1.5 Zone (includes retail, hotel, hospital, and office or business uses). The proposed project will increase the maximum density permitted on the property by 35 percent through the City's Density Bonus Ordinance No. 179,681. The maximum permitted Floor Area Ratio (FAR) for a 100-percent residential project is 2:1, and the maximum height is limited to 50 feet. The proposed project requests an on-menu incentive to increase the height limit from 50 feet to 61 feet.

Additionally, Section 8.D of the SNAP specifies amounts of public and private open space required for residential projects, and Section 8.E sets forth minimum and maximum parking requirements for residential units and guests.

The SNAP also includes Development Standards and Design Guidelines, which contain provisions and criteria regarding site planning, building design, façade treatments, open space, landscaping and other standards for private properties as well as public right-of-way and facilities located within the SNAP area. The Development Standards are legal requirements that address those aspects of site development and building design for which physical specifications can be described. Design Guidelines are strong recommendations that provide direction for more subjective considerations.

Los Angeles Municipal Code

The Project Site is zoned R4-1 (Multiple Residential). The R4 zone permits multiple dwelling uses, including single- and multi-family dwellings, home occupations, childcare, churches, and schools. The Project Site is located within Height District 1, as indicated by the "-1" attached to the zoning designation.

Relationship between the SNAP and Los Angeles Municipal Code

Wherever the Specific Plan contains provisions which require or permit greater or lesser heights, parking, use, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan prevails and supersedes the applicable provisions of the Code.

RELATED PROJECTS AND FORECASTED GROWTH

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064(h), this Initial Study evaluates the Project's contribution to cumulative impacts. CEQA Guidelines Section 15355 states that "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Specifically, the City has considered whether the effects of a project are cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Cumulative impacts may be analyzed either by considering a list of past, present, and probable future projects producing related or cumulative impacts or by using a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.² For most impact areas, this Initial Study uses a summary of projections approach. For example, cumulative Air Quality impacts are evaluated against the forecasts of the South Coast Air Quality Management District's Air Quality Management Plan and the growth projections of Southern California Association of Governments' Regional Comprehensive Plan. However, for traffic analysis a hybrid approach is utilized. In order to so evaluate the potential for cumulative impacts, the traffic study for the Project considered a list of "related projects" within the general vicinity of the Project, as shown on **Table 2.0-1, Related Projects List**, and also assumed annual ambient traffic growth of 1% per year.

² State CEQA Guidelines Section 15130(b)(1)

**Table 2.0-1
Related Projects List**

No	Project	Address	Description	Size
1	2005-CEN-2347	2525 Wilshire Boulevard	Condominiums; Retail	-- -- 160 du 7,500 sf
2	Mixed-Use	3033 W. Wilshire Boulevard	Condominiums; Retail;	189 du 5,540 sf
3	Mixed-Use	805 S. Catalina Street	Condominiums; Retail	300 du 5,000 sf
4	Mixed-Use	3200 W. Beverly Boulevard	Condominiums; Retail	32 du 5,867 sf
5	Mixed-Use	820 S. Hoover Street	Condominiums Retail	32 du 4,500 sf
6	Mixed-Use	1924 W. Temple Street	Condominiums; Apartments; Retail	205 du; 46 du; 19,103 sf
7	Mixed-Use (Condo Hotel)	699 S. New Hampshire Avenue	Condominiums; Hotel Quality; Restaurant; Retail	169 du 57 -- 4,500 sf 1,700 sf
8	Affordable Housing & Assisted Living	2924 W. 8th Street	Apartments; Assisted Living Units	37 du 48 du
9	Apt Hotel - Nest at Catalina	621 S. Catalina Street	Apartments; Hotel Quality; Restaurant	7 du 75 rm 1,547 sf
10	Sunset Flats (Mixed-Use)	2225 W. Sunset Boulevard	Condominiums; Retail; Restaurant	65 du 7,775 sf 7,775 sf
11	Restaurant/Theater	2139 W. Sunset Boulevard	Restaurant	5,979 sf
12	Western Galleria Market	100 N. Western Avenue	Retail; Apartments	30,000 sf 98 du
13	Southwestern Law School Expansion	3050 W. Wilshire Boulevard	Apartments; School; Other	133 du 43,400 sf 450 seats
14	Westlake Theater Apts	619 S. Westlake Avenue	Apartments	52 du
15	Charter School Relocation (Camino Nuevo)	3400 W. 3rd Street	School	696 students
16	Health Club	3470 W. Wilshire Boulevard	Health Club	20,178 sf
17	Berendo (688) Apartments	688 S. Berendo Street	Apartments	136 du
18	680 Berendo Apartments	680 S. Berendo Street	Apartments	177 du
19	685 S New Hampshire	685 S. New Hampshire Avenue	Apartments	177 du
20	Hotel - Restaurant	1629 N. Griffith Park Boulevard	Hotel Restaurant; Bar/Lounge	26 rm 3,784 sf 2,497 sf
21	Restaurants	135 N. Western Avenue	Restaurant	11,904 sf
22	Mixed-Use	864 S. Vermont Avenue	Apartments; Retail	411 43,800 sf
23	Apartments	535 S. Kingsley Drive	Apartments	85 du
24	Equitas Charter School	2723 W. 8th Street	School	450 seats

No	Project	Address	Description	Size
25	Mixed-Use	2850 W. 7th Street	Condominiums; Hotel; Retail	160 du 40 rm 3,600 sf
26	Residential	2929 W. Leeward Avenue	Condominiums	80 du
27	6th & Virgil	2968 W. 6th Street	Apartments; Restaurant; Health Club	399 du 12,000 sf 8,000 sf
28	AMCAL - Meridian Apts	241 N. Vermont Avenue	Apartments; Retail	100 du 5,000 sf
29	Hotel & Retail	4110 W. 3rd Street	Hotel; Retail	174 rm 2,780 sf
30	Restaurant	1455 N. Alvarado Street	Restaurant	7,948 sf
31	Sunset Junction	4000. W Sunset Boulevard	Retail; Health Club; Apartments; Restaurant	2,800 sf 4,500 sf 297 du 14,700 sf
32	Apartments	3350 W Wilshire Boulevard	Apartments	121 du
33	Mixed-Use	3545 W Wilshire Boulevard	Apartments; Retail	432 du 36,676 sf
34	Mixed-Use	605 S Vermont Avenue	Apartments; Museum	101 du 30,937 sf
35	Mixed-Use	609 N Dillon Avenue	Apartments; Retail	137 du 18,000 sf
36	Hotel & Restaurant	2965 W 6th Street	Other	99 rm
37	Apartments	422 S Lake Street	Apartments	80 du
38	Mixed-Use	627 S Vermont Avenue	Apartments; Restaurant	179 du 12,000 sf
39	Mixed-Use	2972 W 7th Street	Apartments; Retail	180 du 15,000 sf
40	Apartment & Child Care	3330 W Beverly Boulevard	Apartments; Daycare; Retail	40 du 4,237 sf

LADOT, Gibson Transportation (January 2016)

3.0 PROJECT DESCRIPTION

PROPOSED DEVELOPMENT

The Project would include the demolition of the existing vacant Temple Community Hospital building, associated facility buildings, parking structures, retaining walls, landscaping, and pavements on the Project Site. The Project would involve the construction of a new, five-story, multi-family residential complex, which consists of two main buildings and a bridge-like structure connecting the two buildings. The complex would contain a two-level parking garage consisting of an at-grade and one subterranean level. The Project would contain a total of 221 residential units (18 of which would be designated as affordable units) consisting of 19 studio, 90 one-bedroom, 6 one-bedroom + den, 96 two-bedroom and 10 three-bedroom units. The Project would be 61 feet in height, as measured from the lowest point within 5 feet from the base of the building to the highest point of the roof. The Project would also include resident amenities, such as a gym and courtyards featuring outdoor kitchen, seating areas, lawn, pool and spa.

The Project includes an adjustment to the right-of-way and parcel boundaries along Hoover Street. The portion of Hoover Street bordering the Project Site would be rebuilt and the boundary between the right-of-way and the Project Site would be moved approximately 16¼ feet, vacating and merging of approximately 4,505 square feet of Hoover Street to the Project Site.

Vehicular access to the complex would be provided via a driveway from Council Street that accesses both parking levels. The pedestrian entry would be provided by a public lobby entrance on Council Street. A total of 384 automobile parking spaces and 138 bicycle parking spaces would be provided in one level of subterranean parking as well as parking on in the interior of the ground level, as shown in **Figures 3.0-1, Floor Plan—Level P2** and **Figure 3.0-2, Floor Plan—Level P1**. Level P2 would consist entirely of parking. Level P1 would include 38 residential units along the perimeter of the building and parking in the interior. As illustrated by **Figure 3.0-3, Floor Plan—Level 1, Figure 3.0-4, Floor Plan—Level 2, Figure 3.0-5, Floor Plan—Level 3** and **Figure 3.0-6, Floor Plan—Level 4**, each floor of the buildings would contain 44 to 48 residential units.

The Project would provide residential open space for the Project Site as required by the SNAP. Based on the number of units and the mix of unit types, 25,400 square feet of open space would be required for the Project Site. Approximately 36,771 square feet of common open space is proposed, which includes space for common amenities, gym, and pool. Of this open space, a minimum of 25 percent would be landscaped, as shown in **Figure 3.0-7, Landscape Plan—Ground Level** and **Figure 3.0-8, Landscape Plan—Podium Level**. The Project would comply with the City of Los Angeles Landscape Ordinance by including

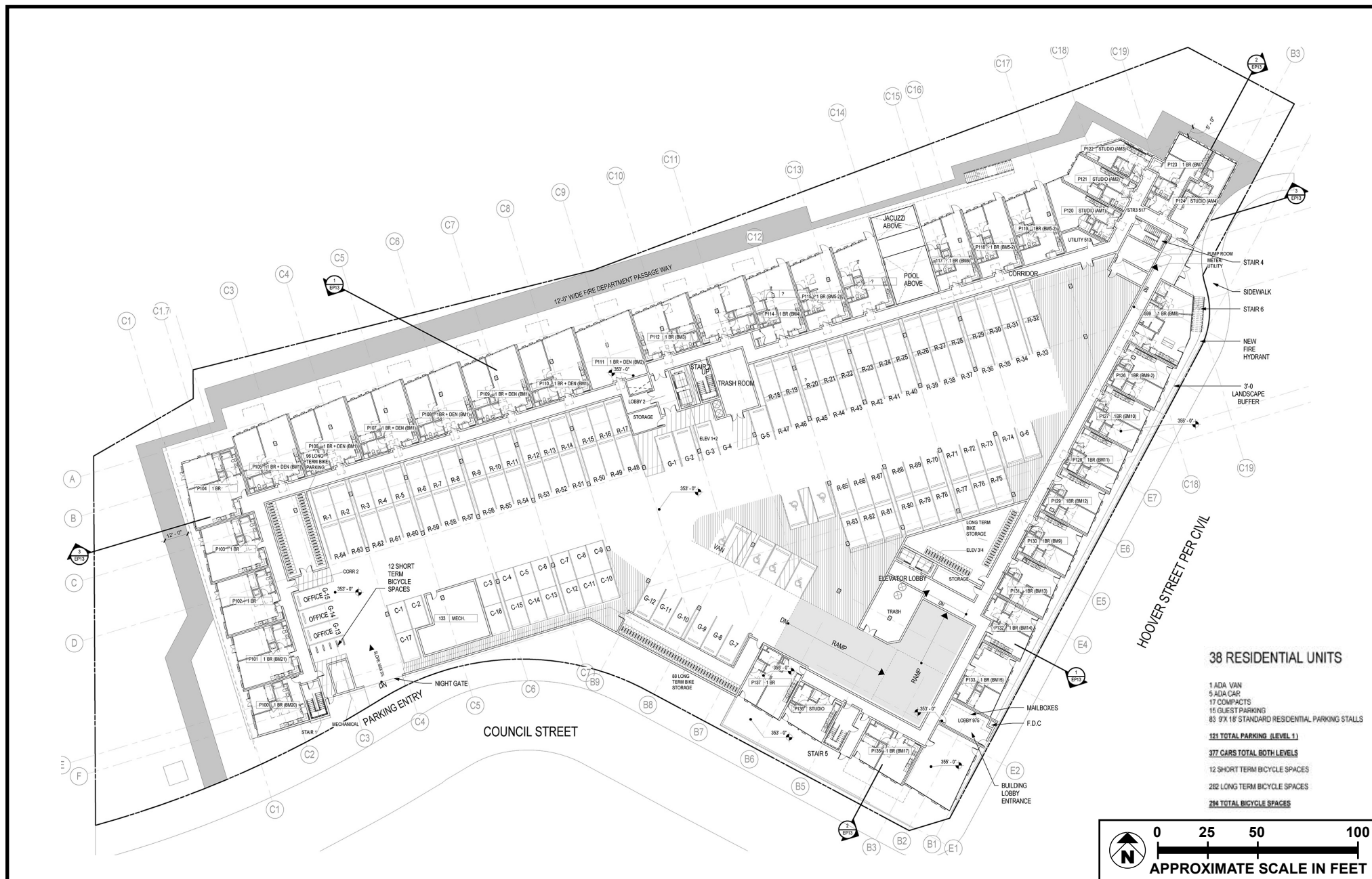
trees within and around the site. Porous paving would be used where practical. In addition, approximately 5,250 square feet of private open space would be provided in the form of balconies.

The Project would be designed in conformance with the SNAP Development Standards and Design Guidelines, including the façade treatment and the walkway. The Project buildings would be rectangular with varying rooflines. The exterior would consist predominantly of painted plaster with smooth finish and metal siding. The subterranean parking would consist of concrete walls and floors. The scale and massing for the Project are shown in **Figure 3.0-9, Building Section**, and **Figure 3.0-10, Building Rendering**.



Meridian
Consultants

141-001-16



SOURCE: carrierjohnson+culture - 2017

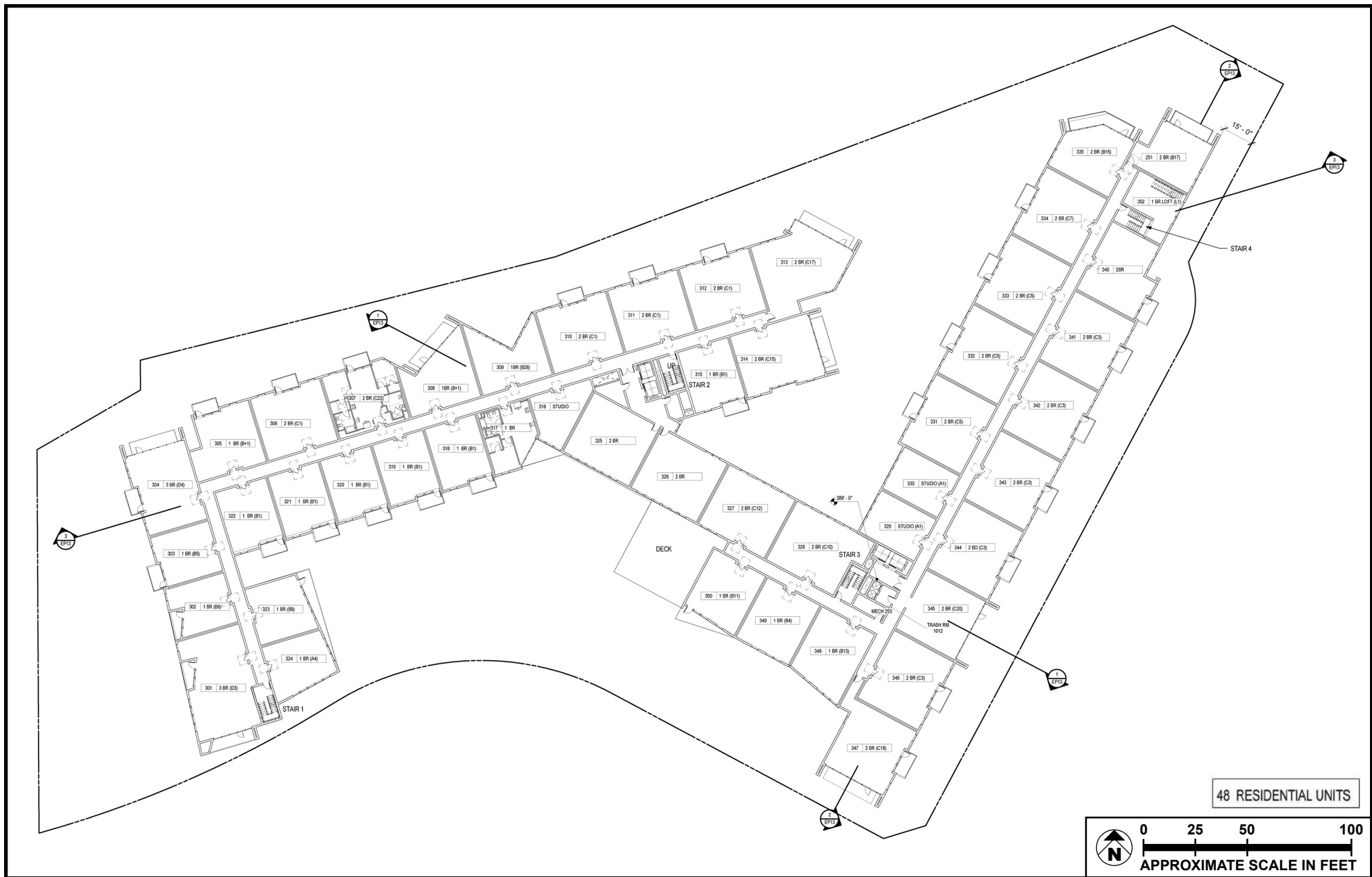
FIGURE 3.0-2



Floor Plan – Level 1

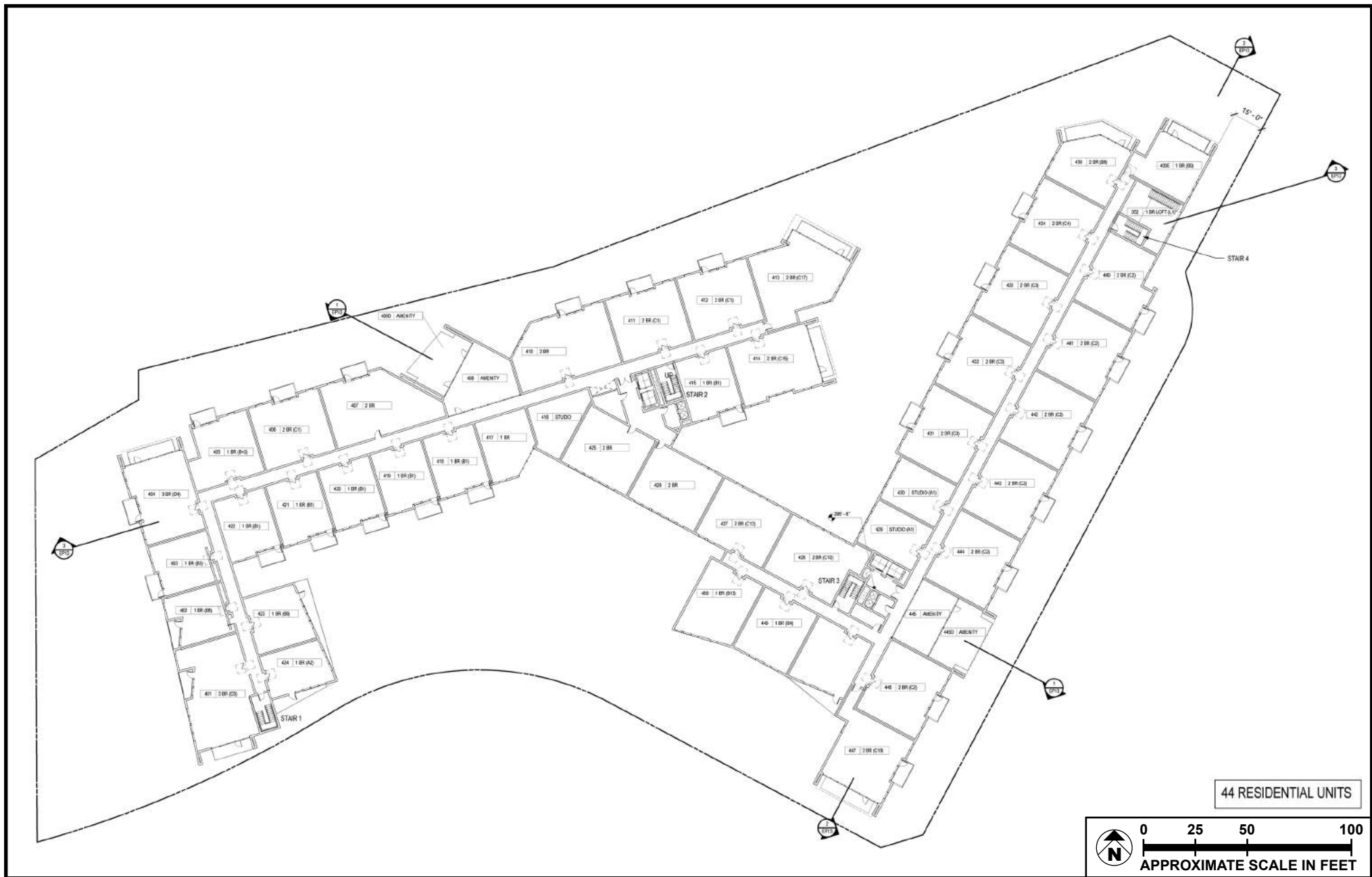


Floor Plan – Level 2



SOURCE: carrierjohnson+culture - 2017

FIGURE 3.0-5



SOURCE: carrierjohnson+culture - 2017

FIGURE 3.0-6



SOURCE: carrierjohnson+culture - 2016; Hongjoo Kim Landscape Architects - 2016

FIGURE 3.0-7



SOURCE: carrierjohnson+culture - 2016; Hongjoo Kim Landscape Architects - 2016

FIGURE 3.0-8



SOURCE: carrierjohnson+culture - 2016

FIGURE 3.0-10

CONSTRUCTION

Construction Schedule/Phasing

The Project would be constructed over approximately 24 months. Construction activities associated with the Project would be undertaken in three main steps: (1) demolition and site clearing, (2) grading and soil compaction, and (3) building construction. The building construction phase includes the construction of the proposed building, connection of utilities to the buildings, laying irrigation for landscaping, painting, paving, and landscaping the Project Site. A breakdown of the construction phases, timelines, and anticipated equipment is provided in **Table 3.0-1, Project Construction Phasing and Equipment**.

Table 3.0-1
Project Construction Phasing and Equipment

Construction Phase	Approximate Duration	Example of Equipment
Demolition/site clearing	2 months	Backhoes, dump trucks, loaders, auger drills
Grading/soil compaction	2 months	Excavators, dump trucks, loaders, graders
Building construction	20 months	Cranes, dump trucks, pavers, air compressors

Source: A&D Investment (2015).

Demolition and Site Clearing Phase

Demolition and site clearing would occur for approximately two months. This phase would include demolition of the existing Temple Community Hospital and associated facility buildings, parking structures, retaining walls, landscaping, and pavements.

Grading and Soil Compaction

After the completion of demolition and site clearing, grading and soil compaction activities would occur over approximately two months. This phase would involve the shoring and excavation of the site to create the proper base and slope for the building foundations.

Building Construction Phase

The building construction phase consists of below-grade and above-grade structures and is expected to occur over approximately 20 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. It is estimated that painting and other architectural coatings would intermittently occur over the final six months of the building construction phase, and paving would occur during the final month of construction.

Street Closures

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies and will conform to City standards. The residences on Hoover and Council Streets are not expected to lose access to driveways for any period of time, except when utilities under the public street must be accessed and the street is blocked and paving removed.

Unless stated otherwise, all construction activities would be performed in accordance with all applicable State and federal laws and City codes and policies with respect to building construction and activities. As provided in Section 41.40 of the LAMC, the permissible hours of construction within the City are 7:00 AM to 9:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on any Saturday or national holiday. No construction activities are permitted on Sundays. The Project would comply with these restrictions.

Haul Routes

Construction of the Project would comply with the City's Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. As such, construction waste would be removed from the Project Site by a City-permitted solid waste hauler and taken to a City-certified C&D processing facility.

It is anticipated that the excavation and soil export would involve 18-wheel bottom-dump trucks with a 14-cubic yard hauling capacity. Approximately 60,000 cubic yards of dirt would be exported from the site. Approximately 60 daily truck trips would be required during the peak construction period.

All truck staging would occur either on site or at designated off-site locations and radioed into the site to be filled. The local haul route for the Project Site would be as follows: Hoover Street in a southerly direction from the Project Site 800 feet to the intersection with Beverly Blvd; Beverly Blvd in a northwesterly direction 800 feet to Virgil Ave; Virgil Ave 400 feet northerly to Silver Lake Blvd; and Silver Lake Blvd easterly one-quarter mile to the onramp to the Hollywood Freeway east. Alternatively, a route heading westerly on the Hollywood Freeway would change the route to Silver Lake Blvd westerly one-half mile to Vermont Ave; and Vermont Ave one-half mile north to the onramp to the Hollywood Freeway west. The haul route specified above may be modified in compliance with City policies, provided Department of Transportation (DOT) and/or Street Services approves any such modification.

REQUESTED APPROVALS

The application(s) request approval of the following:

Project Permit Compliance Review: Approval, pursuant to the provisions of LAMC Section 11.5.7 C, to allow a project located within the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan – Subarea B (Mixed Use Boulevards).

Density Bonus Compliance Review: Approval, pursuant to LAMC Section 12.22 A.25, of the following on-menu incentive to increase the maximum building height from 50 feet to 61 feet for a project setting aside 11 percent, or 18 units, of the 163 by-right base density, for Very Low Income households and increasing the maximum density permitted by 35 percent to allow a total of 221 units:

- An 11-foot single-story increase above the 50-foot SNAP limit to allow 61 feet (as measured from the lowest point at grade, defined by LAMC as the lowest elevation on the site that is within five feet from the base of the building, to the highest point of the roof).

Site Plan Review: Approval, pursuant to the provisions of LAMC Section 16.05 C.1(b), to permit a Project that creates or results in an increase of 50 or more dwelling units.

Director's Interpretation: Approval, pursuant to LAMC Section 11.5.7 H, to clarify that the Specific Plan map includes the adjacent R4-zoned one-half vacated street within the property line and therefore is included for calculations of FAR and density, and is subject to the SNAP regulations and development standards for Subarea B.

Director's Interpretation: Approval, pursuant to LAMC Section 11.5.7 H, to clarify that the proposed forecourt plaza is an acceptable alternative to the pedestrian thoroughway required per Section 8.H of the SNAP, given the topography of the site.

Vesting Tentative Tract Map: Approval, pursuant to LAMC Section 17.06, for the creation of 221 condominium units as well as the merger of a portion of Hoover Street, a public street, onto the site.

Haul Route: Approval for the export of more than 1,000 cubic yards of earth material in the Bureau of Engineering (BOE) Special Grading Area.

4.0 INITIAL STUDY AND CHECKLIST

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: 13	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-3940-MND	RELATED CASES: DIR-2015-3939-DB-SPP-DI-SPR VTT-74377	
PREVIOUS ACTIONS CASE NO. ENV-2000-1978-ND	<input checked="" type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: <p>The Project involves the demolition of the existing vacant Temple Community Hospital (Hospital) building and associated facility buildings and parking structures, and the construction of a five-story, multi-family residential complex. Two main buildings are proposed, which would be situated around the center of the site, with a bridge-like structure connecting the two main buildings. The Project would contain a total of 221 condominium units above one level of subterranean parking, as well as at-grade level parking, containing a total of 384 automobile parking spaces and 138 bicycle parking spaces on a 130,859-square-foot site. The Project would include 384 automobile parking spaces and 138 bicycle parking spaces. The maximum height of both buildings is 61 feet, measured from the lowest point within five feet from the base of the building to the highest point of the roof.</p> <p>The Project Applicant requests Project Compliance Review, Density Bonus Compliance Review, Site Plan Review, Director's interpretations, a Vesting Tentative Tract Map as well as approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to the following: excavation, shoring, grading, foundation, haul routes, building and tenant improvements.</p>		
ENVIRONMENTAL SETTING: The Project Site is located within the boundaries of the <i>Wilshire Community Plan</i> . The Project Site includes approximately 130,859 square feet of lot area (3.01 acres), including the 4,505-square-foot street vacation along Hoover Street, and is currently developed with the vacant Temple Community Hospital. Further details and photographs of the existing Project Site and surrounding area are provided in the Initial Study (IS) prepared by Meridian Consultants.		
PROJECT LOCATION: 235 N. Hoover Street, 3411, 3419, 3425, 3433, 3441 W. Council Street and 234 N. Commonwealth Place, Los Angeles, California 90004		
COMMUNITY PLAN AREA: Wilshire STATUS: Adopted <input type="checkbox"/> Preliminary <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Proposed <input type="checkbox"/> Does NOT Conform to Plan <input checked="" type="checkbox"/> ADOPTED in 2001	AREA PLANNING COMMISSION: Central	CERTIFIED NEIGHBORHOOD COUNCIL: Rampart Village
EXISTING ZONING: R4-1	MAX DENSITY ZONING: 3.0:1	LA River Adjacent: No
GENERAL PLAN LAND USE: High Medium Residential	MAX. DENSITY SPECIFIC PLAN: 3.0:1 2.0:1	PROJECT DENSITY: MAXIMUM 2.0:1 FAR

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Signature	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> City Planning Associate Title	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> (213) 978-1177 Phone
--	---	--

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project--specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project--specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of a mitigation measure has reduced an effect from “Potentially Significant Impact” to “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

		Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN THE FOLLOWING EXPLANATION OF CHECKLIST DETERMINATIONS.					
1. AESTHETICS					
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FOREST RESOURCES					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 AIR QUALITY					
a.	Conflict with or obstruct implementation of the SCAQMD or congestion management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
4 BIOLOGICAL RESOURCES					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by The California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5 CULTURAL RESOURCES					
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
6 GEOLOGY AND SOILS					
<i>Would the project:</i>					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to division of mines and geology special publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7 GREENHOUSE GAS EMISSIONS					
<i>Would the project:</i>					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8 HAZARDS AND HAZARDOUS MATERIALS					
<i>Would the project:</i>					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

9 HYDROLOGY AND WATER QUALITY*Would the project:*

a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere 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 land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10 LAND USE AND PLANNING					
<i>Would the project:</i>					
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11 MINERAL RESOURCES					
<i>Would the project:</i>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12 NOISE					
<i>Would the project:</i>					
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13 POPULATION AND HOUSING					
<i>Would the project:</i>					
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14 PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
15 RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16 TRANSPORTATION AND TRAFFIC					
<i>Would the project:</i>					
a.	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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
17 TRIBAL CULTURAL RESOURCES					
<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>					
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18 UTILITIES & SERVICE SYSTEMS					
<i>Would the project:</i>					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
19 MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology—Seismic Hazard Maps and reports are used to identify potential future significant seismic events, including probable magnitudes, liquefaction, and landslide hazards. Based on Applicant information provided in the Department of City Planning Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including, but not limited to, reference materials indicated above, field investigation of the Project Site, and other reliable reference materials known at the time.

Project-specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the Applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the *City of Los Angeles's L.A. CEQA Thresholds Guide* and the *State CEQA Guidelines*, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The Project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2015-3940-MND and the associated cases, DIR-2015-3939-DB-SPP-DI-SPR and VTT-74377. Finally, based on the fact that these impacts can be feasibly mitigated to a less than significant level, and based on the findings and thresholds for Mandatory Findings of Significance as described in the State CEQA Guidelines, Section 15065, the overall project impacts(s) on the environment (after mitigation) **would not**:

- Substantially degrade environmental quality;
- Substantially reduce fish or wildlife habitat;
- Cause a fish or wildlife habitat to drop below self-sustaining levels;
- Threaten to eliminate a plant or animal community;
- Reduce number, or restrict range of a rare, threatened, or endangered species;
- Eliminate important examples of major periods of California history or prehistory;
- Achieve short-term goals to the disadvantage of long-term goals;
- Result in environmental effects that are individually limited but cumulatively considerable; or
- Result in environmental effects that will cause substantial adverse effects on human beings.

4.1 AESTHETICS

a. *Would the project have a substantial adverse effect on a scenic vista?*

Less than Significant Impact. A significant impact may occur for non–SB 743 projects if the Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

Senate Bill (SB) 743, effective January 1, 2014, deems the aesthetic impacts of residential infill projects located in defined transit priority project areas as less than significant under CEQA. Zoning Information File (ZI) No. 2452 issued by the Planning Department includes a corresponding map of Transit Priority Areas (TPAs), which identifies the Project Site as within a TPA. Therefore, any aesthetic impacts are deemed less than significant as a matter of law.

Mitigation Measures: No mitigation measures are necessary.

b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur for non–SB 743 projects if existing structures on the Project site have been identified as a scenic resource.

Senate Bill (SB) 743, effective January 1, 2014, deems the aesthetic impacts of residential infill projects located in defined transit priority project areas as less than significant under CEQA. Zoning Information File (ZI) No. 2452 issued by the Planning Department includes a corresponding map of Transit Priority Areas (TPAs), which identifies the Project Site as within a TPA. Therefore, any aesthetic impacts are deemed less than significant as a matter of law.

Mitigation Measures: No mitigation measures are necessary.

c. *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur for non–SB 743 projects if the Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the surrounding area.

Senate Bill (SB) 743, effective January 1, 2014, deems the aesthetic impacts of residential infill projects located in defined transit priority project areas as less than significant under CEQA. Zoning Information File (ZI) No. 2452 issued by the Planning Department includes a corresponding map of Transit Priority Areas (TPAs), which identifies the Project Site as within a TPA. Therefore, any aesthetic impacts are deemed less than significant as a matter of law.

d. *Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*

Less than Significant Impact. A significant impact may occur for non-SB 743 projects if the Project introduces new sources of light or glare on or from the Project Site that would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the Project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of Project sources; and (b) the extent to which Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Senate Bill (SB) 743, effective January 1, 2014, deems the aesthetic impacts of residential infill projects located in defined transit priority project areas as less than significant under CEQA. Zoning Information File (ZI) No. 2452 issued by the Planning Department includes a corresponding map of Transit Priority Areas (TPAs), which identifies the Project Site as within a TPA. Therefore, any aesthetic impacts are deemed less than significant as a matter of law.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. Development of the Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already urbanized area of Los Angeles. The related projects are physically separated from the Project such that the Project would not contribute to a cumulative change in visual character. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Impact Analysis

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

No Impact. As shown on **Figure 2.0-2, Aerial Photograph of the Project Site**, the Project Site is located within a developed and urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or near the Project Site. According to the California Department of Conservation “Los Angeles County Important Farmland 2010” map, the Project Site is designated as “urban and built-up land.”³ No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. The Project Site is located within the City of Los Angeles and is subject to the applicable land use and zoning requirements of the Los Angeles Municipal Code (LAMC). The Project Site is zoned R4-1 and has a land use designation of High Medium Residential in the *Wilshire Community Plan*. The Project Site is also located in Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP, which allows residential uses permitted in the R3 Zone and commercial uses permitted in the C1.5 Zone. The Project Site is not zoned for agricultural production and no Williamson Act contracts are in effect for the Project Site.⁴ No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

3 California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland 2010, map, Sheet 2 of 3 (January 2012), <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf>.

4 California Department of Conservation, Division of Land Resource Protection, “The California Land Conservation Act (The Williamson Act) 2014 Status Report” (2015).

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

No Impact. The Project Site is zoned R4-1 and has a land use designation of High Medium Residential in the *Wilshire Community Plan*. The Project Site is also located in Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP, which allows residential uses permitted in the R3 Zone and commercial uses permitted in the C1.5 Zone. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. Although there are individual decorative trees and landscaping on and around the Project Site, no forested lands exist on or near the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- e. *Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?***

No Impact. Neither the Project Site nor the surrounding area contains agricultural or forestry uses. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

No Impact. The Project Site is located in an urbanized area in the City and does not include any State-designated agricultural lands or agricultural or forest uses. As such, the Project and the related projects would not contribute to a cumulative impact. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.3. AIR QUALITY

Impact Analysis

a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant air quality impact could occur if the Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin ("Basin"), the applicable plan is the AQMP, which is prepared by the South Coast Air Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

To fulfill its commitments as a metropolitan planning organization (MPO) under the Sustainable Communities and Climate Protection Act, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The Growth Management chapter of the RTP/SCS forms the basis of land use and transportation controls of the AQMP. Projects that are consistent with the projections of population forecasts are considered consistent with the AQMP. The Project would result in an increase of approximately 621 residents. The population within the City of Los Angeles by the year 2040 is expected to be 4,609,400. The Project would yield to less than 1 percent of the 2040 population forecast and would be consistent with the planned land uses in the City Los Angeles. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less than Significant. Based on the L.A. CEQA Thresholds Guide, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The Project would contribute to regional and localized air pollutant emissions during construction and Project operation.

Construction Emissions

The proposed development on the Project Site includes the demolition of the existing Temple Community Hospital building, associated facility buildings, parking structures, retaining walls, landscaping, and pavements, and the construction of new five-story residential buildings. Construction of the Project will occur over approximately 24 months. Construction would include three main phases: (1) demolition/site clearing; (2) grading/soil compaction; and (3) building construction. The building construction phase also includes utility connections and landscaping.

These construction activities would create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities during the demolition/grading/excavation/site preparation phases would primarily generate particle pollution. Particles less than 10 micrometers in diameter (PM₁₀) and particles less than 2.5 micrometers in diameter (PM_{2.5}) would be the primary sources of particle pollution. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the Project Site) would primarily generate nitrogen oxide (NO_x) emissions. The application of architectural coatings, such as paint, during the building construction phase would primarily result in the release of volatile organic compound (VOC) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. **Table 4.3-1, Maximum Construction Emissions**, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. As shown, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significant threshold for criteria pollutants during the construction phases. Therefore, construction emissions would also not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (NO₂, PM₁₀, and PM_{2.5}).

As the Project lies within the jurisdiction of the SCAQMD, and compliance with SCAQMD rules and guidelines is required. Among the SCAQMD rules applicable to the Project are Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Rule 403 requires the use of stringent best available control measures to minimize PM₁₀ emissions during grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings, with a substantial reduction in the VOC content limit for flat coatings. Compliance with SCAQMD Rule 1403 requires that the owner or operator of any demolition or renovation activity to have an asbestos survey performed prior to demolition and provide notification to the SCAQMD prior to commencing demolition activities.

Table 4.3-1
Maximum Construction Emissions

Year	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
2017	3.2	90.4	35.2	0.2	12.1	4.9
2018	2.9	84.3	34.1	0.2	10.2	4.1
2019	11.2	20.7	28.5	0.1	3.8	1.7
Maximum Emissions	11.2	90.4	35.2	0.2	12.1	4.9
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

*Notes: Refer to Modeling in **Appendix A**. Construction assumptions are stated in **Section 3.0, Project Description**.*

Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403.

CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compound; SOx = sulfur oxides.

The emissions calculations assume that appropriate dust control measures would be implemented as part of the Project during each phase of development, as required by SCAQMD Rule 403—Fugitive Dust. Control requirements for Rule 403 include but are not limited to applying water in sufficient quantities (at least three times per day) to prevent the generation of visible dust plumes; applying soil binders to uncovered areas; reestablishing ground cover as quickly as possible; utilizing a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site; and maintaining effective cover over exposed areas. In addition, architectural coating would comply with SCAQMD Regulation XI, Rule 1113—*Architectural Coating* that provides specifications on painting practices as well as regulating the VOC content within paint.

Mitigation Measures: No mitigation measures are necessary.

Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities after the Project is built and occupied. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The Project Site is located in a Freeway Adjacent Advisory Zone for Sensitive Uses, since it is located 500 feet from the Hollywood Freeway. The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod as recommended by the SCAQMD. The results of these calculations are presented in **Table 4.3-2, Maximum Operational Emissions**.

Table 4.3-2
Maximum Operational Emissions

Source	VOC	NOx	CO	SOx	PM10	PM 2.5
	pounds/day					
Area	8.8	3.3	19.7	<0.1	0.4	0.4
Energy	0.1	0.6	0.2	<0.1	<0.1	<0.1
Mobile	4.8	9.5	52.6	0.1	10.7	2.9
Project Total	13.7	13.4	72.5	0.1	11.1	3.3
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: Refer to Modeling Data in **Appendix A**. Construction assumptions are stated in **Section 3.0, Project Description**.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compound; SOx = sulfur oxides.

As shown in **Table 4.3-2**, the quantity of operational emissions associated with the Project would not exceed the regional thresholds of significance set by the SCAQMD. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- c. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?***

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the project would add a considerable cumulative contribution to federal or State nonattainment pollutants. As the Basin is currently in State nonattainment for ozone, NO₂, PM₁₀, and PM_{2.5}, related projects plus the Project could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed before, the Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. The Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact. Project construction activities and operations, as described above, may increase air emissions above current levels. Concentrations of pollutants may have the potential to impact nearby sensitive receptors. Sensitive receptors are defined as schools, residences, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions who would be adversely impacted by changes in air quality. The nearest sensitive receptors to the Project Site are the single- and multi-family residences located across N. Hoover Street, Council Street, and N. Commonwealth Avenue from the Project Site.

The SCAQMD has developed localized significance thresholds (LSTs), based on the number of pounds of emissions per day a project can generate, that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD, apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA). For PM₁₀, the LSTs were derived based on requirements in SCAQMD Rule 403 and Rule 403.1—Fugitive Dust. For PM_{2.5}, LSTs were derived based on a general ratio of PM_{2.5} to PM₁₀ for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Project are multi-family residential uses to the east, south, and west of the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 81 feet, the closest available LSTs, have been used to address the potential localized air quality impacts associated with the construction-related NO_x, CO, PM₁₀, and PM_{2.5} emissions for each construction phase.

Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in **Table 4.3-3, Localized Significance Threshold (LST) Worst-Case Emissions**, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a 3.01-acre site in SRA 1. The closest distance used to determine the mass-rate emissions from the screening tables is 25 meters (81 feet). The allowable mass-rate emissions were linearly extrapolated for a 3.01-acre site using the specified thresholds for 2- and 5-acre sites. Localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant. Localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

Operational Emissions

It should be noted that LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling along the roadways. With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection operating at LOS D or worse where the project would increase the V/C ratio by two percent or more. As stated in the traffic study prepared for this project (included in **Appendix G** to this Initial Study), would not worsen the LOS of any intersection below C, nor increase the V/C ratio by two percent or more for an intersection rated D or worse. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California 1-hour or 8-hour CO standards of 20 parts per million (ppm) or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard at any local intersection.

Table 4.3-3
Localized Significance Threshold (LST) Worst-Case Emissions

Source	NOx	CO	PM10	PM2.5
	pounds/day			
Construction				
Total mitigated maximum emissions	19.1	24.7	8.0	4.8
LST threshold	126.0	1,332.6	10.8	6.1
Threshold Exceeded?	No	No	No	No
Operational				
Project area/energy emissions	3.9	19.9	0.4	0.4
LST threshold	126.0	1,332.6	2.7	2.0
Threshold Exceeded?	No	No	No	No

Note: CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Toxic Air Contaminants (TAC)

Toxic air contaminants are air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.⁵ TAC impacts are assessed through a health risk assessment (HRA) for projects that use, store, or process carcinogenic or non-carcinogenic toxic air contaminants in sufficient quantities and duration to pose a risk to human health. SCAQMD's HRA procedures call for evaluating risk from extended exposures as measured across several years and not for short term construction exposures. Diesel powered vehicles have been recognized as a source of toxic air emissions and SCAQMD guidance for risk assessment has been extended to include operations that include frequent, numerous and long-term mobile sources such as heavily travelled freeways, truck stops, distribution centers and ports. The Air Resources Board has defined truck-related uses of concern as those that accommodate more than 100 trucks per day.⁶

The CalEEMod model for the Project predicts that construction would generate less than 500 delivery and haul truck trips over a two-year period. The model also predicts that these trips would generate less than 0.05 lbs/day of exhaust particulate matter, dispersed over each trip length. The most intense level of activity would occur during demolition when there would be an estimated average of 12 truck trips per work day. In comparison, the nearby intersection of Temple Street and Robinson Street has an average of 400 daily truck trips.⁷

⁵ California Health and Safety Code (HSC) Section 39655

⁶ CARB, *Air Quality and Land Use Handbook* (April 2005),

⁷ Los Angeles County Metropolitan Transportation Authority, Los Angeles County Strategic Goods. Movement Arterial Plan, Appendix A, Truck Counts, January, 2015.

As the Project consists of a residential development, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic TACs, and no toxic airborne emissions would typically result from Project implementation. Construction of residential land uses, such as the Project, involves sporadic, short term diesel truck use which does not create the intensity or duration of exposure for which the HRA methodology is designed. In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal levels that would protect sensitive receptors from substantial concentrations of these emissions. For example, the California Code of Regulations Title 13 Section 2485 restricts trucks from idling for more than 5 minutes and Air Resources Board regulations require that older trucks be phased out and replaced by newer trucks that meet current exhaust filter requirements.

Based on the above, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. A significant impact could occur if objectionable odors are generated that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as in sewage treatment facilities and landfills. As the Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Project's long-term operations phase.

During the construction phase, activities associated with the operation of construction equipment, the application of asphalt, and the application of architectural coatings such as paint and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction area, the odors associated with these emissions would also decrease, dilute, and become unnoticeable. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. Development of the Project in conjunction with related projects would result in an increase in construction and operational emissions in an already urbanized area of the City of Los Angeles. According to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for pollutants for which the Basin is in nonattainment. As discussed previously, because the construction-related and operational daily emissions associated with the Project would not exceed the SCAQMD's recommended thresholds, emissions associated with the Project would not be cumulatively considerable. In addition, none of the related projects is near enough to the Project to contribute to localized air quality effects. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.4 BIOLOGICAL RESOURCES

The following section summarizes and incorporates by reference information from the *Biological Resources at 265 N Hoover Street, Los Angeles, CA*, dated August 10, 2017 prepared by SWCA Environmental Consultants and included as **Appendix B** to this Initial Study, and *Tree Report* dated March 13, 2017 prepared by Lisa Smith, the Tree Resource and included as **Appendix I** to this Initial Study.

Impact Analysis

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Less than Significant with Project Mitigation. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would result in (a) the loss of individuals, or the reduction of existing habitat of a State- or federal-listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site has not been identified as containing any critical habitat or support 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 US Fish and Wildlife Service (USFWS).⁸ There are approximately 54 non-protected, significant trees on or adjacent to the site that are of the following species: Canary Island Palm, Fern Pine, Evergreen Ash, Loquat, Indian Laurel Fig, Red Ironbark, Silk Oak, Carob Tree, Blue Gum, Brazilian Gum, Brazilian Pepper, Fruiting Fig, Mexican Fan Palm, Chinese Elm, and Weeping Fig.⁹ All of these trees would be removed during construction. These trees may provide shelter and habitat for nesting birds. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) and the California Department of Fish and Wildlife Code.^{10,11} In addition, these trees could provide roosting sites for the Hoary bat, which is included on the California Department of Fish and Wildlife list of sensitive animals. As such, impacts could be potentially significant. However, with

⁸ Lisa Smith, the Tree Resource, Tree Report (March 2017)

⁹ See Figure 2.0-6

¹⁰ United States Code, Title 33, sec. 703 et seq.; see also Code of Federal Regulations, Title 50, pt. 10.

¹¹ California Department of Fish and Wildlife Code, sec. 3503.

incorporation of the mitigation measure described below, impacts would be reduced to a less-than-significant level.

Mitigation Measures: With incorporation of the mitigation measure described below, impacts would be reduced to a less than significant level.

MM BIO-1 Bird Habitat Modification

- Project activities (including disturbances to native and nonnative vegetation, structures, and substrates) should take place outside of the breeding season for birds, which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill (California Fish and Wildlife Code Section 86).
- If Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/ construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.

MM BIO-2 Hoary Bat Habitat Modification

- To avoid impacts to the Hoary Bat (*Lasiurus cinereus*), if large trees are intended to be removed between August 1 and February 28, the Applicant shall retain a qualified biologist to conduct nocturnal roosting bat surveys within the area prior to site preparation activities. If evidence of bats is present, then removal of the occupied

roost trees shall not occur until a biologist determines that the roost is no longer in use.

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact. The Project Site is occupied by the Temple Community Hospital building, associated facility buildings, parking structures, retaining walls, landscaping, and pavements. No riparian or other sensitive natural community is located on or adjacent to the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- c. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact if it would result in the alteration of an existing wetland habitat. The Project Site is entirely developed and generally covered with impermeable surfaces, and does not contain any wetlands or natural drainage channels. The Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- 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?***

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site has been previously developed and is located in a heavily urbanized area of the City of

Los Angeles. No dens, trails, or other signs of wildlife use have been observed on the site.¹² As such, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant with Project Mitigation. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related, significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance.¹³ As stated before, there are approximately 54 trees on or adjacent to the site that would be removed during construction. Varieties of street trees include: : Canary Island Palm, Fern Pine, Evergreen Ash, Loquat, Indian Laurel Fig, Red Ironbark, Silk Oak, Carob Tree, Blue Gum, Brazilian Gum, Brazilian Pepper, Fruiting Fig, Mexican Fan Palm, Chinese Elm, and Weeping Fig. However, these trees do not consist of any tree species protected under the *Los Angeles Protected Tree Ordinance* (i.e., Valley Oak, California Live Oak, Southern California Black Walnut, Western Sycamore, or California Bay), according to the *Tree Report* dated March 13, 2017 prepared by Lisa Smith, the Tree Resource and included as **Appendix I** to this Initial Study. The removal and placement of these trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. Thus, the Project Applicant would comply with mitigation measures **MM BIO-3** and **MM BIO-4** to ensure that no significant impacts to trees would occur. Impacts would be less than significant with Project Mitigation.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts to nonprotected trees.

MM BIO-3 Tree Removal (Nonprotected Trees)

- All 54 significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

MM BIO-4 Tree Removal (Public Right-of-Way)

¹² SWAC Environmental Consultants, Biological Resources 265 N Hoover Street, Los Angeles, CA (August 2017)

¹³ City of Los Angeles Department of City Planning, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk in diameter, or cumulative trunk diameter of multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if the Project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. With incorporation of the above stated mitigation related to tree removal and nesting birds, the Project would have a less than significant impact upon biological resources. Development of the Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special-status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS. No such habitat occurs near the Project Site or related projects due to the existing urban development. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.5 CULTURAL RESOURCES

Impact Analysis

The following section summarizes and incorporates by reference information from the *Historic Resource Report for Temple Community Hospital, 235 North Hoover Street, Los Angeles, California*, dated July, 2014, and a clarification letter, dated July 24, 2017, prepared by GPA Consulting and included as **Appendix C and C-1** to this Initial Study.¹⁴

a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project would disturb historic resources that presently exist within the Project Site. The Project Site includes a building presently known as Temple Community Hospital. This building was initially constructed in 1924 as the Osteopathic Hospital, and was subsequently expanded in 1953, 1966, and 1972. By 1927, the hospital was known as the Osteopathic Sanitarium Hospital. By 1935, it was known as Wilshire Hospital; finally, by 1952 it was renamed Temple Community Hospital.

The Hospital was part of a \$20 million hospital construction program implemented in Los Angeles and surrounding cities in the mid-1920s in an effort to keep up with population growth and demand. The program added about 4,000 new hospital beds to the total number in the Los Angeles area. The Temple Community Hospital falls within the general trend of the period as the number of hospitals rapidly increased to meet the demand of the area's growing population. The construction of Temple Community Hospital on its own, however, is not significant; as it is a reflection of a larger trend in hospital construction in the mid-1920s and of the increasing demand for hospitals during the period. There is no evidence that this was a pioneering hospital in any manner.

The original 1924 portion of the Hospital is six stories in height and was constructed in the Beaux Arts style. However, subsequent alterations the building has undergone have removed those features that made it a representative example of the Beaux Arts style.

The 1953 addition is in the Mid-Century Modern style, and possesses the typical characteristics of the style such as an emphasis on horizontality, pierced screens, absence of ornamentation, and simple lines. However, it does not possess any characteristics that make it stand out as a unique example of the style.

14 GPA Consulting, *Historic Resource Report for Temple Community Hospital, 235 North Hoover Street, Los Angeles, California* (July 2014).

The 1966 addition is one story in height and was constructed to connect the 1953 addition to the original portion of the building, and does not possess the characteristics of any particular style.

The 1972 addition, located against the northwest side of the original portion of the building, is Brutalist in style, five stories tall, and constructed of raw concrete and is not of any architectural significance.

Temple Community Hospital is a typical example of early 20th century hospital design; it is a multi-storied high-rise building with a central corridor flanked on either side by private patient rooms. It represents changes in hospital design from the pavilion plan to the multi-storied building that occurred in the first decades of the century. However, its massing alone does not make it a significant example of hospital design from the period. Although the original corridor configuration remains, the interior spaces have been altered. The alterations to the original building have eliminated any characteristics that may have made it a good example of an early 20th century hospital.

The building has undergone numerous alterations, both interior and exterior. These changes have fundamentally altered the original appearance of the building, such that it no longer has the appearance of a 1920s hospital designed in the Beaux Arts style. Additionally, while there are aesthetic elements of Mid-Century Modern design associated with the 1953 addition, these design features are minimal and not considered architecturally significant. The building no longer retains integrity of historical significance, as it is no longer recognizable as a 1920s hospital due to its alterations and the additions constructed around it.

The Historical Evaluation Report determined that none of the buildings meet the criteria for eligibility to the National Register of Historic Places or the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Landmark. Although Temple Community Hospital has been home to numerous employees since its construction in 1924, including many doctors and nurses, none may be considered significant historical figures. Additionally, there is no concentration of historic buildings in the Project area, and no potential for these building to contribute to a historic district for this reason. The buildings do not rise to the level of cultural or architectural significance to be designated as Los Angeles Historic-Cultural Monuments. The Los Angeles Department of City Planning, Office of Historic Resources reviewed the Historical Evaluation Report and concurred with the analysis and conclusion as of August 3, 2017. Therefore, no impacts to historic resources would occur.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if grading or excavation activities associated with the Project would disturb archaeological resources that presently exist within the Project Site. The Project Site is located within an urbanized area that has been subject to grading and development in the past. There are no known archaeological sites or archaeological survey areas on or adjacent to the Project Site. Furthermore, the Project Applicant shall to be required to comply with existing regulations, including California Public Resources Code Section 21083.2 that specifies the protocol if archaeological resources are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential archeological impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features that presently exist within the Project Site. The Project site has been previously graded and is currently improved with an existing commercial retail building and related surface parking. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources. Furthermore, the Project Applicant shall be required to comply with existing regulations, including California Public Resources Code Section 21083.2 that specifies the protocol if paleontological resources are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential paleontological impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a Project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb previously interred human remains. The Project Site is located in an urbanized area and has been subject to grading and development in the past. No known burial sites are located on or adjacent to the Project site. Furthermore, the Project Applicant shall be required to comply with existing regulations, including State Health and Safety Code Section 7050.5 and Public Resources Code Section

5097.98 that specify the protocol if human remains are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. Implementation of the Project, in combination with related projects, would result in the continued redevelopment and revitalization of the surrounding area. The Hospital at the Project Site was found not to meet the criteria to be eligible to the National Register of Historic Places or the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Landmark or Historic-Cultural Monument. The Project would have no significant impacts with respect to cultural resources following appropriate regulatory compliance. Impacts to cultural resources tend to be site specific and are assessed on a site-by-site basis. It is expected that related projects would also comply with appropriate regulatory measures and therefore impacts are not expected to be cumulatively considerable. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.6 GEOLOGY AND SOILS

Impact Analysis

The following section summarizes and incorporates by reference information from the *Geotechnical Investigation, Proposed Multi-Family Residential Development, 235 N. Hoover Street, Los Angeles, California*, dated March 23, 2016 (referred to hereafter as *Geotechnical Report*) prepared by GEOCON West, Inc. and the Geology and Soils Report Approval Letter from the City of Los Angeles Department of Building and Safety, dated August 7, 2017, that are included as **Appendix D** to this Initial Study.¹⁵

- a. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project Site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. Per the preliminary Alquist-Priolo Zone map dated January 8, 2014, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act.¹⁶

The Hollywood fault is located 2.2 miles north of the Project Site and is the closest mapped active fault to the Project Site with the potential for surface rupture. Other active faults with surface rupture potential include: the Raymond fault located approximately 5.3 miles north-northeast of the Project Site; the Newport-Inglewood Fault located approximately 6.3 miles west-southwest of the Project Site; the Verdugo Fault located approximately 6.8 miles north-northeast of the Project Site; the Santa Monica Fault located approximately 9.2 miles west-northwest of the Project Site; the Sierra Madre fault located 11 miles north-northeast of the Project Site; and the San Andreas Fault located approximately 33 miles north-northeast of the Project Site.

¹⁵ GEOCON West Inc., *Geotechnical Investigation* (March 2016).

¹⁶ State of California, Department of Conservation, Division of Mines and Geology, *Fault Zone Map* (January 1977). http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/LOSANGELES.PDF.

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin. These faults are not exposed at the ground surface and are typically identified at depths greater than 1.9 miles. These faults do not present a potential surface fault rupture hazard. However, the following described blind thrust faults are considered active and potential sources for future earthquakes: the Upper Elysian Park Thrust fault, which underlies the Project Site at depth; and the Northridge Blind Thrust, which is approximately 14 miles west-northwest of the Project Site at the closest point.

No known active or potentially active faults underlie the Project Site. Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located beneath or projecting toward the Project Site. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

ii. Strong seismic ground shaking?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is not located within a seismic hazard zone for liquefaction or faulting. The Project would be located in a potential Landslide Hazard Zone. However, the Project would conform to all applicable provisions of the California Building Code seismic standards with respect to new construction, as approved by the Department of Building and Safety. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with locations in the Southern California region. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project site is located within a liquefaction zone. According to the City of Los Angeles Safety Element (1996) and the California Division of Mines and Geology (1999), the Project Site is not within an area identified as having a potential for liquefaction. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

iv. Landslides?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect could occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

The site is on top of an isolated hill with steep slopes descending to the north and west. There are no known landslides at the Project Site, nor is the Project Site in the path of any known or potential landslides. The Project Site is not within an area identified as having a potential for slope instability¹⁷ Furthermore, the Applicant would be required to comply with the all applicable sections of the Municipal Code. The final grading plan would be required to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices would be required, as specified by Section 91.7013 of the Building Code.

The north facing slope at the Project Site is within a designated Seismically Induced Landslide Hazard Zone. The existing slopes are steep, ranging from 2:1 to 1:1 (horizontal:vertical). Bedding planes dip both in and out of slope, and the potential for local slope instability exists. Surficial slumps and failures have been identified along the existing slopes. Deep creep of the colluvial soils and shallow bedrock has also been identified. The applicant submitted a Geotechnical Report to the Department of Building and Safety for review and approval. The project is subject to all Conditions of Approval listed in the Geology and Soils Report Approval Letter log #94632-02, dated August 7, 2017, and subsequent amendments thereof. Therefore, the project would have a less-than-significant impact.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have significant sedimentation or erosion impacts if it would (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site.

17 City of Los Angeles General Plan, Safety Element (1996).

Although development of the Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The potential for soil erosion during the ongoing operation of the Project is extremely low due to the predominantly level topography of the site; furthermore, the Project Site would be almost entirely built upon, with little or no soil exposed.

All grading activities would require grading permits from the Los Angeles Department of Building and Safety (LADBS), and would be required to comply with the standards designed to limit potential erosion impacts. All on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. The grading plan would conform to the City's Landform Grading Manual Guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impacts. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact could occur if the Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

The Geotechnical Report concluded that some seismically induced settlement should be expected as a result of strong ground shaking. However, the relatively firm, dense nature of the underlying alluvial soils would not cause excessive differential settlements. Also, construction of the Project would comply with the CBC to minimize the potential effects of ground shaking. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. *Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact could occur if the Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

The on-site geologic materials are in the low-expansion range. The colluvium and fill materials underlying the Project Site consist of silt and clays that have a medium to high expansion potential, and could shrink and swell with variations in moisture content. They are generally dense, firm to stiff, and predominantly fine grained. Expansion tests previously performed on the siltstone encountered exhibited volume changes with moisture of two- to ten percent. Groundwater was not encountered in previously drilled borings to maximum depth of 85 feet except for a seep encountered at depth of 76 feet in one boring. As previously described, the Project Site is not located in an area subject to liquefaction. This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Construction of the Project would be required to comply with the City of Los Angeles Uniform Building Code, which includes building foundation requirements appropriate to site-specific conditions. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are they proposed. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. Geotechnical hazards are site specific and there is little, if any, cumulative geological relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. The analysis of the Project's geology and soils impacts concluded that through the implementation of the mitigation measures recommended previously, Project impacts would be reduced to less than significant levels, and related projects would implement their own site-specific mitigation measures. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.7 GREENHOUSE GAS EMISSIONS

Impact Analysis

- a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Less than Significant Impact. A significant impact could occur if the Project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. GHG emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere, and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although scientists disagree as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that a direct link exists between increased emission of GHGs and long-term global temperature.

As detailed therein, construction and operational GHG emissions were modeled using CalEEMod for each year of construction of the Project and for the typical year of operation. The estimated emissions from existing uses on the site were subtracted from the estimated emissions resulting from the Project in order to calculate a potential net change in emissions. The results of this analysis are presented in **Table 4.7-1, Proposed Project Construction-Related Greenhouse Gas Emissions** and **Table 4.7-2, Proposed Project Operational Greenhouse Gas Emissions**. As shown in **Table 4.7-1**, the greatest annual increase in GHG emissions from construction activities would be 964.6 metric tons in 2018 while the increase in GHG emissions generated by the Project would be 3,365.2 MTCO₂e per year.

There are no federal, State, or local adopted thresholds of significance for addressing a residential project's GHG emissions. The California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency. Although GHG emissions are quantified and shown in **Tables 4.7-1 and 4.7-2**, the California Air Resources Board (CARB), SCAQMD, and the City of Los Angeles have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project. Assessing the significance of a project's contribution to cumulative global climate change involves: (1) evaluating the project's sources of GHG emissions; and (2) considering project consistency with applicable emission reduction strategies and goals, such as those set forth by the lead agency or other regional state agency. Furthermore, neither the SCAQMD nor the CEQA Guidelines Amendments adopted by the Natural Resources Agency on December 30, 2009, provide any adopted thresholds of significance for addressing a mixed-use project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of

Los Angeles does not have an adopted quantitative threshold of significance for generation of GHG emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines. As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of GHG emissions resulting from the Project; (2) a qualitative analysis or performance-based standards; (3) a quantification of the extent to which the Project increases GHG emissions as compared to the existing environmental setting; and (4) the extent to which the Project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In addition, as a central component of the CEQA Guidelines, substantial evidence supports that compliance with the LA Green Building Code is qualitatively consistent with Statewide goals and policies in place for the reduction of GHG emissions, including AB 32 and the corresponding Scoping Plan. The City adopted the LA Green Plan to provide a Citywide plan for achieving the City's GHG emissions targets, for both the existing and future generations of GHG emissions. To further implement the LA Green Plan's goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code as it applies to new development projects. With respect to new development, the City adopted the LA Green Building Code (Ordinance No. 181480), which incorporates applicable provisions of the CALGreen Code, and in some cases outlines stricter GHG reduction measures available to development projects in the City of Los Angeles. Among the many GHG reduction measures outlined later in this section, the LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation; to meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008; and to meet 50 percent construction waste recycling levels. The Scoping Plan encourages communities to adopt building codes that go beyond the State code. Accordingly, as the LA Green Building Code meets and exceeds applicable provisions of the CALGreen Code, a new development project that can demonstrate that it complies with the LA Green Building Code is considered consistent with Statewide GHG reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

As described below, the Project would be consistent with the City of Los Angeles goals and actions to reduce the generation and emission of GHGs from both public and private activities pursuant to the applicable portions of the AB 32, SB375, and the LA Green Building Code. As such, impacts would be less than significant.

Table 4.7-1
Project Construction-Related Greenhouse Gas Emissions

Year	CO ₂ e Emissions (Metric Tons per Year) ^a
2017	313.9
2018	964.6
2019	212.5
Total Construction GHG Emissions	1,491.0
Construction (amortized)	49.7

^a Construction CO₂ values were derived using CalEEMod Version 2016.3.1.

Note: Calculation data and results are provided in **Appendix A** of this Initial Study.

Table 4.7-2
Project Operational Greenhouse Gas Emissions

GHG Emissions Source	Emissions (MTCO ₂ e/year)
Construction (amortized)	49.7
Operational (mobile) sources*	1,956.1
Area sources	49.2
Energy	1,142.7
Waste	15.3
Water	152.2
Annual Total	3,365.2

Source: CalEEMod.

Notes: Emissions calculations are provided in **Appendix A**

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

MTCO₂e = metric tons of carbon dioxide emissions.

* N₂O emissions account for 0.08 MTCO₂e/year.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. The goal of AB 32 is to reduce Statewide GHG emissions to 1990 levels by 2020. As previously noted, in 2014, the CARB updated the Scoping Plan, which details strategies to meet that goal. On September 8, 2016, Governor Brown enacted SB 32 that extends AB 32 another ten years to 2030 and increase the State's objectives. SB 32 calls on Statewide reductions in GHG emissions to 40 percent below 1990 levels by 2030. In addition, AB 197 requires ARB to approve a statewide GHG

emissions limit equivalent to the statewide GHG emission level in 1990 to be achieved by 2030. SB 32 requires ARB to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions.

Sustainable Communities and Climate Protection Act (SB 375)

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. This act requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that prescribes land use allocation in that MPO's regional transportation plan (RTP). CARB, in consultation with MPOs, provided regional reduction targets for GHGs for the years 2020 and 2035. As mentioned above, the Project would be within the employment and population forecasts.

Green Building Standards (CALGreen) Code

In November 2008, the California Building Standards Commission established the California Green Building Standard Code (CALGreen Code), which sets performance standards for residential and nonresidential development to reduce environmental impacts and encourage sustainable construction practices. As of January 1, 2011, the CALGreen Code is mandatory for all new building construction in the State. The CALGreen Code addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality.

In December 2010, the Los Angeles City Council adopted various provisions of the CALGreen Code as part of Ordinance No. 181,480, thus codifying certain provisions of the CALGreen Code as the new Los Angeles Green Building Code (LA Green Building Code). The LA Green Building Code imposes more stringent green building requirements than those contained within the CALGreen Code, and is applicable to the construction of every new building, every new building alteration with a permit valuation of over \$200,000, and every building addition unless otherwise noted. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. In 2016, the Los Angeles City Council adopted the 2017 Los Angeles Green Building Code, which is in effect as of January 1, 2017. The 2017 Los Angeles Green Building Code contains mandatory measures for residential and nonresidential development related to site development; water use; weather resistance and moisture development; construction waste reduction; disposal and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; outdoor air quality; and electric vehicle charging requirements.

City of Los Angeles Sustainable City pLAN

On April 8, 2015, the City of Los Angeles released the Sustainable City pLAN (“pLAN”) which defines a roadmap for actions to be taken by the City over the next 20 years to create a City that is environmentally healthy, economically prosperous, and equitable in opportunity. The pLAN addresses increasing local water and solar energy resources, energy efficiency in new buildings, carbon and climate leadership and waste and landfills.

On carbon and climate leadership, the pLAN states that the City will reduce GHG emissions below the 1990 levels called for by state law by 2020. The City’s objectives are to reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035 and 80 percent by 2050. By 2017, the City will develop a comprehensive climate action and adaptation plan. Strategies and policy initiative include creating a benchmarking policy for building energy use, and incentivizing or requiring Leadership in Energy and Environmental Design (LEED) Silver or better for new construction.

The Project would be consistent with the planned land use and population growth within the area and would not conflict with the AQMP. As described previously, through required implementation of the LA Green Building Code, the Project would be consistent with local and Statewide goals and policies aimed at reducing the generation of GHGs. The Project’s generation of GHG emissions would not make a cumulatively considerable contribution to or conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gasses. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Discussion

The following section summarizes and incorporates by reference information from the *Phase I, Environmental Site Assessment (ESA) for the Facilities at 235 North Hoover Street, Los Angeles, CA 90004* dated January 7, 2015 (Phase I ESA), prepared by National Environmental Services, LLC¹⁸ and the *Limited Phase II Subsurface Investigation, Temple Community Hospital, 235 North Hoover Street, Los Angeles, CA 90004* dated January 28, 2015, prepared by AIE Consultants¹⁹. These documents are included as **Appendix E** of this Initial Study.

18 National Environmental Services, LLC, Phase I Environmental Site Assessment Report for the Facilities at 235 North Hoover Street, Los Angeles County, CA 90004 (January 2015).

19 AEI Consultants, Limited Phase II Subsurface Investigation, Temple Community Hospital, 235 North Hoover Street, Los Angeles, CA 90004 (January 2015).

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

Less than Significant Impact. The Project would not result in the routine transport, use, or disposal of hazardous materials. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the site, and use of these substances would comply with State health codes and regulations. The Project would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less than Significant Impact. A Hazardous Materials Survey Report including a site inspection, review of historical sources, and an assessment of asbestos-containing materials, lead-based paint, mold, and methane gas was completed.

Temple Community Hospital currently exists on the Project Site. The hospital was erected in 1924, with additions in 1927, 1956, 1959, 1961, and 1974. The Hospital building includes three hydraulic elevators. However, per the Phase I ESA, no spills or stains were noted around the elevator equipment. There are an emergency generator and an AST (2,000-gallon capacity) containing amber fuel that are located at the northwest end of the building. No spills or stains were noted around the AST or generator.

A few controlled substances and pharmaceutical products were noted on site. They are all stored in publicly non-accessible locations and are dispensed in a very controlled fashion. No run-offs or spills from these areas were readily apparent. All the equipment and piping are located inside the structure on site and do not make any penetrations into the subsurface of the reinforced concrete slab on which they sit. The medical waste generated from the subject site is disposed by licensed medical waste haulers.

No evidence of acutely hazardous chemical storage problems, waste disposal concerns, leaking transformers, deteriorating lead based paint, sumps, pits, catch basins, surface impoundments, landfill activities, bodies of water, unusual odors, oil or gas wells, or other environmental conditions was observed on the property in review. There was no physical or visual evidence of stressed vegetation, soil discoloration, odors, or other indicators of environmental exposure to the surface areas or soils on the subject property.

Based on these results, it is unlikely that any significant soil segregation and excavation would be required as part of site grading and construction of the underground garage. However, removal of potential isolated impacted areas at former and existing hydraulic lift locations may be necessary.

Asbestos-Containing Materials

Asbestos is a crumbly material often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These dust-like particles can be inhaled, where their microscopically sharp structures can puncture the tiny air sacs in the lungs, resulting in long-term health problems. The Department of Toxic Substance Control (DTSC) classifies asbestos waste as potentially hazardous if it is greater than 1 percent and easily crumbled (friable). Based on the age of the on-site building, the potential for asbestos-containing building materials at the Project Site is possible. As such, the Applicant would be required to meet regulatory requirements for abatement in accordance with South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations. Impacts would be less than significant.

Lead-Based Paint

Although lead-based paint has been taken off the market, it is estimated that 80 percent of buildings built prior to 1978 contain lead paint. Based on the age of the on-site building, there is a potential for lead-based paint at the Project Site. As such, the Applicant would be required to meet regulatory requirements for abatement, including standard handling and disposal practices shall be implemented pursuant to the California Occupational Safety and Health Administration (CALOSHA) regulations. Impacts would be less than significant.

Polychlorinated Biphenyls

Polychlorinated Biphenyls (PCBs) are man-made organic chemicals that were formerly manufactured for use in various industrial and commercial applications as a result of their nonflammability, chemical stability, high boiling point, and electrical insulating properties. While the manufacture of PCBs was banned in 1979, these hazardous materials may be found in products associated with transformers, electrical equipment, motor oil, hydraulic systems, cable and thermal insulation, adhesives and tapes, oil-based paint, caulking, plastics, and floor finish.²⁰ Based on the age of the existing on-site building, there is potential for the presence of PCBs on the Project Site. As such, the Applicant would be required to meet

20 US Environmental Protection Agency (USEPA), "Polychlorinated Biphenyls," <http://www.epa.gov/wastes/hazard/tsd/pcbs/about.htm> (accessed September 2016).

regulatory requirements for abatement, including applicable State and Federal rules and regulations, such as the Toxic Substances Control Act (TSCA), and Part 761 in Title 40 of the Code of Federal Regulations published by the EPA.²¹ Impacts would be less than significant.

Mold

No visible or olfactory indications of the presence of mold or indications of significant water damage at the Project Site were detected during the site survey. Impacts with regard to mold would be less than significant.

Methane Gas

The Project Site is located within a methane zone. As such, the Applicant would be required to meet regulatory requirements, including Ordinance No. 175,790 and Section 91.7102 of the LAMC. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if (a) the project involved a risk of accidental explosion or release of hazardous substances (including but not limited to oil, pesticides, chemicals, or radiation); or (b) the project involved the creation of any health hazard or potential health hazard.

No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for residential housekeeping, maintenance and other janitorial purposes would be present at the Project Site, and use of these substances would comply with Health and Safety Code §25501(o). The Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

²¹ Environmental Protection Agency, <https://www.epa.gov/pcbs/learn-about-polychlorinated-biphenyls-pcbs> (accessed July 18, 2017).

- d. *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Less than Significant Impacts. Site investigations have been conducted for the site that included identification of the documented hazardous materials history of the site and the surroundings. The Project Site was included on lists of compiled hazardous materials sites due to its past use as a hospital. Specifically, the property was reported to have had three (3) diesel fuel underground storage tanks that were removed in 2010. The property also has an above ground fuel tank and an above ground oxygen tank. Controlled medical substances and medical waste were also stored on site. However, based on the findings of the *Phase I Site Assessment* and the *Limited Phase II Subsurface Investigation*, the existing site conditions would not create a significant hazard to the public or the environment. No evidence of acutely hazardous chemical storage problems, waste disposal concerns, leaking transformers, deteriorating lead based paint, sumps, pits, catch basins, surface impoundments, landfill activities, bodies of water, unusual odors, oil or gas wells, or other environmental conditions was observed during the site investigations. Moreover, soil sampling identified concentrations of pollutants at levels below the regulatory thresholds. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- e. *For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or Airport public use airport, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. The closest public airports to the Project Site are the Bob Hope Airport, Santa Monica Airport and the Los Angeles International Airport (LAX). However, none of these airports are located within two miles of the Project Site. Due to its distance from these Airports, the Project Site is not located in a designated Airport Hazard Area. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- f. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. The Project is not within the vicinity of a private airstrip. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

g. *Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new (or interfere with an existing) emergency response or evacuation plan, and the severity of the consequences.

The Project is not located on or near an adopted emergency response or evacuation route.²² The Project would not cause permanent alterations to vehicular circulation routes and patterns and/or impede public access or travel on public rights-of-way. While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which may result in temporary street closures. Street closures could have potential to interfere with established emergency response or evacuation plans. However, any such closures during construction would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

h. *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).²³ No impacts would occur.

22 *City of Los Angeles Safety Element*, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>

23 City of Los Angeles Department of Planning, *Zone Information and Map Access System*, website: <http://zimas.lacity.org/>, accessed September 2016.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. Development of the Project in combination with the related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials. However, with regulatory compliance the potential impacts associated with the Project would be less than significant and not likely to considerably contribute to any cumulative impact. As listed in **Table 2.0-1**, none of the related projects are near enough to the Project to create a cumulatively considerable impact from localized hazards. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.9 HYDROLOGY AND WATER QUALITY

Discussion

a. *Would the project violate any water quality standards or waste discharge requirements?*

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water that does not meet the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction Impacts

The three general sources of potential short-term, construction-related stormwater pollution associated with the Project are (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities, which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. Under the NPDES, the Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system.

Surface water runoff from the Project Site would continue to be collected on the site and directed toward existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City regulations, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features. City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Storm Water and Urban Runoff Pollution Control, which requires the application of BMPs. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

Additionally, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters inch of rainfall in a 24-hour period, which would reduce the Project's impact to the stormwater infrastructure. The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Operation Impacts

The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first 3/4-inches of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Storm Water and Urban Runoff Pollution Control, which requires the application of BMPs. The Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

Based on the above, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- b. Would the project 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)?***

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

As mentioned before, the Project Site is generally impervious with the exception of some portions of landscaping along the northern, western and southern boundaries that would be pervious with natural/manmade landscaping. As such surface water runoff from the Project Site is directed to adjacent storm drains and generally does not percolate into the groundwater table beneath the Project Site. Groundwater seepage was encountered at a depth of 51 feet below ground surface (bgs) as a result of exploratory boring at the Project Site. Review of the *Seismic Hazard Zone Report for the Hollywood 7½-Minute Quadrangle* indicates that historic high groundwater level in the vicinity of the Project Site ranges from about 10 feet to 20 feet bgs.²⁴ However, the Project Site is locally elevated 50 to 90 feet above the surrounding alluvial plain, and groundwater was not encountered in previously drilled borings to maximum depth of 85 feet except for a seep encountered at depth of 76 feet in one boring. It may be concluded that the historical groundwater data presented in the Seismic Hazard Zone Report is representative of the low-lying alluvial plain surrounding the site and that localized groundwater can occur along fractures in the bedrock as a seasonal response to precipitation at the Project Site. Excavation of the Project Site would therefore not impact the groundwater table. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity. Although, the majority of the Project Site is completely impervious to water, the Project Site includes undeveloped landscaped areas along the northern, western and southern boundaries that are and would be pervious with natural or /manmade landscaping. These areas currently drain through surface flow to the adjacent streets. The Project would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) during construction, which would reduce the amount of surface water runoff after storm events through implementation of construction storm water best management practices (BMPs). Likewise, as stated above, the design of the Project would be required to comply with the city's Low Impact Development

24 Department of Conservation, Division of Mines and Geology, *Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles, California*, Seismic Hazard Zone Report 26 (19980 http://gmw.consrv.ca.gov/shmp/download/evalrpt/holly_eval.pdf).

Ordinance (LID). The ordinance requires development of this size to capture water runoff at its source through a set of design approaches and BMPs that are reviewed and approved by the City. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. As such, implementation of the Project would not increase site runoff and may result in a decrease in flow to the adjacent streets because any site runoff would be directed toward the appropriate drainage systems. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. Existing drainage conditions would be maintained and any site runoff would be directed to the appropriate drainage systems. The Project Site includes undeveloped landscaped portions along the northern, western and southern boundaries that are and would be pervious with natural or manmade landscaping. These areas currently drain through surface flow to the adjacent streets. The Project would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) during construction, which would reduce the amount of surface water runoff after storm events through implementation of construction storm water best management practices (BMPs). Likewise, as stated above, the design of the Project would be required to comply with the city's Low Impact Development Ordinance (LID). The ordinance requires development of this size to capture water runoff at its source through a set of design approaches and BMPs that are reviewed and approved by the City. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. As such, implementation of the Project would not increase site runoff and may result in a decrease in flow to the adjacent streets. The Project would not result in a significant increase in site runoff or cause any changes in the local drainage patterns that would result in flooding on or off site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the volume of stormwater runoff from the Project Site were to increase to a level that exceeds the capacity of the storm drain system serving the Project Site. A Project-related significant adverse effect would also occur if the Project would substantially increase the probability that polluted runoff would reach the storm drain system or that would increase runoff of any water.

A City-maintained storm drain trunk line runs along Silver Lake Boulevard to the north of the Project Site. There is an additional relatively large-sized stormwater drain trunk line located west of the Project Site along North Virgil Avenue, maintained by Los Angeles County Flood Control District (LACFCD).²⁵ Although, the majority of the Project Site is completely impervious to water, the Project Site includes undeveloped landscaped areas along the northern, western and southern boundaries that are and would be pervious with natural or manmade landscaping. These areas drain through surface flow to the adjacent streets. Implementation of the Project would not increase site runoff and may result in a decrease in flow to the adjacent streets. The Project would not exceed the capacity of existing drainage systems. Runoff from the Project Site currently would continue to be collected on the site and directed towards existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention would be required as part of the LID/SUSMP implementation features. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

²⁵ County of Los Angeles Department of Public Works, "Los Angeles County Storm Drain System," <http://dpw.lacounty.gov/fcd/stormdrain/index.cfm>.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project otherwise substantially degrade water quality?

No Impact. A significant impact could occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. As a typical multi-family residential building, the Project does not include potential sources of contaminants that could potentially degrade water quality and would comply with all federal, State, and local regulations governing stormwater discharge. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

g. Would the project 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?

No Impact. A significant impact would occur if the Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood that results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the *Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map* for the Project area, the Project Site is not located within a designated flood zone.²⁶ The Project would not place housing within a 100-year flood hazard area. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

h. Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. A significant impact could occur if the Project Site was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in a highly urbanized area, and no changes to the local drainage pattern would occur with implementation of the Project; therefore, the Project would not have the potential to impede or redirect floodwater flows. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

26 Federal Emergency Management Agency, "Flood Insurance Rate Map (FIRM) (2013), <http://www.fema.gov/floodplain-management/flood-insurance-rate-map-firm>.

i. *Would the project 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?*

No Impact. A significant impact could occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam. Based on the map of Inundation and Tsunami Hazards in the City of Los Angeles, the Project Site is located on the border of a potential inundation area. The Mulholland Dam is located approximately 4 miles northwest of the Project Site. Based on the distance of the dam from the Project Site, since water would not flow this far, the Project would not 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. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

j. *Would the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?*

Less than Significant Impact. A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a potential seiche or tsunami zone. With respect to the potential impact from a mudflow, the Project Site is located at the top of a hill and the north facing slope at the Project Site is within a Seismically Induced Landslide Hazard Zone, as previously discussed. However, as discussed, the City of Los Angeles General Plan, Safety Element, does not identify the Project Site as being within a slope instability zone. Therefore, the potential for mudflow is considered low. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. Development of the Project in combination with the related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets and flows to the nearest drainage improvement areas. It is likely that most if not all of the related projects would also drain to the surrounding street system. However, all projects would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) during construction, which would reduce the amount of surface water runoff after storm events through implementation of construction storm water best management practices

(BMPs). Site and related project sites because this part of the City is already generally developed with impervious surfaces. In addition, none of the identified related projects is near enough to the Project Site for surface drainage to cumulatively combine.

Under the requirements of the LID Ordinance, each project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program would therefore result in a cumulative reduction to surface water runoff because the development in the surrounding area would be limited to infill developments and redevelopment of existing urbanized areas.

The Project would not make a considerable contribution to the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.10 LAND USE AND PLANNING

Impact Analysis

a. *Would the project physically divide an established community?*

No Impact. A significant impact could occur if the Project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The Project Site, previously developed with a hospital, is located within an urbanized area and would be consistent with the existing physical arrangement of the properties within the vicinity of the site. Implementation of the Project would not disrupt or divide the physical arrangement of the established community. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

b. *Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less than Significant Impact. A significant impact could occur if a project is inconsistent with planning or zoning designations currently applicable to the project site. The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional land use and zoning plans, as summarized below.

SCAG Regional Comprehensive Plan. The Project Site is located within the six-county region that comprises the Southern California Association of Governments (SCAG) planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The guiding principles of the RCP are: (1) Improve mobility for all residents; (2) Foster livability in all communities; (3) Enable prosperity for all people; and (4) Promote sustainability for future generations. Relevant land use goals of the RCP include focusing growth along transportation corridors; targeting growth within walking distance of transit; and injecting new life into under-used areas.

The Project would be consistent with policies set forth in the RCP because it would develop an underdeveloped site within an existing urban setting. The Project's location would be located 0.4 miles from an existing Metro station and close to numerous bus lines and land uses (including retail, housing, recreation, health care, employment, and public space).

City of Los Angeles General Plan. The land use component of the City of Los Angeles General Plan is set forth in the Framework Element and in Community Plans. The Framework sets forth a citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. General Plan Framework land use policies are further guided at the community level through community plans and specific plans. The General Plan Framework Land Use chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) and provides policies applicable to each District to support the vitality of the City's residential neighborhoods and commercial districts. The Project Site is not within a designated district in the Framework.

The Project is within the Wilshire Community Plan area. The Wilshire Community Plan Map shows the Project Site designated as High-Medium Residential with a corresponding zone of R4 and a footnote limiting the Height District to 2. The stated intent of the *Community Plan* is to enhance the positive characteristics of residential neighborhoods while providing a variety of housing opportunities. The *Community Plan* also aims to improve the function, design, and economic vitality of commercial areas, maximize development opportunities around existing and future transit systems, and preserve and strengthen commercial developments to provide a diverse job-producing economic base. The *Community Plan* designates the Project Site for High Medium Residential land use. The Project, which would provide a residential development in place of an underutilized hospital, and would therefore conform to the goals, objectives, and land uses identified in the *Community Plan*.

Vermont/Western Transit Oriented District Specific Plan

The Project Site is within the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan – Subarea B (Mixed Use Boulevards). The SNAP area is being planned as a pedestrian- and transit-friendly commercial/residential district with a significant amount of open space; recreational, cultural, and civic uses; retail activities; community buildings; and restaurants along transit and commercial corridors. The SNAP allows residential uses permitted in the R3 Zone and commercial uses permitted in the C1.5 Zone on properties located in Subarea B. The Project Site is permitted a maximum density of 163 residential units by right. The Applicant requests a 35 percent Density Bonus increase to provide a total of 221 residential units. SNAP limits building height to 50 feet for 100-percent residential projects; however, the Project would be permitted a maximum building height of 61 feet with the approval of an on-menu incentive to increase the maximum building height by 11 feet. The floor area ratio (FAR) is limited to 2:1 for 100-percent residential projects. The Project would not exceed the maximum allowable FAR.

Los Angeles Municipal Code. Development of the Project Site is subject to the constraints of the Los Angeles Municipal Code (LAMC), Chapter I, the Planning and Zoning Code. Wherever the Specific Plan contains provisions which require or permit greater or lesser heights, parking, use, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan prevails and supersedes the applicable provisions of the Code. As described above, the Project is generally consistent and supportive of applicable land use policies. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. A project-related significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed previously, no such plans presently exist that govern any portion of the Project Site. Further, the Project Site is located in an area that is already fully developed with the vacant Temple Community Hospital building, and associated facility buildings and parking structures, and is also within a heavily urbanized area of Los Angeles. Therefore, the Project would not have the potential to cause such effects. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. The Project's land use impacts would not considerably contribute to cumulative impacts as it would not conflict with applicable local or regional plans. Furthermore it is expected that development of most of the related projects would occur in accordance with adopted plans and regulations. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.11 MINERAL RESOURCES

Impact Analysis

- a. *Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?***

No Impact. A significant impact could occur if the Project Site were located in an area used or available for extraction of a regionally important mineral resource, or if project development would convert an existing or future regionally important mineral extraction use to another use, or if project development would affect access to a site used or potentially available for regionally important mineral resource extraction. The Project Site is outside the designated “Major Oil Drilling Areas” of the Los Angeles City Oil Field. There are no known oil wells at or near the Project Site, nor is the Site located within a Mineral Resource Zone 2 (MRZ-2) Area or an Oil Drilling/Surface Mining Supplemental Use District.²⁷ No mineral resources are known to exist beneath the Project Site. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

No Impact. As noted above, the Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area. The Project Site is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

No Impact. As discussed previously, the Project would have no impact on mineral resources. It is not known if any of the related projects would result in the loss of availability of known mineral resources. Regardless, the Project would not make an incremental contribution to potential cumulative impacts on mineral resources. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

²⁷ City of Los Angeles Department of City Planning, *Environmental and Public Facilities Map* (September 1996).

4.12 NOISE

Impact Analysis

- a. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less Than Significant Impact with Project Mitigation. A significant impact could occur if a project would generate excess noise that would cause the ambient noise environment to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance).

Construction

Construction-related noise impacts would be significant if, as indicated in Section 112.05 of the LAMC, noise from construction equipment within 500 feet of a residential zone exceeds 75 decibels (dB[A]) at a distance of 50 feet from the noise source. This noise limitation does not apply where compliance is technically infeasible. “Technically infeasible” means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. As defined in the *L.A. CEQA Thresholds Guide* for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at any off-site, noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at any nearby noise-sensitive use, would also normally result in a significant impact. The City of Los Angeles CEQA Thresholds Guide defines sensitive uses as “residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.”²⁸

Construction of the Project would require the use of heavy equipment for site clearing, grading, excavation and foundation preparation, installation of utilities, paving, and building construction. There would be a different mix of equipment operating during each construction phase, and noise levels would vary based on the amount of equipment in operation and the location of each activity. Equipment is assumed to be typical for a residential building with underground parking and would include excavators, dozers, loaders, paving equipment, etc.

²⁸ City of Los Angeles, *L.A. CEQA Thresholds Guide* (2006), p. I.1-3.

The US Environmental Protection Agency (USEPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site is presented in **Table 4.12-1, Noise Range of Typical Construction Equipment**, and **Table 4.12-2, Typical Outdoor Construction Noise Levels**, respectively, at a distance of 50 feet from the noise source (i.e., reference distance). The noise levels shown in **Table 4.12-1** represent composite noise levels associated with typical construction activities, which take into account both the number of pieces of heavy construction equipment that are typically used during each phase of construction. As shown in **Table 4.12-2**, construction noise during the heavier initial periods of construction is presented as 86 dB(A) Equivalent Continuous Sound Level (Leq) when measured at a reference distance of 50 feet from the center of construction activity.²⁹ These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dB(A) per doubling of distance. For example, a noise level of 84 dB(A) Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dB(A) Leq at 100 feet from the source to the receptor, and reduce by another 6 dB(A) Leq to 72 dB(A) Leq at 200 feet from the source to the receptor.

Project construction activities generating noise would include site preparation/excavation/grading and the physical construction and finishing of the proposed structures. Land uses on the properties surrounding the Project Site primarily include single- and multi-family residential uses. These residential uses are the most likely sensitive receptors to experience noise-level increases during Project construction. To identify the existing ambient noise levels at these nearby off-site sensitive receptors as well as in the general vicinity of the Project Site, noise measurements were taken with a Larson Davis Model 831 sound level meter, which conforms to industry standards set forth in American National Standard Institute (ANSI) S1.4-1983 (R2001)—Specification for Sound Level Meters. Additionally, this noise meter meets the requirement specified in Section 111.01(I) of the City of Los Angeles Municipal Code (LAMC) that the instruments be “Type S2A” standard instruments or better (See **Appendix F, Noise Background and Modeling Data**). This instrument was calibrated and operated according to the manufacturer’s written specifications. At the measurement sites, the microphone was placed at a height of approximately 5 feet above grade. The measured noise levels are shown in **Table 4.12-3, Existing Ambient Daytime Noise Levels in Project Site Vicinity**.

29 Although the peak noise levels generated by certain construction equipment may be greater than 86 dB(A) at a distance of 50 feet, the equivalent noise level would be approximately 86 dB(A) Leq (i.e., the equipment does not operate at the peak noise level over the entire duration).

Table 4.12-1
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dB(A) Leq at 50 Feet^a
Front loader	73–86
Truck	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saw	72–82
Pneumatic impact equipment	83–88
Jackhammer	81–98
Pump	68–72
Generator	71–83
Compressor	75–87
Concrete mixer	75–88
Concrete pump	81–85
Back hoe	73–95
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

Source: US Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, EPA-68-04-0047 (1971).

^a Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Table 4.12-2
Typical Outdoor Construction Noise Levels

Construction Phase	Approximate Leq dB(A) with Mufflers			
	50 Feet	60 Feet	100 Feet	200 Feet
Ground clearing	82	80	76	70
Excavation, grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: US Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliance*, PB 206717 (1971).



SOURCE: Google Earth - 2016

FIGURE 4.12-1

Table 4.12-3
Existing Ambient Daytime Noise Levels in Project Site Vicinity

Location	Primary Noise Sources	Leq	Lmin	Lmax
1. Corner of N. Hoover Street and Council Street	Light traffic noise along N. Hoover Street, hum of the hospital generator	58.9	49.5	80.3
2. N. Hoover Street opposite the Project Site	Traffic noise along the Hollywood Freeway and W. Temple Street below and to the north of the Project Site	60.5	56.6	72.7
3. Council Street opposite the Project Site	Light traffic noise along Council Street, helicopter noise	58.5	55.3	68.4
4. N. Commonwealth Avenue where the road reaches a dead end	Traffic noise along Silver Lake Boulevard below and to the north of the Project Site	59.8	51.4	76.5

*Note: Noise modeling data sheets can be seen in **Appendix F**.*

Measurements were taken on Wednesday, January 27, 2016 from 7:14 AM through 8:24 AM.

Due to the use of construction equipment during the construction phase, the Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those listed in Table 4.12-4. It should be noted that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., excavation and grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed buildings) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

As previously discussed, typical construction noise levels associated with the Project could exceed 75 dB(A) at 50 feet from the Project Site. Since construction activities at the Project Site would last for more than 10 days in a 3-month period, the Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site sensitive receptors would be increased by 5 dB(A) or more. Based on the results shown in **Table 4.12-4, Estimated Exterior Construction Noise at Nearest Sensitive Receptors**, the ambient exterior noise levels at all four of the identified off-site sensitive receptors would be exceeded by 5 dB(A) or more. Based on the criteria established in the LA CEQA *Threshold Guide*, a substantial temporary or periodic increase in ambient noise levels would occur at the identified off-site sensitive receptors.

Table 4.12-4
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

Sensitive Land Uses	Distance to Project Site (feet)	Existing Monitored Daytime Ambient Noise Levels (dB[A] Leq)	Estimated Peak Construction Noise Levels (dB[A] Leq)	Noise-Level Increase (dB[A] Leq)
Single Family Residential Units (Corner of N. Hoover Street and Council Street)	75	59	87	28
Single Family Residential Units (top of N. Hoover Street)	85	61	86	25
Multi-family Residential Units (Council Street)	65	55	88	33
Multi-family Residential Units (N. Commonwealth Avenue)	50	60	90	30

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dB(A) noise threshold if all technically feasible noise attenuation measures are implemented. The estimated construction-related noise levels associated with the Project would exceed the numerical noise threshold of 75 dB(A) at 50 feet from the noise source as outlined in the City Noise Ordinance, and the typical construction noise levels associated with the Project would exceed the existing ambient noise levels at the identified off-site sensitive receptors by more than the 5 dB(A) threshold established by the *L.A. CEQA Thresholds Guide* during all construction phases.

However, implementation of the following measures identified in mitigation measure **MM NOI-1** would reduce the noise levels associated with construction of the Project to the maximum extent that is technically feasible; therefore, construction noise levels would be exempt from the 75 dB(A) noise threshold, and construction noise impacts are not considered to be significant.

Mitigation Measures: The incorporation of the following mitigation measures into the Project would reduce impacts to a less-than-significant level.

MM NOI-1

Increased Noise Levels (Demolition, Grading and Construction Activities)

- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generation construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction and equipment with state-of-the-art noise shielding and muffling devices.
- The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Less Than Significant Impact with Project Mitigation. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction

Construction activities for the Project have the potential to generate low levels of ground-borne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Project could have an adverse impact on both sensitive structures (e.g., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to ground-borne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to ground-borne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings are used to evaluate potential impacts related to project construction. Based on the FTA and Caltrans criteria, construction impacts relative to ground-borne vibration would be considered significant if the following were to occur:³⁰

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.5 inches per second (ips) at any building that is constructed with reinforced concrete, steel, or timber.
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.3 ips at any engineered concrete and masonry buildings.

30 Federal Transit Administration, Transit Noise and Vibration Impact Assessment (May 2006); and California Department of Transportation, Transportation- and Construction-Induced Vibration Guidance Manual (2013).

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.2 ips at any nonengineered timber and masonry buildings.
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 ips at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for ground-borne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, such as schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table 4.12-5, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in **Table 4.12-5**, vibration velocities could range from 0.003 to 0.089 ips PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

As shown in **Table 4.12-5**, at distances greater than 25 feet from the Project Site boundary, construction-related vibration levels would not exceed 0.089 PPV. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. As maximum off-site vibration levels would not exceed 0.089 PPV, there would be no potential for Project construction to result in vibration levels exceeding the most restrictive threshold of significance. Impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

In terms of human annoyance resulting from vibration generated during construction, the single- and multi-family residential uses located to the east, south, and west of the Project Site could be exposed to increased vibration levels. **Table 4.12-6, Estimated Vibration Levels at Nearest Sensitive Receptors**, shows that construction-generated vibration levels experienced at the identified sensitive receptors would not exceed the 80 VdB thresholds for the residential uses. Mitigation measure **MM NOI-1** would also serve to reduce construction-related vibration levels to the maximum extent feasible. Human annoyance impacts with respect to construction-generated vibration increases would be less than significant with mitigation.

Operational Vibration

The Project would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although ground-borne vibration at

the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks may be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring near the Project Site. Since the Project would result in a decrease in traffic, groundborne vibration as a result of regular vehicular traffic would not be perceptible. Impacts would be less than significant.

Table 4.12-5
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Truck	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, Final Report (2006).

Table 4.12-6
Estimated Vibration Levels at Nearest Receptors

Sensitive Land Uses	Distance to Project Site (feet)	Estimated Vibration Levels (VdB)
Single Family Residential Units (Corner of N. Hoover Street and Council Street)	75	75
Single Family Residential Units (top of N. Hoover Street)	85	74
Multi-family Residential Units (Council Street)	65	77
Multi-family Residential Units (N. Commonwealth Avenue)	50	81

Mitigation Measures: Mitigation measures have been identified above, in subsection 4.12(a), and below would reduce potential construction vibration impacts to a less-than-significant level.

MM NOI-2

Increased Noise Levels (Parking Structure Ramps)

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.

c. *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than Significant Impact. A significant impact could occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in **Table 4.12-7, Community Noise Exposure (CNEL)**, to increase by 3 dB(A) in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dB(A) or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Project would increase the ambient noise levels by 3 dB(A) CNEL at homes where the resulting noise level would be at least 70 dB(A) CNEL. In addition, any long-term increase of 5 dB(A) CNEL or more is considered to cause a significant impact.

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dB(A) or greater CNEL noise increase. The traffic volume on any given roadway segment would need to double during peak hours in order for a 3 dB(A) increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project’s mobile noise impacts can be assumed to be less than significant. As discussed in **Section 4.16, Traffic and Transportation**, the Project would not result in double the existing traffic on surrounding roadways. Traffic-generated noise impacts would be considered less than significant.

Operational Noise—Stationary Noise Sources

New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed buildings at the Project Site. The design of this equipment would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dB. Because the noise levels generated by the HVAC equipment serving the Project would not be allowed to exceed the ambient noise level by 5 dB on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. The Project proposes a parking garage within the proposed development. The implementation of the following mitigation measure would reduce potential operational noise impacts from vehicles and use of parking ramps to a less-than-significant level.

**Table 4.12-7
Community Noise Exposure (CNEL)**

Land Use	Normally Acceptable^a	Conditionally Acceptable^b	Normally Unacceptable^c	Clearly Unacceptable^d
Single-family, duplex, mobile homes	50–60	55–70	70–75	above 75
Multi-family homes	50–65	60–70	70–75	above 75
Schools, libraries, churches, hospitals, nursing homes	50–70	60–70	70–80	above 80
Transient lodging—motels, hotels	50–65	60–70	70–80	above 75
Auditoriums, concert halls, amphitheaters	---	50–70	---	above 70
Sports arena, outdoor spectator sports	---	50–75	---	above 75
Playgrounds, neighborhood parks	50–70	---	67–75	above 75
Golf courses, riding stables, water recreation, cemeteries	50–75	---	70–80	above 80
Office buildings, business, and professional Commercial	50–70	67–77	above 75	---
Industrial, manufacturing, utilities, agriculture	50–75	70–80	above 75	---

Source: Office of Planning and Research, *State of California General Plan Guidelines* (in coordination with the California Department of Health Services) (October 2003; City of Los Angeles, *General Plan*, “Noise Element” (adopted February 1999).

^a Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

^b Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

^c Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and necessary noise insulation features included in the design.

^d Clearly Unacceptable: New construction or development should generally not be undertaken.

Mitigation Measures: No mitigation measures are necessary.

d. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than Significant with Project Mitigation. As discussed above, in subsection 4.12(a), substantial increases in ambient noise levels are likely during construction.

Mitigation Measures: Mitigation measures have been identified above, in subsection 4.12(a), that would reduce potential construction noise impacts to a less than significant level

- e. For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. A significant impact could occur if a Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of a project site. There are no airports within a two-mile radius of the Project Site, nor is the Project Site within any airport land use plan. The Bob Hope Airport in Burbank, CA is located approximately 11 miles away, the Los Angeles International Airport is located approximately 18 miles away, the Van Nuys Airport is located approximately 18 miles away, and the Whiteman Airport is located approximately 17 miles away from the Project Site. As such, the Project would not expose people to excessive noise levels associated with airport uses. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. Development of the Project in conjunction with the related projects would result in an increase in construction- and traffic-related noise as well as on-site stationary noise sources in the already urbanized Wilshire area of the City of Los Angeles. However, the Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Project study area. Any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Project and each related project (that has not yet been built) would be localized. In addition, each of the related projects would be required to comply with the City's Noise Ordinance, as well as with mitigation measures that may be prescribed pursuant to CEQA provisions requiring potentially significant impacts to be reduced to the extent feasible. Based on the Project's estimated trip generation, it is clear that the Project would not make a considerable contribution to a cumulative impact. Thus, the cumulative impact associated with noise would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.13 POPULATION AND HOUSING

Impact Analysis

- a. *Would the project 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)?***

Less than Significant Impact. A significant impact could occur if a project would locate new development, such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude.

SCAG forecasts that the population in the City of Los Angeles will increase to 3.99 million persons by 2020 and 4.32 million persons by 2035. The forecast from 2020 through 2035 projects growth of 328,900 additional persons, which yields a 8.24% percent growth rate, over fifteen years.³¹

Based on the average household size for the City, the construction of 221 residential units could result in an increase in approximately 621 residents in the City of Los Angeles.³² Given the unit size and mix, the actual population of the Project would likely be less. As such, the Project does not represent significant population growth. The Los Angeles General Plan, as reflected in the Community Plan Land Use Map, envisions a medium density residential use on the site. As such the Project represents planned growth. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- b. *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

No Impact. A significant impact could occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project would consist of development of new housing on a site that is currently occupied by the Temple Community Hospital building, associated facility buildings, parking structures, retaining walls, landscaping, and pavements. No displacement of existing housing would occur with the Project. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

³¹ SCAG, 2012 Regional Transportation Plan Update (adopted April 2012).

³² City of Los Angeles, Department of City Planning, *Citywide Demographic Profile*
<http://planning.lacity.org/censusinfo/census2010/censusRpt2010.pdf>.

c. *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. The Project would consist of the development of new housing on a site that is currently occupied by the Temple Community Hospital building, associated facility buildings, parking structures, retaining walls, landscaping, and pavements. No displacement of existing housing would occur. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. The related projects would introduce additional residential, hotel, commercial, retail, restaurant, office, hospital, school, and parking uses to the City of Los Angeles. The projects shown in **Table 2.0-1, Related Projects List**, included 4,600 residential units. While this represents growth in the portion of Los Angeles surrounding the Project Site, it would not result in substantial cumulative population growth overall. As discussed previously, the Project would not exceed the growth projections of SCAG's *RCP* for the City of Los Angeles Subregion. In addition, the Project is the type of project encouraged by SCAG and City policies to accommodate growth in urban centers that are close to existing employment centers and mass transit. Because the Project would not displace any residents, and the population growth potentially associated with the Project has already been anticipated and planned for within the Wilshire area, the Project's population growth would not be cumulatively considerable. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.14 PUBLIC SERVICES

Impact Analysis

- a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:***

i. Fire protection

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Project could potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 6 (Angeleno Heights), located at 326 N. Virgil Avenue, approximately 0.15 mile northwest of the Project Site. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 6 to the Project Site, fire protection response is considered adequate. As such, no new or expanded fire stations or other facilities would need to be constructed to serve the project. Impacts would be less than significant.

The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.09.06, City-established fire-flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system while the required gpm is flowing. The existing fire hydrants located along N. Hoover Street, Council Street, and N. Commonwealth Avenue are adequate for the fire flow needs for the Project; no new public fire hydrant installations are anticipated.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. The Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and related projects would contribute. Similar to the Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for the development of new fire stations in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to fire protection services impacts.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

ii. Police protection.

Less than Significant Impact. For the purpose of this Initial Study, a significant impact could occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for police services anticipated at the time of completion and occupancy of the Project compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is located in the Olympic Community of the LAPD's West Bureau. The Olympic Community is generally bound by Melrose Avenue and Beverly Boulevard on the north, North Hoover Street to the east, the Santa Monica Freeway to the South, and North Gower Street, South Plymouth Boulevard, and

Arlington Avenue to the east. The Olympic Area is served by the Olympic Community Police Station, located at 1130 S. Vermont Avenue. Within the Olympic Area, the Project is located within Reporting District (RD) 2019. RD 2109 is defined by the following boundaries: Beverly Boulevard to the north, N. Hoover Street to the east, W. Third Street to the South, and S. Vermont Avenue to the West.

Implementation of the Project would result in an increase of residents and visitors, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against people would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. However, no new or expanded police stations or other facilities would need to be constructed to serve the project. In addition, the implementation of **MM PS-1** would reduce potential impacts to less than significant levels.

Mitigation Measures:

MM PS-1

Public Services (Police)

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Cumulative Impacts

Less than Significant Impact. The Project, in combination with the related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and related projects would contribute. In addition, each of the related projects would be individually subject

to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to police protection services impacts. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

iii. Schools.

Less than Significant Impact. A significant impact could occur if a project includes substantial employment or population growth that could generate a demand for school facilities which would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for school services anticipated at the time of project completion and occupancy compared to the expected level of service available, considering, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions that would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by several LAUSD public schools, as shown in **Table 4.14-1, LAUSD Public Schools within the Project Area**. As shown in **Table 4.14-2, Project Estimated Student Generation**, the Project could generate approximately 36 elementary students, 10 middle school students, and 21 high school students, for a total of approximately 67 students, a relatively minor increase in student population. This estimate is likely higher than the actual student demand given the predominance of

studio and one-bedroom units in the Project. In addition, the Applicant would be expected to pay applicable school fees in accordance with California Government Code Section 65995. In conjunction with compliance with California Government Code, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Table 4.14-1
LAUSD Public Schools within the Project Area

School	Address	Distance from Project Site (miles)	Students Served
Alexandria Elementary School	4211 Oakwood Avenue	0.90	Kindergarten through fifth grade
Cahuenga Elementary School	220 S. Hobart Boulevard	1.26	Kindergarten through fifth grade
Charles H. Kim Elementary School	225 S. Oxford Avenue	1.44	Kindergarten through fifth grade
Commonwealth Elementary School	2015 S. Commonwealth Avenue	0.39	Kindergarten through fifth grade
Dayton Heights Elementary School	607 N. Westmoreland Avenue	0.49	Kindergarten through fifth grade
Frank Del Olmo Elementary School	100 N. New Hampshire Road	0.50	Kindergarten through fifth grade
Harvard Elementary School	330 N. Harvard Boulevard	1.16	Kindergarten through fifth grade
Sammy Lee Medical and Health Science Magnet	3000 Council Street	0.31	Kindergarten through fifth grade
Van Ness Elementary School	501 Van Ness Avenue	1.88	Kindergarten through fifth grade
John H. Liechty Middle School	650 S. Union Avenue	1.63	Sixth through eighth grade
Sal Castro Middle School	1575 W. Second Street	1.47	Sixth through eighth grade
Virgil Middle School	152 North Vermont Avenue	0.37	Sixth through eighth grade
Young Oak Kim Academy	615 Shatto Place	0.96	Sixth through eighth grade
Belmont High School	1575 W. Second Street	1.53	Ninth through Twelfth grade
Camino Nuevo High School	3500 W. Temple Street	0.10	Ninth through twelfth grade
Central City Value School	221 N. Westmoreland Avenue	0.25	Ninth through twelfth grade

Source: Los Angeles Unified School District (2014).

Table 4.14-2
Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Multi-family residences ^a	221 du	36	10	21	67

Source: Los Angeles Unified School District, *School Facilities Needs Analysis* (September 2012).

^a Student generation rates are as follows for residential uses: 0.1649 elementary, 0.0450 middle, and 0.0943 high school students per unit.
Note: du = dwelling unit.

Cumulative Impacts

Less than Significant Impacts. The related projects and Project combined could cumulatively generate over 1,400 students. This would create an increased cumulative demand on the local school district. Nonetheless, each project would be required to pay school developer fees, pursuant to *California Education Code*, Section 17620(a)(1), which in accordance with California Government Code Section 65995 are deemed to be full and complete mitigation of any impacts. As such, the Project would not make a considerable contribution to significant cumulative impact. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

iv. Parks

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of completion and occupancy of the Project compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). A significant impact would occur if the Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

The *Public Recreation Plan*, a portion of the Service Systems Element of the City of Los Angeles *General Plan*, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards.³³ The standard ratio of neighborhood and community parks to population is 4 acres per 1,000 residents within a 1- to 2-mile radius for neighborhood and community parks. The Project Site

³³ *City of Los Angeles General Plan, "Service Systems Element."*

is located within a highly urbanized area of the Wilshire community and, as shown in **Table 4.14-3, Recreation and Park Facilities within the Project Area**, has access to approximately 82.1 acres of parkland and public recreation facilities within a 2-mile radius. These facilities range in size from a 0.3-acre pocket park to the 30.1-acre Macarthur Park and Recreation Center. It is estimated that the development of the Project would result in capacity for 380 residents.

Existing parkland satisfies the need for parkland for the current population. Based on the standard parkland ratio goal of 4 acres per 1,000 residents, the Project would generate a need for approximately 2.3 acres of public parkland. This demand would be met through a combination of (1) on-site open space proposed within the Project, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area.

Based on the number of units and mix of unit types, approximately 25,400 square feet of open space would be required for the Project Site. A total of 42,820 square feet of open space is proposed on site. Of this open space, 27 percent would be landscaped. Furthermore, the Applicant would be required pay applicable taxes or fees in accordance with LAMC Section 17.12(a) or 17.58 that support the provision of parks. As such, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. As discussed previously, the Project would have a less than significant impact on recreational resources. The Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the Wilshire area to accommodate cumulative demands created by increased residential development. Similar to the Project's requirement to pay applicable taxes or fees in accordance with LAMC Section 17.12(a) or 17.58 that support the provision of park, the related projects that include residential units would be required to pay similar taxes or fees to mitigate impacts upon park and recreational facilities. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Table 4.14-3
Recreation and Park Facilities within the Project Area

Park Name	Park Size (acres)	Park Amenities	Distance to Project Site (mi)
Madison West Park	0.5	Open Space	0.39
Shatto Recreation Center	2.3	Auditorium, baseball diamond, basketball courts, children's play area, tennis courts, volleyball courts, community room	0.65
Lake Street Park	1.2	Indoor gymnasium, outdoor open space	0.91
Lafayette Park	4.4	Auditorium, basketball courts, children's play area, community room, soccer field, tennis courts, picnic tables	0.94
Macarthur Park and Recreation Center	30.1	Auditorium, children's play area, picnic tables, boating lake, open space	1.15
Lemon Grove Recreation Center	4.0	Auditorium, baseball diamond, basketball courts, children's play area, picnic tables	1.36
Echo Park Lake and Recreation Center	20.1	Indoor gym, community room, barbeque pits, baseball diamond, basketball court, children's play area, indoor and outdoor pools, soccer field, tennis court, boating lake	1.42
Silver Lake Dog Park and Recreation Center	2.4	Dog park, children's play area, community room, indoor gym, picnic tables	1.53
Hope and Peace Park	0.5	Open space	1.63
Seoul International Park and Ardmore Recreation Center	2.3	Indoor gym, auditorium, baseball diamond, children's play area, picnic tables	1.78
Burns Park	0.9	Children's play area, picnic tables	1.81
LA High Memorial Park	2.1	Children's play area	1.83
Barnsdall Art Park Recreation Center	11	Junior art center, art gallery	1.90
Seily Rodriguez Park	0.3	Pocket park. Children's play area, picnic tables, benches	1.91

Source: City of Los Angeles Department of Recreation of Parks, Location Map, <http://raponline.lacity.org/maplocator>.

v. Other public services

Libraries

Less than Significant Impact. A significant impact could occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries) that would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for library services anticipated at the time of completion and occupancy of the Project compared to the expected level of service available, considering, as applicable, scheduled improvements to existing library services (renovation, expansion, addition, or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library [LAPL]).

Within the City of Los Angeles, the LAPL provides library services at the Central Library, seven regional branch libraries, 56 community branches, and bookmobile units. Approximately 6.5 million books and other materials compose the LAPL collection. The LAPL branches currently serving the Project Site include the Cahuenga Branch Library, located at 4591 Santa Monica Boulevard, approximately 1.1 miles northwest of the Project Site; and the Felipe de Neve Branch Library, located at 2820 W. Sixth Street, approximately 0.9 miles south of the Project Site. No new branches or facilities are projected to be needed to serve the surrounding community with the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. The related projects that have a residential component could generate additional residents who could increase the demand upon library services. This increase in resident population, combined with the resident population generated by the Project, would increase demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for \$178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on this, the Project would not make a considerable contribution to impacts on the City's library system. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.15 RECREATION

Impact Analysis

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Less than Significant Impact. A significant impact could occur if a project includes substantial employment or population growth, which 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the Project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for recreation and park services anticipated at the time of Project build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the Project's proportional contribution to the demand; and (c) whether the Project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

Based on the number of units and mix of unit types, approximately 25,400 square feet of open space would be required for the Project Site. A total of 42,820 square feet of open space is proposed on site. In addition, the Project includes on-site recreational amenities intended to serve some of the needs of the residents. The open space and recreational amenities would help offset the need for additional recreational facilities. Notwithstanding the availability of on-site recreational amenities, it may be assumed that the future occupants of the Project would utilize recreation and park facilities in the surrounding area. However, the Applicant is required by law to pay applicable Quimby fees for the construction of dwelling units. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

Less than Significant Impact. A significant impact could occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. Based on the number of units and mix of unit types, approximately 25,400 square feet of open space would be required for the Project Site. A total of 42,820 square feet of open space is proposed on site. In addition, the Project includes on-site recreational amenities intended to serve some of the

needs of the residents. The open space and recreational amenities would help offset the need for additional recreational facilities. As noted in **Table 4.14-3 - Recreation and Park Facilities within the Project Area**, there are 14 existing, new, and recently improved parks and other recreational facilities within the Project area totaling more than 82 acres that are available to serve the future residents and retail visitors to the Project Site. Although the Project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the Project area. The Project's increased demands upon recreational facilities would not by itself result in the construction of a new park, which might have an adverse physical effect on the environment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. As discussed above, the Project would have a less than significant impact on recreational resources. The Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the Hollywood area to accommodate cumulative demands created by increased residential development. Similar to the Project's requirement to pay the Quimby fees to improve recreation and park facilities, the related projects that include residential units would be required to pay similar recreation taxes and/or applicable fees to mitigate impacts upon park and recreational facilities. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.16 TRANSPORTATION AND TRAFFIC

Impact Analysis

- a. Would the project 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?***

Less than Significant Impacts. A significant impact could occur if the Project were to result in substantial increases in traffic volumes in the vicinity of the Project such that the existing street capacity experiences a decrease in the existing volume-to-capacity (V/C) ratios or experiences increased traffic congestion exceeding LADOT's recommended level of service.

The following is based on information from the *Transportation Study for the Pinnacle Place Project* prepared by Gibson Transportation Consulting, Inc.³⁴ Trip generation estimates for the Project were calculated based on the latest edition of the Institute of Transportation Engineers *Trip Generation* manual. The Project is expected to generate a total of 1,470 weekday trips, including 113 morning peak-hour trips (23 inbound, 90 outbound) and 137 afternoon peak-hour trips (89 inbound, 48 outbound). No credits were taken for existing traffic from the site. A detailed traffic analysis was conducted of 12 intersections in the vicinity of the Project Site. As shown in **Table 4.16-1 Existing Plus Project Conditions** and **Table 4.16-2, Future Plus Project Conditions**, no significant impacts were identified at any of the intersections evaluated.

The Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction of the Project. The demolition and site clearing phase has been estimated to require approximately 60 daily hauling truck trips at its peak. The addition of these vehicles into the street system would contribute to increased traffic in the Project vicinity. Construction workers would also add vehicles to the traffic. The Project's construction trip traffic would be a fraction of the operational traffic, which would not cause any significant impacts at the studied intersection. Therefore, it is not anticipated that construction traffic would contribute to a significant increase in the overall congestion in the Project vicinity. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

34 Gibson Transportation Consulting, Inc., *Transportation Study for the Pinnacle Place Project, Los Angeles, California* (January 2016) and *Trip Generation and Level of Service Assessment for the Revised Project Description for the Pinnacle Place Apartment Project, Los Angeles, California* (December 2016); provided as Appendix G to this Initial Study

Table 4.16-1
Existing Plus Project Traffic Conditions

No	Intersection	Peak Hour	Existing without Project		Existing Plus Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	AM	1.161	F	1.169	F	0.008	NO
		PM	1.176	F	1.182	F	0.006	NO
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	AM	0.317	A	0.323	A	0.006	NO
		PM	0.437	A	0.450	A	0.013	NO
3.	US 101 SB On-Ramps & Silver Lake Boulevard	AM	0.547	A	0.565	A	0.018	NO
		PM	0.545	A	0.553	A	0.008	NO
4.	US 101 NB Ramps & Silver Lake Boulevard	AM	0.661	B	0.676	B	0.015	NO
		PM	0.511	A	0.524	A	0.013	NO
5.	Virgil Avenue & Beverly Boulevard/Count Street	AM	0.614	B	0.614	B	0.000	NO
		PM	0.509	A	0.518	A	0.009	NO
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	AM	0.623	B	0.650	B	0.027	NO
		PM	0.598	A	0.15	A	0.017	NO
7.	Reno Street & Beverly Boulevard	AM	0.403	A	0.405	A	0.002	NO
		PM	0.369	A	0.370	A	0.001	NO
8.	Benton Way & Beverly Boulevard	AM	0.615	B	0.616	B	0.001	NO
		PM	0.667	B	0.668	B	0.001	NO
9.	Rampart Boulevard & Beverly Boulevard	AM	0.711	C	0.713	C	0.002	NO
		PM	0.707	C	0.707	C	0.000	NO
10.	Vendome Street & Temple Street	AM	0.361	A	0.393	A	0.032	NO
		PM	0.385	A	0.402	A	0.017	NO
11.	Benton Way & Temple Street	AM	0.617	B	0.618	B	0.001	NO
		PM	0.694	B	0.695	B	0.001	NO
12.	Rampart Boulevard & Temple Street	AM	0.610	B	0.611	BB	0.001	NO
		PM	0.661	B	0.662	BB	0.001	NO

Table 4.16-2, Future Plus Project Traffic Conditions

No	Intersection	Peak Hour	Future without Project		Future Plus Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	AM	1.294	F	1.301	F	0.007	NO
		PM	1.288	F	1.295	F	0.007	NO
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	AM	0.451	A	0.459	A	0.008	NO
		PM	0.550	A	0.563	A	0.013	NO
3.	US 101 SB On-Ramps & Silver Lake Boulevard	AM	0.673	B	0.691	B	0.018	NO
		PM	0.634	B	0.641	B	0.007	NO
4.	US 101 NB Ramps & Silver Lake Boulevard	AM	0.834	D	0.850	D	0.016	NO
		PM	0.637	B	0.649	B	0.012	NO
5.	Virgil Avenue & Beverly Boulevard/Count Street	AM	0.756	C	0.757	C	0.001	NO
		PM	0.600	A	0.611	B	0.011	NO
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	AM	0.671	B	0.698	B	0.027	NO
		PM	0.641	B	0.658	B	0.017	NO
7.	Reno Street & Beverly Boulevard	AM	0.439	A	0.441	A	0.002	NO
		PM	0.409	A	0.410	A	0.001	NO
8.	Benton Way & Beverly Boulevard	AM	0.655	B	0.657	B	0.002	NO
		PM	0.699	B	0.700	B	0.001	NO
9.	Rampart Boulevard & Beverly Boulevard	AM	0.754	C	0.756	C	0.002	NO
		PM	0.743	C	0.744	C	0.001	NO
10.	Vendome Street & Temple Street	AM	0.497	A	0.529	A	0.032	NO
		PM	0.454	A	0.471	A	0.017	NO
11.	Benton Way & Temple Street	AM	0.629	B	0.631	B	0.002	NO
		PM	0.714	C	0.715	C	0.001	NO
12.	Rampart Boulevard & Temple Street	AM	0.623	B	0.625	B	0.002	NO
		PM	0.680	B	0.681	B	0.001	NO

- b. *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

No Impact. The Congestion Management Program (CMP) is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County. The CMP requires that further analysis be conducted if a project were to add 50 or more trips during either the morning or afternoon weekday peak hours at any CMP arterial monitoring intersections or 150 trips during the morning or afternoon weekday peak hours at any mainline freeway monitoring locations. The Project would not add 50 or more trips at any CMP intersection or 150 or more trips on any mainline freeway. No Congestion Management Program (CMP) freeway-monitoring segment or intersection analysis is required, and there would be no Project-related impacts to the CMP. The Project would not conflict with any travel demand measures. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- c. *Would the project 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?***

No Impact. This question would apply to the Project only if it involved an aviation-related use or would influence changes to existing flight paths. No aviation-related use would occur. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- d. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Less than Significant Impacts. A significant impact could occur if a project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Project would not include unusual or hazardous design features. The Project would include a new vehicular access driveway that would be designed in accordance with appropriate building codes. The Project would also reconfigure the west side of Hoover Street along the edge of the Project Site. This would be done in accordance with the

standards the City's Mobility Plan and Complete Streets Design Guide. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project result in inadequate emergency access?

Less than Significant Impact. A significant impact could occur if the Project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. Development of the Project Site may require temporary and/or partial street and sidewalk closures due to construction activities. Any such closures would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works. Such closures would not be expected to interfere with emergency response or evacuation plans. As described previously, the Project would satisfy the emergency response requirements of the LAFD. No hazardous design features are included in the access design or site plan for the Project that could impede emergency access. Furthermore, the Project would be subject to the site plan review requirements of both the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. The Project would not be expected to result in inadequate emergency access. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant with Project Mitigation. For the purpose of this Initial Study, a significant impact could occur if a project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on or off site. The Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Project would not interfere with any Class I or Class II bikeway systems. However, the construction process could temporarily close sidewalks along the perimeter of the site. As such, potential impacts on pedestrian facilities would occur but would be reduced to a less-than-significant level with the implementation of the following mitigation measure.

Mitigation Measures: The following mitigation measure would reduce potential impacts to a less than significant level.

- **MM-TRAF-1: Work Area Traffic Management Plan**
 - The Project Applicant shall submit a formal Work Area Traffic Control Plan for review and approval by the Department of Building and Safety prior to the issuance of any construction permits. This plan shall incorporate safety measures around the site to reduce the risk to pedestrian traffic near the work area. This plan shall identify traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity.

Cumulative Impacts

Less than Significant Impact. Although individually the Project would result in a decrease in daily trips, development of the Project in conjunction with the related projects would generally result in an increase in average daily vehicle trips and peak-hour vehicle trips in the Wilshire area. However, future projects would be evaluated on an individual basis as to the quantity of trips generated, and mitigation measures would be implemented accordingly. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.17 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)***

Less than Significant Impact. The project site is currently developed with a former hospital building. A historic evaluation of the site concluded that the site does not contain resources eligible for listing in the National Register or California Register, or for designation as a Los Angeles Historic-Cultural Monument. As such, the proposed Project would not cause substantial adverse change in the significance of onsite resources. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource 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.***

Less than Significant Impact. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a Project if the tribe has submitted a written request to be notified. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project Site. Notices were mailed to Native American tribes known to have resources in the Project area on June 28, 2017. No responses were received and no Tribal Cultural Resources have been identified on the site. As no Tribal Cultural Resources have been identified, potential impact to tribal cultural resources would be less than significant.

4.17 UTILITIES AND SERVICE SYSTEMS

Impact Analysis

a. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less than Significant Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable RWQCB. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information that may be required by the appropriate RWQCB. The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements.

Currently, wastewater from the Project site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP), a public facility subject to the State's wastewater treatment requirements. Wastewater from the Project would continue to be conveyed through City sewage infrastructure to HTP. Though the Project would generate more wastewater than is currently generated on the Project site, pollutant loads would be typical of urban wastewater already processed by the HTP. Furthermore, as discussed below, HTP has the available capacity to accommodate the additional waste associated with the Project. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less than Significant Impact. A significant impact could occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Water is provided by the Los Angeles Department of Water and Power (LADWP); the Los Angeles Bureau of Sanitation provides sewer service to the proposed Project area.

LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The

LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 362 mgd averaged over the calendar year, and operates at approximately 60 percent capacity. Therefore, the LAAFP has a remaining capacity of approximately 238 mgd, depending on the season.³⁵

The Los Angeles Bureau of Sanitation provides sewer service to the proposed Project area. Sewage from the Project site is conveyed via sewer infrastructure to the HTP. The HTP treats an average daily flow of 362 mgd, and has the capacity to treat 450 mgd.³⁶ This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.

The Project Site is located in a developed, urbanized portion of Los Angeles that is served by existing water mains. As shown below, it is estimated that the Project would have a water demand of 49,156 gallons per day (gpd). Water conservation design features are likely to reduce this estimate. Given the remaining capacity of the LAAFP, the Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

As shown below, it is estimated that the Project would generate 42,359 gpd of wastewater. Given the available capacity of the HTP, the Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

Furthermore, the Project Applicant shall be required to implement applicable LA Green Building Code requirements that would further reduce water and wastewater flow. Therefore, potential impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

35 Los Angeles Department of Water and Power, *Urban Water Management Plan*

36 City of Los Angeles Department of Public Works, Bureau of Sanitation, "Hyperion Treatment Plant," http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm.

Table 4.17-1
Existing and Proposed Domestic Water Demand Comparison

Land Use	Units/Size	Demand Factor	Water Use (GPD)
Proposed Development			
Studio	19 units	90 gpd/unit	1,710
One-bedroom	90 units	132 gpd/unit	11,880
One-bedroom+Den	6 units	132 gpd/unit	792
Two-bedroom	96 units	180 gpd/unit	17,280
Three-bedroom	10 units	228 gpd/unit	2,280
Rec/Leasing	74,593 sq. ft.	0.19 gpd/sq. ft.	14,172.7
Landscaping	11,570 sq. ft.	0.09 gpd/sq. ft.	1,041.3
Net Water Demand			49,156

Source: Water use factors estimated for the Project based on the City of Los Angeles Department of Public Works, Bureau of Sanitation Generation Rate Tables (2012) and/or an estimated rate based on the closest land use by the Urban Resource Corporation (2014).

Note: sq. ft. =square feet; du = dwelling units.

Table 4.17-2
Existing and Proposed Wastewater Demand Comparison

Land Use	Units/Size	Demand Factor	Water Use (GPD)
Proposed Development			
Studio	19 units	75 gpd/unit	1,425
One-bedroom	90 units	110 gpd/unit	10,340
One-bedroom + Den	6 units	110 gpd/unit	660
Two-bedroom	96 units	150 gpd/unit	13,200
Three-bedroom	10 units	190 gpd/unit	1,520
Rec/Leasing	74,593 sq. ft.	0.19 gpd/sq. ft.	14,172.7
Landscaping	11,570 sq. ft.	0.09 gpd/sq. ft.	1,041.3
Net Water Demand			42,359

Source: Water use factors estimated for the Project based on the City of Los Angeles Department of Public Works, Bureau of Sanitation Generation Rate Tables (2012) and/or an estimated rate based on the closest land use by the Urban Resource Corporation (2014).

Note: sq. ft. =square feet; du = dwelling units.

c. *Would the project 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?*

Less than Significant Impact. A significant impact could occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As described previously, the Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site currently would be collected on the site and directed toward existing storm drains in the Project vicinity. The Project will be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first ¼ inch of rainfall in a 24-hour period. Thus, the rate of post-development runoff and pollutants from the parking area would be reduced under the Project. The Project would not create or contribute water runoff that would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?*

Less than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the L.A. *CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project completion; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

According to the City's Urban Water Management Plan (UWMP), the City's projected demand for water, during dry seasons would be 513,540 acre-feet per year (afy) for 2015 and 611,800 afy for 2020.^[1] The UWMP projects adequate water supplies through 2040. As such, it is expected that LADWP has sufficient water supplies available to serve the Project.³⁷ Furthermore, as previously stated, the Project would

[1] City of Los Angeles Department of Public Works, *2015 City of Los Angeles Urban Water Management Plan* (2016).

37 City of Los Angeles Department of Public Works, *2015 City of Los Angeles Urban Water Management Plan* (2016).

adhere to current standards that would reduce demand on local water supplies. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the *Wastewater Facilities Plan* or *General Plan* and its elements. As stated above, the Hyperion Treatment Plant is expected to have capacity to serve the Project. As such, impacts would be less than significant.

Mitigation Measures: Mitigation measures are not required.

- f. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact. A significant impact could occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan ((SWMPP), or the Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and

some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, and transformed at a waste-to-energy facility, or disposed of at a landfill.

It is unknown at the time which landfill location will be used. However, the County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County in order to help meet long-term needs and maintain adequate capacity. As described in the County's most recent report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion. As of December 2014, the total available capacity of the ten permitted landfills within Los Angeles County was 112 million tons, with a reported 2014 annual disposal of 4.5 million tons.³⁸

Construction of the Project would comply with the City's Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. As such, construction waste would be removed from the Project Site by a City-permitted solid waste hauler and taken to a City-certified C&D processing facility. Based on approximately 115,000 square feet of floor area of the existing hospital building and a standard waste generation rate of 4.38 pounds per square foot, it is estimated that the construction of the Project would generate approximately 250 tons of debris during the construction process.³⁹

As shown in **Table 4.17-3, Project Solid Waste Generation**, although the Project would generate an increase of 884 pounds per day of solid waste. This estimate is conservative because it does not factor in any recycling or waste diversion programs. Therefore, solid waste impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

38 County of Los Angeles, Department of Public Works, *2014 Annual Report, Los Angeles Countywide Integrated Waste Management Plan* (December 2015).

39 US EPA Report No. EPAA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, page A-1. <http://www.epa.gov/wastes/hazard/generation/sqg/cd-rpt.pdf>.

**Table 4.17-3
Expected Operational Solid Waste Generation**

Type of Use	Size	Waste Generation Rate (lb./unit/day)	Total Solid Waste Generated (lb./day)
Proposed Multi-family Residential	221 du	4 lb./du/day ^b	884
Net Solid Waste Generation			884

Note: sq. =square feet; du = dwelling units; lb. = pounds.

a CalRecycle, "Public Sector and Institutions: Estimated Solid Waste Generation Rates." (January 2013).

b CalRecycle, "Residential Developments: Estimated Solid Waste Generation Rates." (January 2013).

g. Would the project comply with federal, State, and local statutes and regulations related to solid waste?

Less than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate solid waste that is typical of a residential mixed-use building with ground-floor retail uses and would comply with all federal, State, and local statutes and regulations regarding proper disposal. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Energy

Less than Significant Impact. CEQA Appendix F: Energy Conservation states that the goal of conserving energy implies wise and efficient energy use. The means of achieving this goal include decreasing overall per capita energy consumption; decreasing reliance on fossil fuels such as coal, natural gas, and oil; and increasing reliance on renewable energy sources. Energy conservation implies that a project's cost effectiveness be reviewed in terms of energy requirements and the corresponding monetary cost.

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on energy shall be made considering the following factors: (a) the extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities; (b) whether and when the needed infrastructure was anticipated by adopted plans; and (c) the degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements. A significant impact would occur if the Project required additional energy supply facilities and/or distribution infrastructure, creating significant direct or indirect impacts to the environment.

The Project would incorporate a number of energy-reducing components. The Project would install energy-efficient double-pane windows; high-SEER (Seasonal Energy Efficiency Rating) HVAC units; low-emitting adhesives, sealants, paints and coatings, carpet and flooring; and an on-site renewable energy system involving PV cells on the roof.

The Project would comply with the California Energy Commission 2013 Building Energy Efficiency Standards (Title 24, Part 6). The Standards focus on several key areas to improve the energy efficiency of newly constructed buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations. The 2013 Standards also include updates to the energy efficiency divisions of the California Green Building Code Standards (Title 24, Part 11). A set of prerequisites has been established for both the residential and nonresidential Reach Standards, which include efficiency measures that should be installed in any building project striving to meet advanced levels of energy efficiency. Energy Commission staff estimates that the implementation of the 2013 Building Energy Efficiency Standards may reduce statewide annual electricity consumption by approximately 613 gigawatt-hours per year, electrical peak demand by 195 megawatts, and natural gas consumption by 10 million therms per year. Some of these Standards are:

1. Installed gas-fired space heating equipment shall have an Annual Fuel Utilization Ratio (AFUE) of 0.90 or higher.
2. Installed electric heat pumps shall have a Heating Seasonal Performance Factor (HSFP) of 8.0 or higher.
3. Installed cooling equipment shall have a Seasonal Energy Efficiency Ratio (SEER) higher than 13.0 and an Energy Efficiency Ratio (EER) of at least 11.5.
4. Installed tank-type water heaters shall have an Energy Factor (EF) higher than 0.6.
5. Installed tankless water heaters shall have an EF higher than 0.80.
6. Duct-leakage testing shall be performed to verify a total leakage rate of less than 6 percent of the total fan flow.
7. Building lighting in the kitchen and bathrooms within the dwelling units shall consist of at least 90 percent ENERGY STAR qualified hard-wired fixtures (luminaires).

Compliance with the Los Angeles Green Building Code Tier 1 requirements include a requirement to exceed the 2008 energy efficiency standards defined in the California Energy Code Title 24, Part 6, by 15 percent. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Cumulative Impacts

Less than Significant Impact. As previously mentioned, the water demand for the Project would be significantly below the capacity of the LAAFP, which is able to treat approximately 600 million gallons per day (mgd). Based on the relatively small water demand generated by the Project and related projects, the LAAFP has the capacity to treat water for all related projects. With regard to stormwater, the Project and all related projects would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first $\frac{3}{4}$ inch of rainfall in a 24-hour period, and therefore would not create or contribute water runoff that would exceed the capacity of the City's stormwater drainage system. Finally, wastewater from the Project Site, as well as from related projects, would be conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the HTP and would be treated according to the wastewater treatment requirements enforced by the LARWQCB. The addition of the wastewater associated with the Project combined with wastewater generated from related projects would not exceed the capacity of municipal sewage infrastructure.

Implementation of the Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. The solid waste generated per year throughout the life of the Project would be well within the remaining capacity of the County's landfills. As with the Project, related projects would participate in regional source reduction and recycling programs, significantly reducing the number of tons deposited in area landfills. Since there is currently adequate capacity to accommodate the cumulative disposal needs of the Project and related projects, the Project's operational solid waste demands are less than cumulatively considerable. Cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Impact Analysis

- a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less than Significant with Project Mitigation. A significant impact could occur only if the Project would have an identified potentially significant impact for any of the environmental topics addressed in this initial study. Potentially significant impacts were identified associated with the removal of existing trees. However, mitigation measures have been included that would reduce these impacts to a less than significant level. The Project is located in a densely populated urban area and would have no significant impacts after mitigation with respect to biological resources and less than significant cultural resource impacts, provided the mitigation measures listed previously are implemented. The Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation measures incorporated.

Mitigation Measures: Applicable mitigation measures noted in **Sections 4.1** through **4.17** would be required.

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Less than Significant Impact. A significant impact could occur if the Project, in conjunction with related projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As concluded in this analysis, the Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and

housing, public services, recreation, transportation and traffic, and utilities would be less than significant. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant with Project Mitigation. A significant impact could occur if the Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures noted. Impacts would be less than significant with mitigation measures incorporated.

Mitigation Measures: Applicable mitigation measures noted in **Sections 4.1** through **4.17** would be required.

5.0 REFERENCES

The following documents and information were used in the preparation of this Mitigated Negative Declaration:

AEI Consultants, *Limited Phase II Subsurface Investigation* (January 28, 2015).

Air Quality Management District, *Final 2015 Air Quality Management Plan*, <http://www.aqmd.gov/aqmp/2012aqmp/Final/index.html>.

AMEC Environment & Infrastructure, Report of Geotechnical Evaluation (October 23, 2014).

California Air Resources Board, *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED)* (August 19, 2011), Attach. D, p. 11.

California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2012. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf>.

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MITIGATION MONITORING PROGRAM FOR ENV-2015-3940-MND

INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment”. This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, the MND identified mitigation measures that would avoid or to reduce potentially significant environmental impacts of the Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project. No significant impacts, and thus no mitigation, was identified for the Aesthetics, Agriculture and Forestry Resources, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Tribal Cultural Resources and Utilities and Service Systems. Significant impacts, and therefore mitigation, was identified for Biological Resources, Noise, and Transportation and Traffic.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency: the agency with the power to enforce the Mitigation Measure.

Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase: the phase of the Project (Pre-Construction, including the design phase; Construction, Pre-Operation, Operation) during which the Mitigation Measure shall be monitored.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the prototypical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MEASURES

BIOLOGICAL RESOURCES

MM BIO-1 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

Project activities (including disturbances to native and nonnative vegetation, structures, and substrates) should take place outside of the breeding season for birds, which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). “Take” means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill (California Fish and Wildlife Code Section 86). If Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:

- a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- b. If a protected native bird is found, the Applicant shall delay all clearance/ construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- c. Alternatively, the qualified biologist could continue the surveys to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- d. The Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at issuance of grading permit

Action Indicating Compliance: Survey results letter provided to LADBS

MM BIO-2 Hoary Bat Habitat Modification

- To avoid impacts to the Hoary Bat (*Lasiurus cinereus*), if large trees are intended to be removed between August 1 and February 28, the Applicant shall retain a qualified biologist to conduct nocturnal roosting bat surveys within the area prior to site preparation activities. If evidence of bats is present, then removal of the occupied roost trees shall not occur until a biologist determines that the roost is no longer in use.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at issuance of grading permit

Action Indicating Compliance: Survey results letter provided to LADBS

MM BIO-3 Tree Removal (Non-Protected Trees)

- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to Certificate of Occupancy

Action Indicating Compliance: Plan approval; issuance of Certificate of Occupancy

MM BIO-4 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).

- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk in diameter, or cumulative trunk diameter of multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Enforcement Agency: Los Angeles Department of Building and Safety and Urban Forestry Division

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to Certificate of Occupancy

Action Indicating Compliance: Plan approval; issuance of Certificate of Occupancy

NOISE

MM NOI-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generation construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction and equipment with state-of-the-art noise shielding and muffling devices.

- The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to Certificate of Occupancy

Action Indicating Compliance: Plan approval; issuance of Certificate of Occupancy

MM NOI-2 Increased Noise Levels (Parking Structure Ramps)

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to Certificate of Occupancy

Action Indicating Compliance: Plan approval; issuance of Certificate of Occupancy

PUBLIC SERVICES

MM PS-1 Public Services (Police)

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to “Design Out Crime Guidelines: Crime Prevention Through Environmental Design,” published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Enforcement Agency: Los Angeles Department of Building and Safety and Los Angeles Police Department

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to Certificate of Occupancy

Action Indicating Compliance: Plan approval; issuance of Certificate of Occupancy

TRANSPORTATION AND TRAFFIC

TRAF-1 Work Area Traffic Management Plan

- The Project Applicant shall submit a formal Work Area Traffic Control Plan for review and approval by the Department of Building and Safety prior to the issuance of any construction permits. This plan shall incorporate safety measures around the site to reduce the risk to pedestrian traffic near the work area. This plan shall identify traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to Certificate of Occupancy

Action Indicating Compliance: Plan approval; issuance of Certificate of Occupancy

APPENDIX A

Air Quality and Greenhouse Gas Emissions Calculations

235 Hoover - South Coast Air Basin, Annual

235 Hoover

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	221.00	Dwelling Unit	3.02	222,082.00	632
Enclosed Parking with Elevator	384.00	Space	0.00	153,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land uses based on Plan Set (8-11-17)

Construction Phase - Construction expected to last approximately 2 years

Grading - Approximately 60,000 cy of export

Demolition -

Trips and VMT - Average distance to Chiquita Canyon, Manning Pit, and Central LA Recycling Center = 28

Woodstoves - No woodstoves

Construction Off-road Equipment Mitigation - SCAQMD Dust Control Fugitive Dust Rule 403

Per CARB Title 13 CCR Section 2520-2427, equipment required to be Tier 4 Final for new equipment. Project will utilize Tier 3

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

[illegible]

tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	18.00	132.00
tblConstructionPhase	NumDays	230.00	285.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	8.00	44.00
tblConstructionPhase	NumDays	18.00	23.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	PhaseEndDate	10/1/2017	10/11/2019
tblConstructionPhase	PhaseEndDate	10/1/2017	3/8/2019
tblConstructionPhase	PhaseEndDate	10/1/2017	11/1/2017
tblConstructionPhase	PhaseEndDate	10/1/2017	2/2/2018
tblConstructionPhase	PhaseEndDate	10/1/2017	4/10/2019
tblConstructionPhase	PhaseEndDate	10/1/2017	12/4/2017
tblConstructionPhase	PhaseStartDate	10/2/2017	4/11/2019
tblConstructionPhase	PhaseStartDate	10/2/2017	2/3/2018
tblConstructionPhase	PhaseStartDate	10/2/2017	12/5/2017
tblConstructionPhase	PhaseStartDate	10/2/2017	3/9/2019
tblConstructionPhase	PhaseStartDate	10/2/2017	11/2/2017
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	11.05	0.00
tblGrading	AcresOfGrading	22.00	3.01
tblGrading	MaterialExported	0.00	60,000.00
tblLandUse	BuildingSpaceSquareFeet	221,000.00	222,082.00
tblLandUse	LandUseSquareFeet	221,000.00	222,082.00
tblLandUse	LotAcreage	5.82	3.02
tblLandUse	LotAcreage	3.46	0.00

tblProjectCharacteristics	OperationalYear	2018	2019
tblTripsAndVMT	HaulingTripLength	20.00	28.00
tblTripsAndVMT	HaulingTripLength	20.00	28.00
tblWoodstoves	NumberCatalytic	11.05	0.00
tblWoodstoves	NumberNoncatalytic	11.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Baseline 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					
2017	0.1626	2.2678	0.8901	3.2600e-003	0.4925	0.0801	0.5726	0.2199	0.0741	0.2940	0.0000	312.7706	312.7706	0.0458	0.0000	313.9145
2018	0.5429	4.8610	3.8889	0.0104	0.5466	0.2075	0.7541	0.1829	0.1948	0.3776	0.0000	961.7614	961.7614	0.1146	0.0000	964.6270
2019	0.8528	0.9583	1.0823	2.3600e-003	0.1029	0.0501	0.1529	0.0275	0.0474	0.0749	0.0000	211.8811	211.8811	0.0262	0.0000	212.5368
Maximum	0.8528	4.8610	3.8889	0.0104	0.5466	0.2075	0.7541	0.2199	0.1948	0.3776	0.0000	961.7614	961.7614	0.1146	0.0000	964.6270

Regulatory Compliance 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					

2017	0.0574	1.4240	0.9214	3.2600e-003	0.2468	0.0329	0.2796	0.1001	0.0326	0.1327	0.0000	312.7704	312.7704	0.0458	0.0000	313.9143
2018	0.2807	3.5817	3.9537	0.0104	0.4627	0.1272	0.5899	0.1380	0.1266	0.2647	0.0000	961.7610	961.7610	0.1146	0.0000	964.6267
2019	0.7883	0.7166	1.1131	2.3600e-003	0.1029	0.0361	0.1390	0.0275	0.0360	0.0635	0.0000	211.8810	211.8810	0.0262	0.0000	212.5366
Maximum	0.7883	3.5817	3.9537	0.0104	0.4627	0.1272	0.5899	0.1380	0.1266	0.2647	0.0000	961.7610	961.7610	0.1146	0.0000	964.6267

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	27.72	29.24	-2.17	0.00	28.86	41.90	31.84	38.27	38.26	38.27	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Baseline ROG + NOX (tons/quarter)	Maximum Regulatory Compliance ROG + NOX (tons/quarter)
1	10-2-2017	1-1-2018	2.4611	1.5038
2	1-2-2018	4-1-2018	1.9162	1.4805
3	4-2-2018	7-1-2018	1.1145	0.7515
4	7-2-2018	10-1-2018	1.1268	0.7598
5	10-2-2018	1-1-2019	1.1329	0.7669
6	1-2-2019	4-1-2019	0.8596	0.6197
7	4-2-2019	7-1-2019	0.4358	0.4013
8	7-2-2019	9-30-2019	0.4330	0.4108
		Highest	2.4611	1.5038

2.2 Overall Operational

Baseline Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9592	0.0655	2.3119	3.7000e-004		0.0157	0.0157		0.0157	0.0157	0.0000	48.8422	48.8422	4.5400e-003	8.3000e-004	49.2022
Energy	0.0133	0.1137	0.0484	7.3000e-004		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003	0.0000	1,226.7308	1,226.7308	0.0284	7.7600e-003	1,229.7541

Mobile	0.8429	1.7281	9.4728	0.0215	1.8487	0.0217	1.8704	0.4936	0.0203	0.5139	0.0000	1,952.8584	1,952.8584	0.1283	0.0000	1,956.0659
Waste						0.0000	0.0000		0.0000	0.0000	20.6361	0.0000	20.6361	1.2196	0.0000	51.1250
Water						0.0000	0.0000		0.0000	0.0000	4.5682	160.5958	165.1639	0.4730	0.0119	180.5239
Total	1.8154	1.9072	11.8330	0.0226	1.8487	0.0466	1.8953	0.4936	0.0452	0.5388	25.2042	3,389.0271	3,414.2313	1.8538	0.0205	3,466.6711

Regulatory Compliance Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9592	0.0655	2.3119	3.7000e-004		0.0157	0.0157		0.0157	0.0157	0.0000	48.8422	48.8422	4.5400e-003	8.3000e-004	49.2022
Energy	0.0118	0.1008	0.0429	6.4000e-004		8.1500e-003	8.1500e-003		8.1500e-003	8.1500e-003	0.0000	1,139.9554	1,139.9554	0.0264	7.1400e-003	1,142.7430
Mobile	0.8429	1.7281	9.4728	0.0215	1.8487	0.0217	1.8704	0.4936	0.0203	0.5139	0.0000	1,952.8584	1,952.8584	0.1283	0.0000	1,956.0659
Waste						0.0000	0.0000		0.0000	0.0000	6.1908	0.0000	6.1908	0.3659	0.0000	15.3375
Water						0.0000	0.0000		0.0000	0.0000	3.6545	136.2844	139.9389	0.3786	9.5300e-003	152.2429
Total	1.8139	1.8943	11.8276	0.0225	1.8487	0.0456	1.8943	0.4936	0.0442	0.5377	9.8453	3,277.9404	3,287.7857	0.9037	0.0175	3,315.5915

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.08	0.68	0.05	0.40	0.00	2.23	0.05	0.00	2.30	0.19	60.94	3.28	3.70	51.25	14.43	4.36

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/2/2017	11/1/2017	5	23	

2	Site Preparation	Site Preparation	11/2/2017	12/4/2017	5	23
3	Grading	Grading	12/5/2017	2/2/2018	5	44
4	Building Construction	Building Construction	2/3/2018	3/8/2019	5	285
5	Paving	Paving	3/9/2019	4/10/2019	5	23
6	Architectural Coating	Architectural Coating	4/11/2019	10/11/2019	5	132

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3.01

Acres of Paving: 0

Residential Indoor: 449,716; Residential Outdoor: 149,905; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	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
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41

Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
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	45.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	224.00	49.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	532.00	14.70	6.90	28.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	7,500.00	14.70	6.90	28.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2017

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0576	0.0000	0.0576	8.7200e-003	0.0000	8.7200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0472	0.4916	0.2646	4.5000e-004		0.0252	0.0252		0.0235	0.0235	0.0000	40.9406	40.9406	0.0112	0.0000	41.2204

Total	0.0472	0.4916	0.2646	4.5000e-004	0.0576	0.0252	0.0828	8.7200e-003	0.0235	0.0322	0.0000	40.9406	40.9406	0.0112	0.0000	41.2204
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Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.6800e-003	0.1200	0.0233	2.9000e-004	6.4000e-003	6.8000e-004	7.0800e-003	1.7600e-003	6.5000e-004	2.4100e-003	0.0000	28.1272	28.1272	1.9600e-003	0.0000	28.1762
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0300e-003	8.6000e-004	9.2000e-003	2.0000e-005	1.8900e-003	2.0000e-005	1.9100e-003	5.0000e-004	1.0000e-005	5.2000e-004	0.0000	1.8697	1.8697	7.0000e-005	0.0000	1.8714
Total	4.7100e-003	0.1209	0.0325	3.1000e-004	8.2900e-003	7.0000e-004	8.9900e-003	2.2600e-003	6.6000e-004	2.9300e-003	0.0000	29.9969	29.9969	2.0300e-003	0.0000	30.0476

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0225	0.0000	0.0225	3.4000e-003	0.0000	3.4000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0106	0.2106	0.2838	4.5000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003	0.0000	40.9405	40.9405	0.0112	0.0000	41.2204
Total	0.0106	0.2106	0.2838	4.5000e-004	0.0225	9.9200e-003	0.0324	3.4000e-003	9.9200e-003	0.0133	0.0000	40.9405	40.9405	0.0112	0.0000	41.2204

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.6800e-003	0.1200	0.0233	2.9000e-004	6.4000e-003	6.8000e-004	7.0800e-003	1.7600e-003	6.5000e-004	2.4100e-003	0.0000	28.1272	28.1272	1.9600e-003	0.0000	28.1762
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0300e-003	8.6000e-004	9.2000e-003	2.0000e-005	1.8900e-003	2.0000e-005	1.9100e-003	5.0000e-004	1.0000e-005	5.2000e-004	0.0000	1.8697	1.8697	7.0000e-005	0.0000	1.8714
Total	4.7100e-003	0.1209	0.0325	3.1000e-004	8.2900e-003	7.0000e-004	8.9900e-003	2.2600e-003	6.6000e-004	2.9300e-003	0.0000	29.9969	29.9969	2.0300e-003	0.0000	30.0476

3.3 Site Preparation - 2017

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2078	0.0000	0.2078	0.1142	0.0000	0.1142	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0571	0.6012	0.2697	4.4000e-004		0.0331	0.0331		0.0305	0.0305	0.0000	40.6346	40.6346	0.0125	0.0000	40.9458
Total	0.0571	0.6012	0.2697	4.4000e-004	0.2078	0.0331	0.2409	0.1142	0.0305	0.1447	0.0000	40.6346	40.6346	0.0125	0.0000	40.9458

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2300e-003	1.0300e-003	0.0110	2.0000e-005	2.2700e-003	2.0000e-005	2.2900e-003	6.0000e-004	2.0000e-005	6.2000e-004	0.0000	2.2436	2.2436	9.0000e-005	0.0000	2.2457
Total	1.2300e-003	1.0300e-003	0.0110	2.0000e-005	2.2700e-003	2.0000e-005	2.2900e-003	6.0000e-004	2.0000e-005	6.2000e-004	0.0000	2.2436	2.2436	9.0000e-005	0.0000	2.2457

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0810	0.0000	0.0810	0.0445	0.0000	0.0445	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0107	0.2193	0.2640	4.4000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	40.6345	40.6345	0.0125	0.0000	40.9458
Total	0.0107	0.2193	0.2640	4.4000e-004	0.0810	0.0109	0.0919	0.0445	0.0109	0.0554	0.0000	40.6345	40.6345	0.0125	0.0000	40.9458

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2300e-003	1.0300e-003	0.0110	2.0000e-005	2.2700e-003	2.0000e-005	2.2900e-003	6.0000e-004	2.0000e-005	6.2000e-004	0.0000	2.2436	2.2436	9.0000e-005	0.0000	2.2457
Total	1.2300e-003	1.0300e-003	0.0110	2.0000e-005	2.2700e-003	2.0000e-005	2.2900e-003	6.0000e-004	2.0000e-005	6.2000e-004	0.0000	2.2436	2.2436	9.0000e-005	0.0000	2.2457

3.4 Grading - 2017

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.1375	0.0000	0.1375	0.0735	0.0000	0.0735	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0292	0.3219	0.1625	2.8000e-004		0.0169	0.0169		0.0155	0.0155	0.0000	26.1815	26.1815	8.0200e-003	0.0000	26.3820
Total	0.0292	0.3219	0.1625	2.8000e-004	0.1375	0.0169	0.1544	0.0735	0.0155	0.0890	0.0000	26.1815	26.1815	8.0200e-003	0.0000	26.3820

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0224	0.7305	0.1421	1.7500e-003	0.0776	4.1400e-003	0.0817	0.0202	3.9600e-003	0.0241	0.0000	171.2290	171.2290	0.0119	0.0000	171.5270
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	8.5000e-004	7.1000e-004	7.6000e-003	2.0000e-005	1.5600e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.5445	1.5445	6.0000e-005	0.0000	1.5460
Total	0.0233	0.7312	0.1497	1.7700e-003	0.0791	4.1500e-003	0.0833	0.0206	3.9700e-003	0.0246	0.0000	172.7735	172.7735	0.0120	0.0000	173.0729

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0536	0.0000	0.0536	0.0287	0.0000	0.0287	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.9000e-003	0.1410	0.1804	2.8000e-004		7.1800e-003	7.1800e-003		7.1800e-003	7.1800e-003	0.0000	26.1815	26.1815	8.0200e-003	0.0000	26.3820
Total	6.9000e-003	0.1410	0.1804	2.8000e-004	0.0536	7.1800e-003	0.0608	0.0287	7.1800e-003	0.0359	0.0000	26.1815	26.1815	8.0200e-003	0.0000	26.3820

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0224	0.7305	0.1421	1.7500e-003	0.0776	4.1400e-003	0.0817	0.0202	3.9600e-003	0.0241	0.0000	171.2290	171.2290	0.0119	0.0000	171.5270
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	8.5000e-004	7.1000e-004	7.6000e-003	2.0000e-005	1.5600e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.5445	1.5445	6.0000e-005	0.0000	1.5460
Total	0.0233	0.7312	0.1497	1.7700e-003	0.0791	4.1500e-003	0.0833	0.0206	3.9700e-003	0.0246	0.0000	172.7735	172.7735	0.0120	0.0000	173.0729

3.4 Grading - 2018

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.1375	0.0000	0.1375	0.0735	0.0000	0.0735	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	0.0347	0.3834	0.2072	3.7000e-004		0.0194	0.0194		0.0178	0.0178	0.0000	33.8836	33.8836	0.0106	0.0000	34.1473
Total	0.0347	0.3834	0.2072	3.7000e-004	0.1375	0.0194	0.1569	0.0735	0.0178	0.0914	0.0000	33.8836	33.8836	0.0106	0.0000	34.1473

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0257	0.8843	0.1748	2.2700e-003	0.0806	3.5900e-003	0.0842	0.0213	3.4300e-003	0.0247	0.0000	223.2013	223.2013	0.0154	0.0000	223.5860
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	9.9000e-004	8.2000e-004	8.7700e-003	2.0000e-005	2.0600e-003	2.0000e-005	2.0700e-003	5.5000e-004	2.0000e-005	5.6000e-004	0.0000	1.9753	1.9753	7.0000e-005	0.0000	1.9770
Total	0.0266	0.8851	0.1836	2.2900e-003	0.0826	3.6100e-003	0.0862	0.0218	3.4500e-003	0.0253	0.0000	225.1766	225.1766	0.0155	0.0000	225.5629

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0536	0.0000	0.0536	0.0287	0.0000	0.0287	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0800e-003	0.1855	0.2374	3.7000e-004		9.4400e-003	9.4400e-003		9.4400e-003	9.4400e-003	0.0000	33.8836	33.8836	0.0106	0.0000	34.1473
Total	9.0800e-003	0.1855	0.2374	3.7000e-004	0.0536	9.4400e-003	0.0631	0.0287	9.4400e-003	0.0381	0.0000	33.8836	33.8836	0.0106	0.0000	34.1473

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0257	0.8843	0.1748	2.2700e-003	0.0806	3.5900e-003	0.0842	0.0213	3.4300e-003	0.0247	0.0000	223.2013	223.2013	0.0154	0.0000	223.5860
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	9.9000e-004	8.2000e-004	8.7700e-003	2.0000e-005	2.0600e-003	2.0000e-005	2.0700e-003	5.5000e-004	2.0000e-005	5.6000e-004	0.0000	1.9753	1.9753	7.0000e-005	0.0000	1.9770
Total	0.0266	0.8851	0.1836	2.2900e-003	0.0826	3.6100e-003	0.0862	0.0218	3.4500e-003	0.0253	0.0000	225.1766	225.1766	0.0155	0.0000	225.5629

3.5 Building Construction - 2018

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3162	2.7600	2.0745	3.1800e-003		0.1770	0.1770		0.1664	0.1664	0.0000	280.5653	280.5653	0.0687	0.0000	282.2838
Total	0.3162	2.7600	2.0745	3.1800e-003		0.1770	0.1770		0.1664	0.1664	0.0000	280.5653	280.5653	0.0687	0.0000	282.2838

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0253	0.7174	0.1878	1.4800e-003	0.0364	5.1700e-003	0.0416	0.0105	4.9400e-003	0.0155	0.0000	143.6777	143.6777	0.0104	0.0000	143.9364
Worker	0.1401	0.1151	1.2358	3.0800e-003	0.2900	2.3700e-003	0.2924	0.0770	2.1800e-003	0.0792	0.0000	278.4582	278.4582	9.5400e-003	0.0000	278.6966
Total	0.1654	0.8325	1.4236	4.5600e-003	0.3264	7.5400e-003	0.3340	0.0875	7.1200e-003	0.0947	0.0000	422.1359	422.1359	0.0199	0.0000	422.6330

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0795	1.6787	2.1091	3.1800e-003		0.1066	0.1066		0.1066	0.1066	0.0000	280.5650	280.5650	0.0687	0.0000	282.2835
Total	0.0795	1.6787	2.1091	3.1800e-003		0.1066	0.1066		0.1066	0.1066	0.0000	280.5650	280.5650	0.0687	0.0000	282.2835

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0253	0.7174	0.1878	1.4800e-003	0.0364	5.1700e-003	0.0416	0.0105	4.9400e-003	0.0155	0.0000	143.6777	143.6777	0.0104	0.0000	143.9364
Worker	0.1401	0.1151	1.2358	3.0800e-003	0.2900	2.3700e-003	0.2924	0.0770	2.1800e-003	0.0792	0.0000	278.4582	278.4582	9.5400e-003	0.0000	278.6966
Total	0.1654	0.8325	1.4236	4.5600e-003	0.3264	7.5400e-003	0.3340	0.0875	7.1200e-003	0.0947	0.0000	422.1359	422.1359	0.0199	0.0000	422.6330

3.5 Building Construction - 2019

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0579	0.5164	0.4205	6.6000e-004		0.0316	0.0316		0.0297	0.0297	0.0000	57.6005	57.6005	0.0140	0.0000	57.9513
Total	0.0579	0.5164	0.4205	6.6000e-004		0.0316	0.0316		0.0297	0.0297	0.0000	57.6005	57.6005	0.0140	0.0000	57.9513

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	4.7700e-003	0.1406	0.0359	3.1000e-004	7.5700e-003	9.2000e-004	8.4900e-003	2.1800e-003	8.8000e-004	3.0600e-003	0.0000	29.5592	29.5592	2.0700e-003	0.0000	29.6110
Worker	0.0264	0.0211	0.2292	6.2000e-004	0.0602	4.8000e-004	0.0607	0.0160	4.4000e-004	0.0164	0.0000	55.9913	55.9913	1.7600e-003	0.0000	56.0352
Total	0.0312	0.1617	0.2650	9.3000e-004	0.0678	1.4000e-003	0.0692	0.0182	1.3200e-003	0.0195	0.0000	85.5505	85.5505	3.8300e-003	0.0000	85.6462

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0165	0.3485	0.4379	6.6000e-004		0.0221	0.0221		0.0221	0.0221	0.0000	57.6005	57.6005	0.0140	0.0000	57.9513
Total	0.0165	0.3485	0.4379	6.6000e-004		0.0221	0.0221		0.0221	0.0221	0.0000	57.6005	57.6005	0.0140	0.0000	57.9513

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	4.7700e-003	0.1406	0.0359	3.1000e-004	7.5700e-003	9.2000e-004	8.4900e-003	2.1800e-003	8.8000e-004	3.0600e-003	0.0000	29.5592	29.5592	2.0700e-003	0.0000	29.6110
Worker	0.0264	0.0211	0.2292	6.2000e-004	0.0602	4.8000e-004	0.0607	0.0160	4.4000e-004	0.0164	0.0000	55.9913	55.9913	1.7600e-003	0.0000	56.0352
Total	0.0312	0.1617	0.2650	9.3000e-004	0.0678	1.4000e-003	0.0692	0.0182	1.3200e-003	0.0195	0.0000	85.5505	85.5505	3.8300e-003	0.0000	85.6462

3.6 Paving - 2019

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0146	0.1467	0.1416	2.2000e-004		8.2800e-003	8.2800e-003		7.6300e-003	7.6300e-003	0.0000	19.2307	19.2307	5.9200e-003	0.0000	19.3786

Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0146	0.1467	0.1416	2.2000e-004		8.2800e-003	8.2800e-003		7.6300e-003	7.6300e-003	0.0000	19.2307	19.2307	5.9200e-003	0.0000	19.3786

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	8.8000e-004	9.6000e-003	3.0000e-005	2.5200e-003	2.0000e-005	2.5400e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.3466	2.3466	7.0000e-005	0.0000	2.3484
Total	1.1100e-003	8.8000e-004	9.6000e-003	3.0000e-005	2.5200e-003	2.0000e-005	2.5400e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.3466	2.3466	7.0000e-005	0.0000	2.3484

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	5.0500e-003	0.1045	0.1556	2.2000e-004		6.0300e-003	6.0300e-003		6.0300e-003	6.0300e-003	0.0000	19.2306	19.2306	5.9200e-003	0.0000	19.3785
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.0500e-003	0.1045	0.1556	2.2000e-004		6.0300e-003	6.0300e-003		6.0300e-003	6.0300e-003	0.0000	19.2306	19.2306	5.9200e-003	0.0000	19.3785

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	8.8000e-004	9.6000e-003	3.0000e-005	2.5200e-003	2.0000e-005	2.5400e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.3466	2.3466	7.0000e-005	0.0000	2.3484
Total	1.1100e-003	8.8000e-004	9.6000e-003	3.0000e-005	2.5200e-003	2.0000e-005	2.5400e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.3466	2.3466	7.0000e-005	0.0000	2.3484

3.7 Architectural Coating - 2019

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7162					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0176	0.1211	0.1215	2.0000e-004		8.5000e-003	8.5000e-003		8.5000e-003	8.5000e-003	0.0000	16.8515	16.8515	1.4200e-003	0.0000	16.8871
Total	0.7338	0.1211	0.1215	2.0000e-004		8.5000e-003	8.5000e-003		8.5000e-003	8.5000e-003	0.0000	16.8515	16.8515	1.4200e-003	0.0000	16.8871

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0143	0.0114	0.1240	3.4000e-004	0.0326	2.6000e-004	0.0328	8.6500e-003	2.4000e-004	8.8900e-003	0.0000	30.3014	30.3014	9.5000e-004	0.0000	30.3252
Total	0.0143	0.0114	0.1240	3.4000e-004	0.0326	2.6000e-004	0.0328	8.6500e-003	2.4000e-004	8.8900e-003	0.0000	30.3014	30.3014	9.5000e-004	0.0000	30.3252

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7162					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9200e-003	0.0896	0.1209	2.0000e-004		6.2800e-003	6.2800e-003		6.2800e-003	6.2800e-003	0.0000	16.8515	16.8515	1.4200e-003	0.0000	16.8870
Total	0.7201	0.0896	0.1209	2.0000e-004		6.2800e-003	6.2800e-003		6.2800e-003	6.2800e-003	0.0000	16.8515	16.8515	1.4200e-003	0.0000	16.8870

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0143	0.0114	0.1240	3.4000e-004	0.0326	2.6000e-004	0.0328	8.6500e-003	2.4000e-004	8.8900e-003	0.0000	30.3014	30.3014	9.5000e-004	0.0000	30.3252
Total	0.0143	0.0114	0.1240	3.4000e-004	0.0326	2.6000e-004	0.0328	8.6500e-003	2.4000e-004	8.8900e-003	0.0000	30.3014	30.3014	9.5000e-004	0.0000	30.3252

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					
Regulatory Compliance	0.8429	1.7281	9.4728	0.0215	1.8487	0.0217	1.8704	0.4936	0.0203	0.5139	0.0000	1,952.8584	1,952.8584	0.1283	0.0000	1,956.0659
Baseline	0.8429	1.7281	9.4728	0.0215	1.8487	0.0217	1.8704	0.4936	0.0203	0.5139	0.0000	1,952.8584	1,952.8584	0.1283	0.0000	1,956.0659

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Baseline	Regulatory Compliance
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,469.65	1,412.19	1295.06	4,908,739	4,908,739
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	1,469.65	1,412.19	1,295.06	4,908,739	4,908,739

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.555637	0.046489	0.189274	0.131530	0.019327	0.005527	0.013212	0.007588	0.001170	0.000625	0.024698	0.000655	0.004269

Total		0.0133	0.1137	0.0484	7.3000e-004		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003	0.0000	131.6133	131.6133	2.5200e-003	2.4100e-003	132.3954
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Regulatory Compliance

	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	2.1866e+006	0.0118	0.1008	0.0429	6.4000e-004		8.1500e-003	8.1500e-003		8.1500e-003	8.1500e-003	0.0000	116.6854	116.6854	2.2400e-003	2.1400e-003	117.3788
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0118	0.1008	0.0429	6.4000e-004		8.1500e-003	8.1500e-003		8.1500e-003	8.1500e-003	0.0000	116.6854	116.6854	2.2400e-003	2.1400e-003	117.3788

5.3 Energy by Land Use - Electricity

Baseline

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	930971	518.5152	0.0123	2.5300e-003	519.5764
Enclosed Parking with Elevator	1.03526e+006	576.6022	0.0136	2.8200e-003	577.7823
Total		1,095.1175	0.0259	5.3500e-003	1,097.3587

Regulatory Compliance

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	922395	513.7384	0.0121	2.5100e-003	514.7898
Enclosed Parking with Elevator	914842	509.5316	0.0120	2.4900e-003	510.5744
Total		1,023.2700	0.0242	5.0000e-003	1,025.3642

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Regulatory Compliance	0.9592	0.0655	2.3119	3.7000e-004		0.0157	0.0157		0.0157	0.0157	0.0000	48.8422	48.8422	4.5400e-003	8.3000e-004	49.2022
Baseline	0.9592	0.0655	2.3119	3.7000e-004		0.0157	0.0157		0.0157	0.0157	0.0000	48.8422	48.8422	4.5400e-003	8.3000e-004	49.2022

6.2 Area by SubCategory

Baseline

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8124					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.5600e-003	0.0390	0.0166	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003	0.0000	45.1098	45.1098	8.6000e-004	8.3000e-004	45.3778
Landscaping	0.0706	0.0266	2.2953	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7324	3.7324	3.6800e-003	0.0000	3.8244
Total	0.9592	0.0655	2.3119	3.7000e-004		0.0157	0.0157		0.0157	0.0157	0.0000	48.8422	48.8422	4.5400e-003	8.3000e-004	49.2022

Regulatory Compliance

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8124					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.5600e-003	0.0390	0.0166	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003	0.0000	45.1098	45.1098	8.6000e-004	8.3000e-004	45.3778
Landscaping	0.0706	0.0266	2.2953	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7324	3.7324	3.6800e-003	0.0000	3.8244
Total	0.9592	0.0655	2.3119	3.7000e-004		0.0157	0.0157		0.0157	0.0157	0.0000	48.8422	48.8422	4.5400e-003	8.3000e-004	49.2022

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			
Regulatory Compliance	139.9389	0.3786	9.5300e-003	152.2429
Baseline	165.1639	0.4730	0.0119	180.5239

7.2 Water by Land Use

Baseline

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	14.399 / 9.07766	165.1639	0.4730	0.0119	180.5239
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		165.1639	0.4730	0.0119	180.5239

Regulatory Compliance

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	11.5192 / 8.52392	139.9389	0.3786	9.5300e-003	152.2429
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		139.9389	0.3786	9.5300e-003	152.2429

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Regulatory Compliance	6.1908	0.3659	0.0000	15.3375
Baseline	20.6361	1.2196	0.0000	51.1250

8.2 Waste by Land Use

Baseline

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	101.66	20.6361	1.2196	0.0000	51.1250
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		20.6361	1.2196	0.0000	51.1250

Regulatory Compliance

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	30.498	6.1908	0.3659	0.0000	15.3375
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		6.1908	0.3659	0.0000	15.3375

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

235 Hoover - South Coast Air Basin, Summer

235 Hoover

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	221.00	Dwelling Unit	3.02	222,082.00	632
Enclosed Parking with Elevator	384.00	Space	0.00	153,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land uses based on Plan Set (8-11-17)

Construction Phase - Construction expected to last approximately 2 years

Grading - Approximately 60,000 cy of export

Demolition -

Trips and VMT - Average distance to Chiquita Canyon, Manning Pit, and Central LA Recycling Center = 28

Woodstoves - No woodstoves

Construction Off-road Equipment Mitigation - SCAQMD Dust Control Fugitive Dust Rule 403

Per CARB Title 13 CCR Section 2520-2427, equipment required to be Tier 4 Final for new equipment. Project will utilize Tier 3

Area Mitigation -

Waste Mitigation -

[illegible]

tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	18.00	132.00
tblConstructionPhase	NumDays	230.00	285.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	8.00	44.00
tblConstructionPhase	NumDays	18.00	23.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	PhaseEndDate	10/1/2017	10/11/2019
tblConstructionPhase	PhaseEndDate	10/1/2017	3/8/2019
tblConstructionPhase	PhaseEndDate	10/1/2017	11/1/2017
tblConstructionPhase	PhaseEndDate	10/1/2017	2/2/2018
tblConstructionPhase	PhaseEndDate	10/1/2017	4/10/2019
tblConstructionPhase	PhaseEndDate	10/1/2017	12/4/2017
tblConstructionPhase	PhaseStartDate	10/2/2017	4/11/2019
tblConstructionPhase	PhaseStartDate	10/2/2017	2/3/2018
tblConstructionPhase	PhaseStartDate	10/2/2017	12/5/2017
tblConstructionPhase	PhaseStartDate	10/2/2017	3/9/2019
tblConstructionPhase	PhaseStartDate	10/2/2017	11/2/2017
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	11.05	0.00
tblGrading	AcresOfGrading	22.00	3.01
tblGrading	MaterialExported	0.00	60,000.00
tblLandUse	BuildingSpaceSquareFeet	221,000.00	222,082.00
tblLandUse	LandUseSquareFeet	221,000.00	222,082.00
tblLandUse	LotAcreage	5.82	3.02
tblLandUse	LotAcreage	3.46	0.00
tblProjectCharacteristics	OperationalYear	2018	2019

tblTripsAndVMT	HaulingTripLength	20.00	28.00
tblTripsAndVMT	HaulingTripLength	20.00	28.00
tblWoodstoves	NumberCatalytic	11.05	0.00
tblWoodstoves	NumberNoncatalytic	11.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Baseline 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					
2017	5.5002	107.9260	32.5559	0.2165	18.2675	2.8802	21.1477	9.9840	2.6498	12.6339	0.0000	23,194.0281	23,194.0281	2.3007	0.0000	23,251.5459
2018	4.8874	98.8424	30.9819	0.2144	12.9811	1.8382	14.8193	5.1161	1.7016	6.8177	0.0000	22,956.1991	22,956.1991	2.2742	0.0000	23,013.0539
2019	11.3360	27.4647	28.5845	0.0661	2.8173	1.3468	4.1641	0.7543	1.2664	2.0207	0.0000	6,580.6995	6,580.6995	0.8047	0.0000	6,600.8171
Maximum	11.3360	107.9260	32.5559	0.2165	18.2675	2.8802	21.1477	9.9840	2.6498	12.6339	0.0000	23,194.0281	23,194.0281	2.3007	0.0000	23,251.5459

Regulatory Compliance 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					
2017	3.1561	88.8789	34.4422	0.2165	10.9229	1.1906	12.1136	3.9263	1.1718	4.8740	0.0000	23,194.0281	23,194.0281	2.3007	0.0000	23,251.5459

2018	2.8404	83.0096	33.3955	0.2144	9.1693	1.0424	10.2117	3.0778	1.0300	4.1078	0.0000	22,956.19 91	22,956.199 1	2.2742	0.0000	23,013.05 39
2019	11.1289	20.6120	29.2945	0.0661	2.8173	0.9604	3.7778	0.7543	0.9573	1.7116	0.0000	6,580.699 5	6,580.6995	0.8047	0.0000	6,600.817 1
Maximum	11.1289	88.8789	34.4422	0.2165	10.9229	1.1906	12.1136	3.9263	1.1718	4.8740	0.0000	23,194.02 81	23,194.028 1	2.3007	0.0000	23,251.54 59

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	21.17	17.82	-5.44	0.00	32.75	47.35	34.96	51.06	43.77	50.20	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Baseline 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	5.7733	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.914 1	4,010.9141	0.1087	0.0729	4,035.364 7
Energy	0.0729	0.6227	0.2650	3.9700e- 003		0.0504	0.0504		0.0504	0.0504		794.9525	794.9525	0.0152	0.0146	799.6765
Mobile	4.9745	9.0432	54.8193	0.1261	10.5860	0.1219	10.7078	2.8220	0.1141	2.9361		12,631.60 48	12,631.604 8	0.7982		12,651.56 02
Total	10.8207	12.9946	74.7729	0.1510	10.5860	0.5247	11.1106	2.8220	0.5169	3.3389	0.0000	17,437.47 14	17,437.471 4	0.9222	0.0875	17,486.60 14

Regulatory Compliance 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	8.8146	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.914 1	4,010.9141	0.1087	0.0729	4,035.364 7

Energy	0.0646	0.5521	0.2349	3.5200e-003		0.0446	0.0446		0.0446	0.0446		704.7872	704.7872	0.0135	0.0129	708.9754
Mobile	4.9745	9.0432	54.8193	0.1261	10.5860	0.1219	10.7078	2.8220	0.1141	2.9361		12,631.6048	12,631.6048	0.7982		12,651.5602
Total	13.8537	12.9239	74.7429	0.1505	10.5860	0.5190	11.1049	2.8220	0.5112	3.3332	0.0000	17,347.3061	17,347.3061	0.9204	0.0859	17,395.9003

	ROG	NOx	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	-28.03	0.54	0.04	0.30	0.00	1.09	0.05	0.00	1.10	0.17	0.00	0.52	0.52	0.19	1.89	0.52

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/2/2017	11/1/2017	5	23	
2	Site Preparation	Site Preparation	11/2/2017	12/4/2017	5	23	
3	Grading	Grading	12/5/2017	2/2/2018	5	44	
4	Building Construction	Building Construction	2/3/2018	3/8/2019	5	285	
5	Paving	Paving	3/9/2019	4/10/2019	5	23	
6	Architectural Coating	Architectural Coating	4/11/2019	10/11/2019	5	132	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3.01

Acres of Paving: 0

Residential Indoor: 449,716; Residential Outdoor: 149,905; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38

Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	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
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
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	45.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	224.00	49.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	532.00	14.70	6.90	28.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	7,500.00	14.70	6.90	28.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2017

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.0074	0.0000	5.0074	0.7582	0.0000	0.7582			0.0000			0.0000
Off-Road	4.1031	42.7475	23.0122	0.0388		2.1935	2.1935		2.0425	2.0425		3,924.2833	3,924.2833	1.0730		3,951.1070
Total	4.1031	42.7475	23.0122	0.0388	5.0074	2.1935	7.2008	0.7582	2.0425	2.8007		3,924.2833	3,924.2833	1.0730		3,951.1070

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3175	10.0380	1.9811	0.0251	0.5654	0.0589	0.6243	0.1549	0.0563	0.2112		2,709.6376	2,709.6376	0.1849		2,714.2608
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	0.0901	0.0663	0.8524	1.8900e-003	0.1677	1.3900e-003	0.1691	0.0445	1.2800e-003	0.0458		188.0518	188.0518	7.1000e-003		188.2294
Total	0.4076	10.1043	2.8335	0.0270	0.7331	0.0602	0.7934	0.1994	0.0576	0.2570		2,897.6894	2,897.6894	0.1920		2,902.4902

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9529	0.0000	1.9529	0.2957	0.0000	0.2957			0.0000			0.0000
Off-Road	0.9246	18.3130	24.6739	0.0388		0.8627	0.8627		0.8627	0.8627	0.0000	3,924.2833	3,924.2833	1.0730		3,951.1070
Total	0.9246	18.3130	24.6739	0.0388	1.9529	0.8627	2.8156	0.2957	0.8627	1.1584	0.0000	3,924.2833	3,924.2833	1.0730		3,951.1070

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3175	10.0380	1.9811	0.0251	0.5654	0.0589	0.6243	0.1549	0.0563	0.2112		2,709.6376	2,709.6376	0.1849		2,714.2608
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	0.0901	0.0663	0.8524	1.8900e-003	0.1677	1.3900e-003	0.1691	0.0445	1.2800e-003	0.0458		188.0518	188.0518	7.1000e-003		188.2294
Total	0.4076	10.1043	2.8335	0.0270	0.7331	0.0602	0.7934	0.1994	0.0576	0.2570		2,897.6894	2,897.6894	0.1920		2,902.4902

3.3 Site Preparation - 2017

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	4.9608	52.2754	23.4554	0.0380	18.0663	2.8786	20.9448	9.9307	2.6483	12.5790		3,894.9500	3,894.9500	1.1934		3,924.7852

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1081	0.0796	1.0228	2.2700e-003	0.2012	1.6700e-003	0.2029	0.0534	1.5400e-003	0.0549		225.6622	225.6622	8.5200e-003		225.8752
Total	0.1081	0.0796	1.0228	2.2700e-003	0.2012	1.6700e-003	0.2029	0.0534	1.5400e-003	0.0549		225.6622	225.6622	8.5200e-003		225.8752

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	0.9312	19.0656	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	0.9312	19.0656	22.9600	0.0380	7.0458	0.9462	7.9920	3.8730	0.9462	4.8191	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1081	0.0796	1.0228	2.2700e-003	0.2012	1.6700e-003	0.2029	0.0534	1.5400e-003	0.0549		225.6622	225.6622	8.5200e-003		225.8752
Total	0.1081	0.0796	1.0228	2.2700e-003	0.2012	1.6700e-003	0.2029	0.0534	1.5400e-003	0.0549		225.6622	225.6622	8.5200e-003		225.8752

3.4 Grading - 2017

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2489	0.0000	6.2489	3.3414	0.0000	3.3414			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	3.0705	33.8868	17.1042	0.0297	6.2489	1.7774	8.0263	3.3414	1.6352	4.9767		3,037.9107	3,037.9107	0.9308		3,061.1809

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day					
Hauling	2.3397	73.9729	14.5993	0.1849	8.3182	0.4337	8.7519	2.1606	0.4149	2.5756		19,968.0656	19,968.0656	1.3628		20,002.1356
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	0.0901	0.0663	0.8524	1.8900e-003	0.1677	1.3900e-003	0.1691	0.0445	1.2800e-003	0.0458		188.0518	188.0518	7.1000e-003		188.2294
Total	2.4298	74.0392	15.4516	0.1868	8.4859	0.4351	8.9210	2.2051	0.4162	2.6213		20,156.1174	20,156.1174	1.3699		20,190.3650

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4371	0.0000	2.4371	1.3032	0.0000	1.3032			0.0000			0.0000
Off-Road	0.7263	14.8397	18.9906	0.0297		0.7555	0.7555		0.7555	0.7555	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	0.7263	14.8397	18.9906	0.0297	2.4371	0.7555	3.1926	1.3032	0.7555	2.0587	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.3397	73.9729	14.5993	0.1849	8.3182	0.4337	8.7519	2.1606	0.4149	2.5756		19,968.0656	19,968.0656	1.3628		20,002.1356
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	0.0901	0.0663	0.8524	1.8900e-003	0.1677	1.3900e-003	0.1691	0.0445	1.2800e-003	0.0458		188.0518	188.0518	7.1000e-003		188.2294

Total	2.4298	74.0392	15.4516	0.1868	8.4859	0.4351	8.9210	2.2051	0.4162	2.6213		20,156.1174	20,156.1174	1.3699		20,190.3650
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3.4 Grading - 2018

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2489	0.0000	6.2489	3.3414	0.0000	3.3414			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272		2,988.0216	2,988.0216	0.9302		3,011.2769
Total	2.7733	30.6725	16.5770	0.0297	6.2489	1.5513	7.8002	3.3414	1.4272	4.7686		2,988.0216	2,988.0216	0.9302		3,011.2769

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.0340	68.1121	13.6545	0.1829	6.5646	0.2855	6.8501	1.7302	0.2732	2.0034		19,785.3695	19,785.3695	1.3377		19,818.8128
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	0.0801	0.0578	0.7505	1.8400e-003	0.1677	1.3400e-003	0.1690	0.0445	1.2400e-003	0.0457		182.8080	182.8080	6.2500e-003		182.9642
Total	2.1141	68.1699	14.4049	0.1847	6.7323	0.2869	7.0191	1.7747	0.2744	2.0491		19,968.1775	19,968.1775	1.3440		20,001.7771

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4371	0.0000	2.4371	1.3032	0.0000	1.3032			0.0000			0.0000
Off-Road	0.7263	14.8397	18.9906	0.0297		0.7555	0.7555		0.7555	0.7555	0.0000	2,988.0216	2,988.0216	0.9302		3,011.2769
Total	0.7263	14.8397	18.9906	0.0297	2.4371	0.7555	3.1926	1.3032	0.7555	2.0587	0.0000	2,988.0216	2,988.0216	0.9302		3,011.2769

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.0340	68.1121	13.6545	0.1829	6.5646	0.2855	6.8501	1.7302	0.2732	2.0034		19,785.3695	19,785.3695	1.3377		19,818.8128
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	0.0801	0.0578	0.7505	1.8400e-003	0.1677	1.3400e-003	0.1690	0.0445	1.2400e-003	0.0457		182.8080	182.8080	6.2500e-003		182.9642
Total	2.1141	68.1699	14.4049	0.1847	6.7323	0.2869	7.0191	1.7747	0.2744	2.0491		19,968.1775	19,968.1775	1.3440		20,001.7771

3.5 Building Construction - 2018

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2108	5.9532	1.5110	0.0127	0.3136	0.0435	0.3571	0.0903	0.0416	0.1319		1,357.3451	1,357.3451	0.0938		1,359.6889
Worker	1.1967	0.8628	11.2068	0.0274	2.5038	0.0201	2.5239	0.6640	0.0185	0.6825		2,729.9330	2,729.9330	0.0933		2,732.2656
Total	1.4075	6.8159	12.7178	0.0402	2.8173	0.0636	2.8809	0.7543	0.0601	0.8144		4,087.2781	4,087.2781	0.1871		4,091.9544

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6739	14.2261	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	0.6739	14.2261	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2108	5.9532	1.5110	0.0127	0.3136	0.0435	0.3571	0.0903	0.0416	0.1319		1,357.3451	1,357.3451	0.0938		1,359.6889
Worker	1.1967	0.8628	11.2068	0.0274	2.5038	0.0201	2.5239	0.6640	0.0185	0.6825		2,729.9330	2,729.9330	0.0933		2,732.2656
Total	1.4075	6.8159	12.7178	0.0402	2.8173	0.0636	2.8809	0.7543	0.0601	0.8144		4,087.2781	4,087.2781	0.1871		4,091.9544

3.5 Building Construction - 2019

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1910	5.6248	1.3870	0.0126	0.3135	0.0373	0.3508	0.0903	0.0357	0.1259	1,345.1096	1,345.1096	0.0905		1,347.3722
Worker	1.0875	0.7611	10.0337	0.0266	2.5038	0.0196	2.5234	0.6640	0.0181	0.6821	2,644.0097	2,644.0097	0.0829		2,646.0814
Total	1.2785	6.3859	11.4207	0.0391	2.8173	0.0569	2.8742	0.7543	0.0537	0.8080	3,989.1193	3,989.1193	0.1734		3,993.4536

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6739	14.2261	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	0.6739	14.2261	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1910	5.6248	1.3870	0.0126	0.3135	0.0373	0.3508	0.0903	0.0357	0.1259		1,345.1096	1,345.1096	0.0905		1,347.3722
Worker	1.0875	0.7611	10.0337	0.0266	2.5038	0.0196	2.5234	0.6640	0.0181	0.6821		2,644.0097	2,644.0097	0.0829		2,646.0814

Total	1.2785	6.3859	11.4207	0.0391	2.8173	0.0569	2.8742	0.7543	0.0537	0.8080		3,989.1193	3,989.1193	0.1734		3,993.4536
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3.6 Paving - 2019

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.3191	1,843.3191	0.5671		1,857.4966
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.3191	1,843.3191	0.5671		1,857.4966

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0971	0.0680	0.8959	2.3700e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		236.0723	236.0723	7.4000e-003		236.2573
Total	0.0971	0.0680	0.8959	2.3700e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		236.0723	236.0723	7.4000e-003		236.2573

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4389	9.0888	13.5323	0.0189		0.5246	0.5246		0.5246	0.5246	0.0000	1,843.3191	1,843.3191	0.5671		1,857.4966
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.4389	9.0888	13.5323	0.0189		0.5246	0.5246		0.5246	0.5246	0.0000	1,843.3191	1,843.3191	0.5671		1,857.4966

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0971	0.0680	0.8959	2.3700e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		236.0723	236.0723	7.4000e-003		236.2573
Total	0.0971	0.0680	0.8959	2.3700e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		236.0723	236.0723	7.4000e-003		236.2573

3.7 Architectural Coating - 2019

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.8510					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	11.1175	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2185	0.1529	2.0157	5.3300e-003	0.5030	3.9400e-003	0.5069	0.1334	3.6300e-003	0.1370		531.1627	531.1627	0.0167		531.5789
Total	0.2185	0.1529	2.0157	5.3300e-003	0.5030	3.9400e-003	0.5069	0.1334	3.6300e-003	0.1370		531.1627	531.1627	0.0167		531.5789

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.8510					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		282.0423
Total	10.9105	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		282.0423

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2185	0.1529	2.0157	5.3300e-003	0.5030	3.9400e-003	0.5069	0.1334	3.6300e-003	0.1370		531.1627	531.1627	0.0167		531.5789
Total	0.2185	0.1529	2.0157	5.3300e-003	0.5030	3.9400e-003	0.5069	0.1334	3.6300e-003	0.1370		531.1627	531.1627	0.0167		531.5789

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					
Regulatory Compliance	4.9745	9.0432	54.8193	0.1261	10.5860	0.1219	10.7078	2.8220	0.1141	2.9361		12,631.6048	12,631.6048	0.7982		12,651.5602
Baseline	4.9745	9.0432	54.8193	0.1261	10.5860	0.1219	10.7078	2.8220	0.1141	2.9361		12,631.6048	12,631.6048	0.7982		12,651.5602

4.2 Trip Summary Information

	Average Daily Trip Rate			Baseline	Regulatory Compliance
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,469.65	1,412.19	1295.06	4,908,739	4,908,739
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	1,469.65	1,412.19	1,295.06	4,908,739	4,908,739

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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.555637	0.046489	0.189274	0.131530	0.019327	0.005527	0.013212	0.007588	0.001170	0.000625	0.024698	0.000655	0.004269
Enclosed Parking with Elevator	0.555637	0.046489	0.189274	0.131530	0.019327	0.005527	0.013212	0.007588	0.001170	0.000625	0.024698	0.000655	0.004269

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 Regulatory	0.0646	0.5521	0.2349	3.5200e-003		0.0446	0.0446		0.0446	0.0446		704.7872	704.7872	0.0135	0.0129	708.9754
NaturalGas Baseline	0.0729	0.6227	0.2650	3.9700e-003		0.0504	0.0504		0.0504	0.0504		794.9525	794.9525	0.0152	0.0146	799.6765

5.2 Energy by Land Use - NaturalGas

Baseline

	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	6757.1	0.0729	0.6227	0.2650	3.9700e-003		0.0504	0.0504		0.0504	0.0504		794.9525	794.9525	0.0152	0.0146	799.6765
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0729	0.6227	0.2650	3.9700e-003		0.0504	0.0504		0.0504	0.0504		794.9525	794.9525	0.0152	0.0146	799.6765

Regulatory Compliance

	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	5.99069	0.0646	0.5521	0.2349	3.5200e-003		0.0446	0.0446		0.0446	0.0446		704.7872	704.7872	0.0135	0.0129	708.9754
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0646	0.5521	0.2349	3.5200e-003		0.0446	0.0446		0.0446	0.0446		704.7872	704.7872	0.0135	0.0129	708.9754

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	8.8146	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.9141	4,010.9141	0.1087	0.0729	4,035.3647
Baseline	5.7733	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.9141	4,010.9141	0.1087	0.0729	4,035.3647

6.2 Area by SubCategory

Baseline

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4516					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.3647	3.1161	1.3260	0.0199		0.2519	0.2519		0.2519	0.2519	0.0000	3,978.0000	3,978.0000	0.0762	0.0729	4,001.6393
Landscaping	0.5646	0.2126	18.3627	9.7000e-004		0.1005	0.1005		0.1005	0.1005		32.9141	32.9141	0.0325		33.7254
Total	5.7733	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.9141	4,010.9141	0.1087	0.0729	4,035.3647

Regulatory Compliance

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.4929					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.3647	3.1161	1.3260	0.0199		0.2519	0.2519		0.2519	0.2519	0.0000	3,978.0000	3,978.0000	0.0762	0.0729	4,001.6393
Landscaping	0.5646	0.2126	18.3627	9.7000e-004		0.1005	0.1005		0.1005	0.1005		32.9141	32.9141	0.0325		33.7254
Total	8.8146	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.9141	4,010.9141	0.1087	0.0729	4,035.3647

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

- Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

235 Hoover - South Coast Air Basin, Winter

235 Hoover

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	221.00	Dwelling Unit	3.02	222,082.00	632
Enclosed Parking with Elevator	384.00	Space	0.00	153,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land uses based on Plan Set (8-11-17)

Construction Phase - Construction expected to last approximately 2 years

Grading - Approximately 60,000 cy of export

Demolition -

Trips and VMT - Average distance to Chiquita Canyon, Manning Pit, and Central LA Recycling Center = 28

Woodstoves - No woodstoves

Construction Off-road Equipment Mitigation - SCAQMD Dust Control Fugitive Dust Rule 403

Per CARB Title 13 CCR Section 2520-2427, equipment required to be Tier 4 Final for new equipment. Project will utilize Tier 3

Waste Mitigation -

[illegible]

tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	18.00	132.00
tblConstructionPhase	NumDays	230.00	285.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	8.00	44.00
tblConstructionPhase	NumDays	18.00	23.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	PhaseEndDate	10/1/2017	10/11/2019
tblConstructionPhase	PhaseEndDate	10/1/2017	3/8/2019
tblConstructionPhase	PhaseEndDate	10/1/2017	11/1/2017
tblConstructionPhase	PhaseEndDate	10/1/2017	2/2/2018
tblConstructionPhase	PhaseEndDate	10/1/2017	4/10/2019
tblConstructionPhase	PhaseEndDate	10/1/2017	12/4/2017
tblConstructionPhase	PhaseStartDate	10/2/2017	4/11/2019
tblConstructionPhase	PhaseStartDate	10/2/2017	2/3/2018
tblConstructionPhase	PhaseStartDate	10/2/2017	12/5/2017
tblConstructionPhase	PhaseStartDate	10/2/2017	3/9/2019
tblConstructionPhase	PhaseStartDate	10/2/2017	11/2/2017
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	11.05	0.00
tblGrading	AcresOfGrading	22.00	3.01
tblGrading	MaterialExported	0.00	60,000.00
tblLandUse	BuildingSpaceSquareFeet	221,000.00	222,082.00
tblLandUse	LandUseSquareFeet	221,000.00	222,082.00
tblLandUse	LotAcreage	5.82	3.02
tblLandUse	LotAcreage	3.46	0.00

tblProjectCharacteristics	OperationalYear	2018	2019
tblTripsAndVMT	HaulingTripLength	20.00	28.00
tblTripsAndVMT	HaulingTripLength	20.00	28.00
tblWoodstoves	NumberCatalytic	11.05	0.00
tblWoodstoves	NumberNoncatalytic	11.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Baseline 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					
2017	5.5540	109.4511	33.3046	0.2142	18.2675	2.8802	21.1477	9.9840	2.6498	12.6339	0.0000	22,944.5820	22,944.5820	2.3452	0.0000	23,003.2126
2018	4.9369	100.1804	31.6814	0.2120	12.9811	1.8422	14.8234	5.1161	1.7055	6.8216	0.0000	22,701.1095	22,701.1095	2.3170	0.0000	22,759.0349
2019	11.3574	27.5468	27.8161	0.0641	2.8173	1.3473	4.1647	0.7543	1.2670	2.0213	0.0000	6,380.6158	6,380.6158	0.8059	0.0000	6,400.7629
Maximum	11.3574	109.4511	33.3046	0.2142	18.2675	2.8802	21.1477	9.9840	2.6498	12.6339	0.0000	22,944.5820	22,944.5820	2.3452	0.0000	23,003.2126

Regulatory Compliance 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					

2017	3.2098	90.4040	35.1909	0.2142	10.9229	1.1956	12.1185	3.9263	1.1765	4.8740	0.0000	22,944.58 20	22,944.582 0	2.3452	0.0000	23,003.21 26
2018	2.8899	84.3476	34.0950	0.2120	9.1693	1.0465	10.2158	3.0778	1.0338	4.1116	0.0000	22,701.10 95	22,701.109 5	2.3170	0.0000	22,759.03 49
2019	11.1504	20.6941	28.5261	0.0641	2.8173	0.9610	3.7784	0.7543	0.9578	1.7121	0.0000	6,380.615 8	6,380.6158	0.8059	0.0000	6,400.762 9
Maximum	11.1504	90.4040	35.1909	0.2142	10.9229	1.1956	12.1185	3.9263	1.1765	4.8740	0.0000	22,944.58 20	22,944.582 0	2.3452	0.0000	23,003.21 26

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	21.05	17.60	-5.40	0.00	32.75	47.23	34.94	51.06	43.65	50.19	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Baseline 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	5.7733	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.914 1	4,010.9141	0.1087	0.0729	4,035.364 7
Energy	0.0729	0.6227	0.2650	3.9700e- 003		0.0504	0.0504		0.0504	0.0504		794.9525	794.9525	0.0152	0.0146	799.6765
Mobile	4.8478	9.5230	52.5772	0.1193	10.5860	0.1222	10.7081	2.8220	0.1144	2.9364		11,946.63 95	11,946.639 5	0.7945		11,966.50 14
Total	10.6940	13.4744	72.5308	0.1441	10.5860	0.5250	11.1110	2.8220	0.5172	3.3392	0.0000	16,752.50 60	16,752.506 0	0.9184	0.0875	16,801.54 26

Regulatory Compliance 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	8.8146	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.9141	4,010.9141	0.1087	0.0729	4,035.3647
Energy	0.0646	0.5521	0.2349	3.5200e-003		0.0446	0.0446		0.0446	0.0446		704.7872	704.7872	0.0135	0.0129	708.9754
Mobile	4.8478	9.5230	52.5772	0.1193	10.5860	0.1222	10.7081	2.8220	0.1144	2.9364		11,946.6395	11,946.6395	0.7945		11,966.5014
Total	13.7270	13.4038	72.5008	0.1437	10.5860	0.5193	11.1052	2.8220	0.5115	3.3335	0.0000	16,662.3408	16,662.3408	0.9167	0.0859	16,710.8415

	ROG	NOx	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	-28.36	0.52	0.04	0.31	0.00	1.09	0.05	0.00	1.10	0.17	0.00	0.54	0.54	0.19	1.89	0.54

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/2/2017	11/1/2017	5	23	
2	Site Preparation	Site Preparation	11/2/2017	12/4/2017	5	23	
3	Grading	Grading	12/5/2017	2/2/2018	5	44	
4	Building Construction	Building Construction	2/3/2018	3/8/2019	5	285	
5	Paving	Paving	3/9/2019	4/10/2019	5	23	
6	Architectural Coating	Architectural Coating	4/11/2019	10/11/2019	5	132	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3.01

Acres of Paving: 0

Residential Indoor: 449,716; Residential Outdoor: 149,905; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56

Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	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
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
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	45.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	224.00	49.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	532.00	14.70	6.90	28.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	7,500.00	14.70	6.90	28.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2017

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.0074	0.0000	5.0074	0.7582	0.0000	0.7582			0.0000			0.0000
Off-Road	4.1031	42.7475	23.0122	0.0388		2.1935	2.1935		2.0425	2.0425		3,924.2833	3,924.2833	1.0730		3,951.1070
Total	4.1031	42.7475	23.0122	0.0388	5.0074	2.1935	7.2008	0.7582	2.0425	2.8007		3,924.2833	3,924.2833	1.0730		3,951.1070

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3236	10.2441	2.0925	0.0248	0.5654	0.0595	0.6250	0.1549	0.0570	0.2119		2,677.3644	2,677.3644	0.1910		2,682.1400
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	0.0987	0.0729	0.7805	1.7700e-003	0.1677	1.3900e-003	0.1691	0.0445	1.2800e-003	0.0458		176.4359	176.4359	6.7000e-003		176.6033
Total	0.4223	10.3170	2.8730	0.0266	0.7331	0.0609	0.7940	0.1994	0.0582	0.2576		2,853.8003	2,853.8003	0.1977		2,858.7433

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9529	0.0000	1.9529	0.2957	0.0000	0.2957			0.0000			0.0000
Off-Road	0.9246	18.3130	24.6739	0.0388		0.8627	0.8627		0.8627	0.8627	0.0000	3,924.2833	3,924.2833	1.0730		3,951.1070
Total	0.9246	18.3130	24.6739	0.0388	1.9529	0.8627	2.8156	0.2957	0.8627	1.1584	0.0000	3,924.2833	3,924.2833	1.0730		3,951.1070

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3236	10.2441	2.0925	0.0248	0.5654	0.0595	0.6250	0.1549	0.0570	0.2119		2,677.3644	2,677.3644	0.1910		2,682.1400
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	0.0987	0.0729	0.7805	1.7700e-003	0.1677	1.3900e-003	0.1691	0.0445	1.2800e-003	0.0458		176.4359	176.4359	6.7000e-003		176.6033
Total	0.4223	10.3170	2.8730	0.0266	0.7331	0.0609	0.7940	0.1994	0.0582	0.2576		2,853.8003	2,853.8003	0.1977		2,858.7433

3.3 Site Preparation - 2017

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day				
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000		0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934	3,924.7852
Total	4.9608	52.2754	23.4554	0.0380	18.0663	2.8786	20.9448	9.9307	2.6483	12.5790		3,894.9500	3,894.9500	1.1934	3,924.7852

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1184	0.0875	0.9366	2.1300e-003	0.2012	1.6700e-003	0.2029	0.0534	1.5400e-003	0.0549		211.7231	211.7231	8.0300e-003		211.9240
Total	0.1184	0.0875	0.9366	2.1300e-003	0.2012	1.6700e-003	0.2029	0.0534	1.5400e-003	0.0549		211.7231	211.7231	8.0300e-003		211.9240

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	0.9312	19.0656	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852

Total	0.9312	19.0656	22.9600	0.0380	7.0458	0.9462	7.9920	3.8730	0.9462	4.8191	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
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Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1184	0.0875	0.9366	2.1300e-003	0.2012	1.6700e-003	0.2029	0.0534	1.5400e-003	0.0549		211.7231	211.7231	8.0300e-003		211.9240
Total	0.1184	0.0875	0.9366	2.1300e-003	0.2012	1.6700e-003	0.2029	0.0534	1.5400e-003	0.0549		211.7231	211.7231	8.0300e-003		211.9240

3.4 Grading - 2017

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2489	0.0000	6.2489	3.3414	0.0000	3.3414			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	3.0705	33.8868	17.1042	0.0297	6.2489	1.7774	8.0263	3.3414	1.6352	4.9767		3,037.9107	3,037.9107	0.9308		3,061.1809

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.3848	75.4914	15.4198	0.1827	8.3182	0.4387	8.7569	2.1606	0.4197	2.5803		19,730.2354	19,730.2354	1.4077		19,765.4284
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	0.0987	0.0729	0.7805	1.7700e-003	0.1677	1.3900e-003	0.1691	0.0445	1.2800e-003	0.0458		176.4359	176.4359	6.7000e-003		176.6033
Total	2.4835	75.5643	16.2003	0.1845	8.4859	0.4401	8.9260	2.2051	0.4210	2.6261		19,906.6713	19,906.6713	1.4144		19,942.0317

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4371	0.0000	2.4371	1.3032	0.0000	1.3032			0.0000			0.0000
Off-Road	0.7263	14.8397	18.9906	0.0297		0.7555	0.7555		0.7555	0.7555	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	0.7263	14.8397	18.9906	0.0297	2.4371	0.7555	3.1926	1.3032	0.7555	2.0587	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	2.3848	75.4914	15.4198	0.1827	8.3182	0.4387	8.7569	2.1606	0.4197	2.5803		19,730.2354	19,730.2354	1.4077		19,765.4284
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	0.0987	0.0729	0.7805	1.7700e-003	0.1677	1.3900e-003	0.1691	0.0445	1.2800e-003	0.0458		176.4359	176.4359	6.7000e-003		176.6033
Total	2.4835	75.5643	16.2003	0.1845	8.4859	0.4401	8.9260	2.2051	0.4210	2.6261		19,906.6713	19,906.6713	1.4144		19,942.0317

3.4 Grading - 2018

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2489	0.0000	6.2489	3.3414	0.0000	3.3414			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272		2,988.0216	2,988.0216	0.9302		3,011.2769
Total	2.7733	30.6725	16.5770	0.0297	6.2489	1.5513	7.8002	3.3414	1.4272	4.7686		2,988.0216	2,988.0216	0.9302		3,011.2769

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.0757	69.4444	14.4205	0.1806	6.5646	0.2896	6.8542	1.7302	0.2770	2.0072		19,541.6000	19,541.6000	1.3809		19,576.1233
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	0.0879	0.0635	0.6839	1.7200e-003	0.1677	1.3400e-003	0.1690	0.0445	1.2400e-003	0.0457		171.4879	171.4879	5.8700e-003		171.6347
Total	2.1636	69.5079	15.1044	0.1824	6.7323	0.2909	7.0232	1.7747	0.2783	2.0529		19,713.0879	19,713.0879	1.3868		19,747.7580

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4371	0.0000	2.4371	1.3032	0.0000	1.3032			0.0000			0.0000
Off-Road	0.7263	14.8397	18.9906	0.0297		0.7555	0.7555		0.7555	0.7555	0.0000	2,988.0216	2,988.0216	0.9302		3,011.2769
Total	0.7263	14.8397	18.9906	0.0297	2.4371	0.7555	3.1926	1.3032	0.7555	2.0587	0.0000	2,988.0216	2,988.0216	0.9302		3,011.2769

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.0757	69.4444	14.4205	0.1806	6.5646	0.2896	6.8542	1.7302	0.2770	2.0072		19,541.6000	19,541.6000	1.3809		19,576.1233
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	0.0879	0.0635	0.6839	1.7200e-003	0.1677	1.3400e-003	0.1690	0.0445	1.2400e-003	0.0457		171.4879	171.4879	5.8700e-003		171.6347
Total	2.1636	69.5079	15.1044	0.1824	6.7323	0.2909	7.0232	1.7747	0.2783	2.0529		19,713.0879	19,713.0879	1.3868		19,747.7580

3.5 Building Construction - 2018

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2197	5.9658	1.6687	0.0124	0.3136	0.0442	0.3577	0.0903	0.0423	0.1325		1,321.2424	1,321.2424	0.1003		1,323.7490
Worker	1.3123	0.9481	10.2124	0.0257	2.5038	0.0201	2.5239	0.6640	0.0185	0.6825		2,560.8856	2,560.8856	0.0877		2,563.0782
Total	1.5320	6.9139	11.8811	0.0381	2.8173	0.0643	2.8816	0.7543	0.0608	0.8151		3,882.1281	3,882.1281	0.1880		3,886.8272

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6739	14.2261	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883

Total	0.6739	14.2261	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,620.935 1	2,620.9351	0.6421		2,636.988 3
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Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2197	5.9658	1.6687	0.0124	0.3136	0.0442	0.3577	0.0903	0.0423	0.1325		1,321.242 4	1,321.2424	0.1003		1,323.749 0
Worker	1.3123	0.9481	10.2124	0.0257	2.5038	0.0201	2.5239	0.6640	0.0185	0.6825		2,560.885 6	2,560.8856	0.0877		2,563.078 2
Total	1.5320	6.9139	11.8811	0.0381	2.8173	0.0643	2.8816	0.7543	0.0608	0.8151		3,882.128 1	3,882.1281	0.1880		3,886.827 2

3.5 Building Construction - 2019

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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		2,591.580 2	2,591.5802	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.580 2	2,591.5802	0.6313		2,607.363 5

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1992	5.6317	1.5361	0.0123	0.3135	0.0379	0.3514	0.0903	0.0362	0.1265		1,308.9807	1,308.9807	0.0968		1,311.4007
Worker	1.1943	0.8363	9.1162	0.0249	2.5038	0.0196	2.5234	0.6640	0.0181	0.6821		2,480.0549	2,480.0549	0.0778		2,481.9988
Total	1.3936	6.4680	10.6523	0.0372	2.8173	0.0575	2.8748	0.7543	0.0543	0.8086		3,789.0356	3,789.0356	0.1746		3,793.3994

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6739	14.2261	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	0.6739	14.2261	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1992	5.6317	1.5361	0.0123	0.3135	0.0379	0.3514	0.0903	0.0362	0.1265		1,308.9807	1,308.9807	0.0968		1,311.4007
Worker	1.1943	0.8363	9.1162	0.0249	2.5038	0.0196	2.5234	0.6640	0.0181	0.6821		2,480.0549	2,480.0549	0.0778		2,481.9988
Total	1.3936	6.4680	10.6523	0.0372	2.8173	0.0575	2.8748	0.7543	0.0543	0.8086		3,789.0356	3,789.0356	0.1746		3,793.3994

3.6 Paving - 2019

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.3191	1,843.3191	0.5671		1,857.4966
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.3191	1,843.3191	0.5671		1,857.4966

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1066	0.0747	0.8139	2.2200e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		221.4335	221.4335	6.9400e-003		221.6070
Total	0.1066	0.0747	0.8139	2.2200e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		221.4335	221.4335	6.9400e-003		221.6070

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4389	9.0888	13.5323	0.0189		0.5246	0.5246		0.5246	0.5246	0.0000	1,843.3191	1,843.3191	0.5671		1,857.4966
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.4389	9.0888	13.5323	0.0189		0.5246	0.5246		0.5246	0.5246	0.0000	1,843.3191	1,843.3191	0.5671		1,857.4966

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1066	0.0747	0.8139	2.2200e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		221.4335	221.4335	6.9400e-003		221.6070
Total	0.1066	0.0747	0.8139	2.2200e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		221.4335	221.4335	6.9400e-003		221.6070

3.7 Architectural Coating - 2019

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.8510					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	11.1175	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2399	0.1680	1.8314	5.0000e-003	0.5030	3.9400e-003	0.5069	0.1334	3.6300e-003	0.1370		498.2253	498.2253	0.0156		498.6158
Total	0.2399	0.1680	1.8314	5.0000e-003	0.5030	3.9400e-003	0.5069	0.1334	3.6300e-003	0.1370		498.2253	498.2253	0.0156		498.6158

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.8510					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		282.0423
Total	10.9105	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		282.0423

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2399	0.1680	1.8314	5.0000e-003	0.5030	3.9400e-003	0.5069	0.1334	3.6300e-003	0.1370		498.2253	498.2253	0.0156		498.6158
Total	0.2399	0.1680	1.8314	5.0000e-003	0.5030	3.9400e-003	0.5069	0.1334	3.6300e-003	0.1370		498.2253	498.2253	0.0156		498.6158

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					
Regulatory Compliance	4.8478	9.5230	52.5772	0.1193	10.5860	0.1222	10.7081	2.8220	0.1144	2.9364		11,946.6395	11,946.6395	0.7945		11,966.5014
Baseline	4.8478	9.5230	52.5772	0.1193	10.5860	0.1222	10.7081	2.8220	0.1144	2.9364		11,946.6395	11,946.6395	0.7945		11,966.5014

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Baseline	Regulatory Compliance
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,469.65	1,412.19	1295.06	4,908,739	4,908,739
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	1,469.65	1,412.19	1,295.06	4,908,739	4,908,739

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.555637	0.046489	0.189274	0.131530	0.019327	0.005527	0.013212	0.007588	0.001170	0.000625	0.024698	0.000655	0.004269
Enclosed Parking with Elevator	0.555637	0.046489	0.189274	0.131530	0.019327	0.005527	0.013212	0.007588	0.001170	0.000625	0.024698	0.000655	0.004269

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
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Category	lb/day										lb/day					
NaturalGas Regulatory Compliance	0.0646	0.5521	0.2349	3.5200e-003		0.0446	0.0446		0.0446	0.0446		704.7872	704.7872	0.0135	0.0129	708.9754
NaturalGas Baseline	0.0729	0.6227	0.2650	3.9700e-003		0.0504	0.0504		0.0504	0.0504		794.9525	794.9525	0.0152	0.0146	799.6765

5.2 Energy by Land Use - NaturalGas

Baseline

	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	6757.1	0.0729	0.6227	0.2650	3.9700e-003		0.0504	0.0504		0.0504	0.0504		794.9525	794.9525	0.0152	0.0146	799.6765
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0729	0.6227	0.2650	3.9700e-003		0.0504	0.0504		0.0504	0.0504		794.9525	794.9525	0.0152	0.0146	799.6765

Regulatory Compliance

	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	5.99069	0.0646	0.5521	0.2349	3.5200e-003		0.0446	0.0446		0.0446	0.0446		704.7872	704.7872	0.0135	0.0129	708.9754
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0646	0.5521	0.2349	3.5200e-003		0.0446	0.0446		0.0446	0.0446		704.7872	704.7872	0.0135	0.0129	708.9754

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	8.8146	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.9141	4,010.9141	0.1087	0.0729	4,035.3647
Baseline	5.7733	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.9141	4,010.9141	0.1087	0.0729	4,035.3647

6.2 Area by SubCategory

Baseline

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4516					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Hearth	0.3647	3.1161	1.3260	0.0199		0.2519	0.2519		0.2519	0.2519	0.0000	3,978.0000	3,978.0000	0.0762	0.0729	4,001.6393
Landscaping	0.5646	0.2126	18.3627	9.7000e-004		0.1005	0.1005		0.1005	0.1005		32.9141	32.9141	0.0325		33.7254
Total	5.7733	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.9141	4,010.9141	0.1087	0.0729	4,035.3647

Regulatory Compliance

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.4929					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.3647	3.1161	1.3260	0.0199		0.2519	0.2519		0.2519	0.2519	0.0000	3,978.0000	3,978.0000	0.0762	0.0729	4,001.6393
Landscaping	0.5646	0.2126	18.3627	9.7000e-004		0.1005	0.1005		0.1005	0.1005		32.9141	32.9141	0.0325		33.7254
Total	8.8146	3.3287	19.6887	0.0209		0.3525	0.3525		0.3525	0.3525	0.0000	4,010.9141	4,010.9141	0.1087	0.0729	4,035.3647

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

APPENDIX B

Biological Resources Evaluation



Sound Science. Creative Solutions.

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August 10, 2017

Randall Reel
LaTerra Development, LLC
1880 Century Park East, Suite 600
Los Angeles, CA 90067

Re: Biological Resources at 265 N Hoover Street, Los Angeles, CA

Dear Mr. Reel:

SWCA Environmental Consultants (SWCA) was retained by LaTerra Development, LLC to evaluate biological resources at the proposed 265 N Hoover Street Redevelopment Project (project) in the community of Rampart Village in the City of Los Angeles, Los Angeles County, California. The project would entail the development of an apartment complex at the approximately 2.9-acre project site. SWCA conducted a focused desktop analysis and field survey of the project site to determine the presence or absence of sensitive natural resources pursuant to compliance with the requirements of the California Environmental Quality Act (CEQA). The analysis and survey results are detailed below.

BACKGROUND

The project would be required to comply with all federal, state, and local regulations and ordinances. Applicable state and federal regulations pertaining to biological resources include, but are not limited to, the state and federal Endangered Species Acts, the Migratory Bird Treaty Act (MBTA), Clean Water Act, Porter-Cologne Water Quality Act, various sections of the California Fish and Game Code, and the California Environmental Quality Act (CEQA). Analysis of the proposed project pursuant to CEQA requires that substantial adverse environmental impacts be disclosed; and avoided, minimized, and mitigated to the extent practicable. For natural resources, specific issues to be considered are as follows:

- 1) Species listed or considered sensitive by local, state, or federal agencies;
- 2) Sensitive natural vegetation communities;
- 3) Water bodies under state or federal jurisdiction;
- 4) Wildlife movement corridors and nursery sites; and
- 5) Conflicts with habitat conservation plans, local policies, or ordinances.

Species Listed or Considered Sensitive by Local, State, or Federal Agencies

This category covers species listed on the California Endangered Species Act and the federal Endangered Species Act, and species included on a variety of watchlists or afforded protections by other regulations, ordinances, or policies. This includes species considered Species of Special Concern as

listed by the California Department of Fish and Wildlife (CDFW), and species listed as sensitive by the Bureau of Land Management (BLM) or the U.S. Forest Service (USFS). In addition, lists of sensitive species compiled by non-governmental agencies, such as the Western Bat Working Group, are given some consideration, although specific guidance and protections are generally not provided for these species.

Finally, this category includes species that are provided protections or which are listed and sensitive by ordinances and policies applicable to the project site, such as those of the City and County of Los Angeles. Because the project is in the City of Los Angeles, the City's municipal code addressing particular species of trees is pertinent. The ordinance describes survey and mitigation requirements if mature individuals of certain species of trees may be impacted. However, none of the species covered by the municipal code were present at the time of the survey, therefore this ordinance should have no effect on the project.

Sensitive Natural Communities

Several classification systems have been used to describe natural communities in California; the most widely accepted system, and the one recommended by CDFW, is *A Manual of California Vegetation* (MCV), the most current version of which is maintained online.¹ The MCV provides descriptions of more than 400 distinct vegetation alliances, which are plant communities dominated by native plant species. Membership rules for over 90 different woodland alliances are detailed, as well as numerous shrubland alliances and herbaceous alliances.

Since the inception of the state's Natural Heritage program in 1979, CDFW has maintained a list of special status (i.e., sensitive) natural communities in the state.² Sensitive natural communities are those with a ranking of 1, 2, or 3, which is assigned based on rarity inside state borders, where 1 is the rarest. The CDFW maintains a cross-walk to translate different vegetation community mapping methods to the corresponding MCV alliance. The CDFW describes special status natural communities as follows:

“Special status natural communities are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. These communities may or may not contain special status species or their habitat. The most current version of the Department’s List of California Terrestrial Natural Communities indicates which natural communities are of special status given the current state of the California classification.”³

The MCV also includes types of communities called semi-natural stands which are dominated by non-native species; these are included in the MCV because they have potential value as habitat for native species of plants and wildlife. Most vegetation communities dominated by non-native species are not included in the MCV because their potential habitat values are limited.

Water Bodies under State or Federal Jurisdiction

There are no water bodies at the project site; therefore, this issue will not be considered further.

¹ CNPS. 2016. *A Manual of California Vegetation*, Online Edition. <http://www.cnps.org/cnps/vegetation/>. Accessed on July 28, 2016. California Native Plant Society, Sacramento, CA.

² CDFW. 2016. Natural Communities. <https://www.wildlife.ca.gov/Data/VegCAMP/Natural-Communities>. Accessed on July 28, 2016.

³ CDFW. 2009. Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened and Endangered Plants and Natural Communities. California Department of Fish and Wildlife. Available from: <http://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=107494&inline>.

Wildlife Movement Corridors and Nursery Sites

The term *wildlife movement corridor* implies a continuous, unidirectional movement of individual animals. Although wildlife movement corridors may sometimes be used in this way, the most important functions of a wildlife movement corridor are the long-term dispersal of genetic material between population centers and the maintenance of balanced, viable populations in these areas. The term *habitat linkage*—described as “an undisturbed habitat parcel which connects two or more reserve parcels (generally public land holdings) with habitat suitable for movement of mobile terrestrial organisms between the reserve parcels”—better characterizes this concept. Habitat linkages are best conceived as large “plains” of habitat rather than as narrow travel routes, which offer the greatest possible potential of facilitating short- and long-term wildlife movement between parcels. The habitat linkages serve to both permit movement between isolated populations and maintain an integrated, functioning landscape-wide ecosystem.⁴

In general a habitat linkage, referred to here as a wildlife corridor, is a strip of land which connects two or more, larger land areas and is free of barriers which would seriously curtail or prevent wildlife passage. These corridors can serve as useful habitat in their own right, or can serve as travel lanes for seasonal movements of wildlife. Their value depends upon width, habitat type and structure, nature of surrounding habitat, human use patterns, and other factors. Typically, a wildlife corridor provides refuge and ease of movement, and often follows ridgelines or drainages. Wildlife movement corridors are important for the free movement of animals between population centers, for access to food and water sources during drought, as escape routes from brush fires, and, in the longer term, for dispersal of genetic traits between population centers.

Human encroachment fragments natural habitats into smaller and more isolated units. In the process, it destroys habitat of many species, modifies habitat of others, and creates new habitat for yet others. Many studies have indicated that, in general, habitat size is the most important factor in determining land vertebrate species diversity.⁵ The degree of habitat isolation and percentage of vegetative cover are other major factors in species variety and abundance. Wildlife corridors can prevent local extinctions by connecting relatively small open space preserves, thereby allowing gene flow and providing for a wide diversity of genetic traits throughout the interconnected populations.

Nursery sites are generally considered to include specific locations used by groups of wildlife to bear and care for young. Salmon spawning streams, maternity colonies of bats, and nesting areas for colonially nesting birds are among the types of sites typically evaluated.

METHODS

SWCA conducted a desktop review of the site by reviewing aerial photographs and records of plant and wildlife occurrences within three miles of the project, which is located in the U.S. Geological Survey Hollywood 7.5-minute topographic quadrangle. Plant and wildlife occurrences were queried from the California Natural Diversity Database (CNDDB) and the California Native Plant Society's Rare Plant Inventory.^{6,7} Both databases track special-status and sensitive species, including species that are listed under the state and federal Endangered Species Acts; species considered rare, sensitive, or of special

4. Lieberstein, T.A. 1989. Reserve Design in the Santa Monica Mountains. Master's thesis, California State University, Northridge.

5. Adams, L.W., and L.E. Dove 1989. Wildlife Reserves and Corridors in the Urban Environment: A Guide to Ecological Landscape Planning and Resource Conservation. National Institute for Urban Wildlife, Columbia, MD.

6. California Natural Diversity Data Base (CNDDB). 2017. Data retrieved using Rarefind 5 [web application]. California Department of Fish and Game, Sacramento. Available at: <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>. Accessed August 2017.

7. CNPS, Rare Plant Program. 2017. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website <http://www.rareplants.cnps.org>. Accessed August 2017.

concern to CDFW, the U.S. Fish and Wildlife Service, BLM, and USFS; or species that are on other watchlists.

Before conducting a field survey, SWCA biologists reviewed aerial photographs of the project site. Based on the aerial photographs, a preliminary map of plant communities and land cover was created in a Geographic Information System (GIS) using Google Earth Pro. The preliminary map was printed and brought into the field for verification. Any changes from the preliminary classifications were documented in the field. The survey of the project site was conducted on August 2, 2017, by SWCA Biologist Alex Beakes. During the survey, Mr. Beakes documented the plant communities and land cover present using a minimum mapping unit size of 0.25 acre, identified plants at the site, recorded any evidence of wildlife use such as dens or trails, and took representative photographs. The GIS analysis was conducted by Mr. Beakes and Jeremy Huey, M.S. (Attachment D).

RESULTS

The project site is characterized by hilly topography, which has a high point in the northeastern corner of the site. Elevation at the site ranges from approximately 380 to 350 feet above mean sea level. The eastern side of the project site is bounded by a road with a median covered in non-native and invasive annuals and nonnative trees. The southern side of the project site is bounded by a road and sidewalk planted with non-native trees, the majority of which are Canary Island date palms (*Phoenix canariensis*) and Shamel ash (*Fraxinus uhdei*). The western side of the project site is dominated by a limited variety of non-native landscaped plants, beyond that are single family homes. The northern side of the project site is dominated by non-native and invasive trees, primarily Brazilian pepper tree (*Schinus terebinthifolius*) and red iron bark (*Eucalyptus sideroxylon*); the understory is dominated by non-native and invasive annuals and vines, such as sweet fennel (*Foeniculum vulgare*), upright veldt grass (*Ehrharta erecta*), Smilo grass (*Stipa miliacea*), prickly lettuce (*Lactuca serriola*) and English ivy (*Hedera helix*). Beyond the vegetated areas to the north are developments, such as roads and single family homes. Historical imagery from 1989 accessed through Google Earth Pro shows no substantial change in the vegetation communities or nearby development. Photographs of the site are included in Attachment B.

Sensitive Species

A total of 18 plant species were recorded during the field survey, which were primarily weedy non-native species. There were no plants with a California Rare Plant Ranking of 1 or 2, which would meet the definition of rare, threatened, or endangered, and require evaluation under CEQA.

The database review returned eight species of plants and eight species of wildlife with recorded occurrences in the records search area (approximately three mile radius; Attachment C). Of these species, six plant species and two wildlife species are listed as Extirpated or Possibly Extirpated in the local area, and only one was considered to have the potential to occur at the site: hoary bat (*Lasiurus cinereus*).

Hoary bat is included on the CDFW list of sensitive animals because it is listed as a Medium priority species by the Western Bat Working Group (WBWG). The Medium designation indicates “a level of concern that should warrant closer evaluation, more research, and conservation actions of both the species and possible threats. A lack of meaningful information is a major obstacle in adequately assessing these species’ status and should be considered a threat.”⁸ The hoary bat is solitary and roosts

8. The Western Bat Working Group (WBWG) is comprised of agencies, organizations and individuals interested in bat research, management and conservation from the 13 western states and provinces. The goals are (1) to facilitate communication among interested parties and reduce risks of species decline or extinction; (2) to provide a mechanism by which current

primarily in foliage of both coniferous and deciduous trees, near the ends of branches, 10 to 40 feet above the ground. Many kinds of trees are used, and roost sites are usually hidden from above by canopy but open below. Roosts are usually at the edge of a clearing. Hoary bats frequently change roost sites, and have low roost fidelity. Hoary bat is a migratory species which, in Southern California, winters near the coast and breeds further inland. It has the potential to occur at the project site during the winter season (August 1 to February 28). Trees at the project site may provide roosting habitat for this species.

The project site does not provide suitable habitat for any state or federally listed or sensitive avian species. However, habitat for nesting birds (e.g., trees, shrubs, manmade structures) covered under MBTA and the California Fish and Game Code was observed within and surrounding the project site. No bird nests were observed during the field survey; however, a focused nest survey was not conducted.

Vegetation Communities and Land Cover

There are no areas in the project site dominated by native species, and there are no areas that meet the definition of any alliances listed in the MCV. No areas of the project are dominated by native species, therefore the project site was mapped as three other land cover types, including Non-Native Woodland (approximately 0.96 acres), Disturbed/Ruderal (approximately 0.1 acres), and Developed (approximately 1.83 acres).

The majority of the project is dominated by the Developed land cover, characterized by the asphalt parking lots, cement driveways, and the hospital building. The Non-Native Woodland areas consist of the perimeter of the project, with Canary Island date palms planted near the sidewalks, and a small established grove of Brazilian pepper tree and red iron bark. The Disturbed/Ruderal areas are dominated by non-native annuals and perennials that thrive in areas with repeated disturbance.

Wildlife Movement Corridors and Nursery Sites

No animal dens, trails, or other signs of regular use were observed at the site. Many species of wildlife typical of urban and suburban areas, such as coyote (*Canis latrans*), Virginia opossum (*Didelphis virginiana*), and striped skunk (*Mephitis mephitis*), are primarily nocturnal and adept at avoiding humans. These species may be present at the project site, yet were not detected during the field survey. Compared to the surrounding residential areas, the project site may provide a refuge for common urban and suburban wildlife.

The site lacks the features of a wildlife movement corridor or native wildlife nursery site, as defined above. The surroundings are highly developed and urbanized, with isolated natural areas that do not form a connected corridor between large areas of habitat. The project is located in a densely urbanized area with little natural or semi-natural areas, which limits the potential for the project to be utilized as a movement corridor between natural or semi-natural areas. U.S. Route 101 creates a substantial barrier for wildlife movement in the area, limiting wildlife movement from areas north of the project. The closest natural/semi-natural areas are Echo Lake (approximately 1.3 miles east by northeast of the project), Silver Lake Reservoir (approximately 1.6 miles north of the project) and MacArthur Park Lake (approximately 1.2 miles south by southeast of the project). Barriers, such as U.S. Route 101 or the

information on bat ecology, distribution and research techniques can be readily accessed; and (3) to develop a forum to discuss conservation strategies, provide technical assistance and encourage education programs. Species are ranked as High, Medium, or Low Priority in each of 10 regions in western North America. The CNDDDB tracks bat species that are at least Low- Medium Priority in California. More information is available at: <http://www.wbwg.org>.

variety of heavily trafficked local streets, provide barriers for wildlife movement from the natural/semi-natural areas to the project site.

DISCUSSION

One species with local protections or considered sensitive was identified as having the potential to occur at the project site: hoary bat. Hoary bat is widespread throughout North America, and as a tree roosting species it can occur in urban and suburban environments.

Hoary bat is ranked as a Medium priority species by the WBWG and is tracked by the CNDDDB because there is limited information available on this species. No specific protections are provided by the ranking. This species has the potential to occur between August 1 and February 28; between March 1 and July 31 it moves inland and northward to its breeding grounds. The removal of individual trees at the project site will not substantially change available habitat for this species because of the wide range of trees available for roosting that will remain at the site and in the surrounding area. Impacts to individuals could occur if individual bats are roosting in the trees when they are cut. Removing large trees with potential roosting habitat when hoary bats are absent (March 1 through July 31) would avoid this impact. If large trees are removed between August 1 and February 28, a nocturnal survey for roosting bats is recommended be conducted by a qualified bat biologist. If evidence of bats is present, then it is suggested that removal of occupied roost trees not occur until a biologist determines that the roost is no longer in use.

The project site contains potential nesting habitat for avian species covered under MBTA and the California Fish and Game Code. If project activities are conducted during the nesting bird season (typically February 1 through August 31), pre-construction nest surveys are suggested in and near the project to be conducted by an avian biologist. If nesting is identified during the pre-construction survey, it is suggested that the project be modified (e.g., no work near nesting areas) and/or delayed as necessary to avoid take of the identified nests, eggs, and/or young.

No sensitive natural communities, water bodies, wildlife movement corridors, or wildlife nursery sites were identified at the project site. Overall, the site is highly disturbed and provides limited habitat value for native species. The site provides habitat in the Non-Native Woodland and Disturbed/Ruderal areas for common native species adapted to the urban environment.

Should you have any questions or concerns, please feel free to contact me by telephone at (626) 240-0587 extension 6401, or via email at sdallmann@swca.com.

Sincerely,



Seth Dallmann
Natural Resources Director

Attachments: A. Site Photographs
B. Floral Compendium
C. Sensitive Species with Occurrences within 3 miles of the project
D. Map of Plant Communities and Land Cover

ATTACHMENT A. SITE PHOTOGRAPHS



Photograph 1. View of the dilapidated buildings and the Disturbed/Ruderal and Non-Native Woodland land cover in the northern portion of the site, standing on the 6th floor in the stairwell while facing west by northwest. The chain link fence provides the approximate boundary of the project site.



Photograph 2. View of the Non-Native Woodland and Developed land covers in the southern portion of the site, standing on the roof of the hospital building while facing southwest.



Photograph 3. Representative photo of the unused underground parking garages. No sign of animal occupancy was observed throughout the parking areas.



Photograph 4. View of the Developed land cover with the Disturbed/Ruderal and Non-Native Woodland in the background, photo was taken in the western parking lot while facing northwest.

ATTACHMENT B. FLORAL COMPENDIUM

Family	Scientific Name	Common Name	Life Form	Status
Aizoaceae	<i>Carpobrotus edulis</i>	ice plant	shrub	invasive
Anacardiaceae	<i>Schinus terebinthifolius</i>	Brazilian pepper	tree	invasive
Apiaceae	<i>Foeniculum vulgare</i>	sweet fennel	perennial herb	invasive
Araliaceae	<i>Hedera helix</i>	English ivy	vine	invasive
Arecaceae	<i>Phoenix canariensis</i>	Canary island date	tree	invasive
Asteraceae	<i>Helminthotheca echioides</i>	bristly ox-tongue	herb	non-native
	<i>Lactuca serriola</i>	prickly lettuce	herb	non-native
Euphorbiaceae	<i>Euphorbia albomarinata</i>	rattlesnake sandmat	perennial herb	native
	<i>Ricinus communis</i>	castor bean	shrub	invasive
Lamiaceae	<i>Rosmarinus officinalis</i>	rosemary	shrub	non-native
Moraceae	<i>Ficus carica</i>	fig tree	tree	invasive
Myrtaceae	<i>Eucalyptus sideroxylon</i>	red iron bark	tree	non-native
Oleaceae	<i>Fraxinus uhdei</i>	Shamel ash	tree	non-native
Poaceae	<i>Arundo donax</i>	giant reed	grass	non-native
	<i>Cynodon dactylon</i>	bermuda crass	grass	invasive
	<i>Stipa miliacea</i> var. <i>miliacea</i>	smilo grass	grass	invasive
Proteaceae	<i>Grevillea robusta</i>	Silkoak	tree	non-native
Tropaeolaceae	<i>Tropaeolum majus</i>	garden nasturtium	herb	non-native

ATTACHMENT C. SENSITIVE SPECIES WITH RECORDED OCCURRENCES IN THE LOS ANGELES U.S. GEOLOGICAL SURVEY 7.5-MINUTE TOPOGRAPHIC QUADRANGLE.

Name	Special Status	General Habitat Microhabitat	Potential to Occur at the Project
Plants			
Davidson's saltscale <i>Atriplex serenana</i> var. <i>davidsonii</i>	CRPR 1B.2	Coastal bluff scrub, coastal scrub. Alkaline soil.	None. No suitable habitat is present. Likely extirpated from L.A County.
Lucky morning-glory <i>Calystegia felix</i>	CRPR 3.1	Meadows and seeps, riparian scrub.	None. No suitable habitat is present.
Many-stemmed dydleya <i>Dudleya multicaulis</i>	CRPR 1B.2	Chaparral, coastal scrub, valley and foothill grassland.	None. No suitable habitat is present. Possibly extirpated locally.
Prostrate vernal pool navarretia <i>Navarretia prostrata</i>	CRPR 1B.1	Coastal scrub, meadow and seep, valley and foothill grassland, vernal pools, wetlands. Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites.	None. No suitable habitat is present. Possibly extirpated locally.
White rabbit-tobacco <i>Pseudognaphalium leucocephalum</i>	CRPR 1B.1	Riparian woodland, cismontane woodland, coastal scrub, chaparral.	None. No suitable habitat is present.
Salt spring checkerbloom <i>Sidalcea neomexicana</i>	CRPR 2B.2	Playas, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub.	None. No suitable habitat is present. Possibly extirpated locally.
San Bernardino aster <i>Symphyotrichum defoliatum</i>	CRPR 1B.2	Meadows and seeps, cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, valley and foothill grassland.	None. No suitable habitat is present. Locally extirpated.
Greata's aster <i>Symphyotrichum greatae</i>	CRPR 1B.3	Broadleaved upland forest, chaparral, cismontane woodland, lower montane coniferous woodland, riparian woodland. Mesic canyons.	None. No suitable habitat is present. Possibly extirpated locally.
Reptiles and Amphibians			
Coast horned lizard <i>Phrynosoma blainvillii</i>	SSC	Coastal sage scrub and chaparral in arid and semiarid climates. Prefers friable, rocky, or shallow sandy soils.	None. No suitable habitat is present.
Birds			
Bank swallow <i>Riparia riparia</i>	ST	Riparian scrub, riparian woodland. Nests in steep sand, dirt, or gravel banks, along the edge of inland water, along coast, in gravel pits, or road embankments.	None. No suitable habitat is present. Locally extirpated.
Burrowing owl <i>Athene cunicularia</i>	SSC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably the California ground squirrel.	None. No suitable habitat is present.

Name	Special Status	General Habitat Microhabitat	Potential to Occur at the Project
Least Bell's vireo <i>Vireo bellii pusillus</i>	FE / SE	Riparian forest, riparian scrub, riparian woodland. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, mulefat, mesquite	None. No suitable nesting or foraging habitat present. Possibly extirpated locally.
Southwestern willow flycatcher <i>Empidonax traillii extimus</i>	FE / SE	Riparian woodland. Breeds in relatively dense riparian tree and shrub communities associated with rivers, swamps, and other wetlands including lakes and reservoirs; habitat patches must be at least 0.25 acres in size and at least 30 ft wide.	None. No suitable nesting or foraging habitat present.
Mammals			
American badger <i>Taxidea taxus</i>	SSC	Found in arid, open habitats, particularly grasslands, savannahs, mountain meadows, and desert scrub openings. Needs friable soils for digging and open, uncultivated ground; occurs at low to moderate slopes; has been associated with Joshua tree woodland and pinyon-juniper habitats.	None. No suitable habitat is present.
Big free-tailed bat <i>Nyctinomops macrotis</i>	SSC	Rocky terrain; bare rock/talus/scree, cliff, desert, woodland – hardwood. Roosts in rock crevices (vertical or horizontal) in cliffs; also in buildings, caves, and occasionally tree holes.	None. Record from 1985; species is rare California. Trees are present within site, yet no suitable cavities observed within trees. Buildings present onsite are closed off to wildlife entry.
Hoary bat <i>Lasiurus cinereus</i>	None	Forages over a wide range of habitats, but prefers open habitats with access to trees for roosting, and water. Ranges throughout most of California. Primarily roosts in trees and foliage.	Moderate. Trees on site may provide some roost sites. The MacArthur Park Lake, approximately 1.2 miles to the southeast, is the closest substantial semi-natural water source.
Western mastiff bat <i>Eumops perotis californicus</i>	SSC	Found in the southwestern United States, generally away from human development; this species can utilize a variety of habitat types including chaparral, oak woodland, pine forests, agricultural areas and desert washes. Roosts primarily in vertical rock crevices on cliffs; common in open habitats when foraging.	None. No suitable roosting habitat is present.

Name	Special Status	General Habitat Microhabitat	Potential to Occur at the Project
Key: FC = Federal candidate for ESA listing, FE = Federally endangered, None = species included for other reasons (see the Special Animals List at http://www.dfg.ca.gov/wildlife/nongame/list.html), SE = State endangered, SSC = Species of Special Concern, ST = State threatened. CRPR = California Rare Plant Rank. CRPR Rankings: 1A._: Presumed extinct in California 1B._: Rare, threatened, or endangered in California and elsewhere. 2._: Rare, threatened, or endangered in California, but more common elsewhere. 3._: Needs review (information lacking). 4._: Limited distribution (Watch List). _.1: Seriously threatened in California. _.2: Fairly threatened in California. _.3: Not very threatened in California.			

ATTACHMENT D. MAP OF PLANT COMMUNITIES AND LAND COVER



APPENDIX C

Historic Resource Report

TEMPLE COMMUNITY HOSPITAL
235 NORTH HOOVER STREET
CITY OF LOS ANGELES

Historic Resource Report



Prepared by:



July 2014



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Appendix A: Table I – Building Permit History



EXECUTIVE SUMMARY

This report presents the results of a historic resource evaluation of the property located at 235 North Hoover Street in the City of Los Angeles. The assessor's parcel number for the property is 5501-004-006. The building, known at present as Temple Community Hospital, was constructed in 1924 as the Osteopathic Hospital. It was expanded in 1953, 1966, and 1972. The building is not currently designated a landmark at the national, state, or local levels. It was identified for further research by SurveyLA, the citywide historic resource survey of Los Angeles, but it has not yet been evaluated. GPA Consulting (GPA) was retained to complete this evaluation as part of the environmental review of a proposed project on the property in compliance with the California Environmental Quality Act (CEQA).

The building was evaluated in this report using the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register) criteria, as well as the Los Angeles Historic-Cultural Monument criteria. The primary contexts used to evaluate the building were the development of hospitals in the early 20th century, hospital architecture, and Beaux Arts architecture.

After careful research and evaluation, GPA concludes that the building is ineligible for listing in the National or California Registers due to a lack of significance as well as a lack of integrity, nor is it eligible for designation as a Los Angeles Historic-Cultural Monument. Therefore, Temple Community Hospital is not a historic resource subject to CEQA. As the project will have no direct or indirect impacts on historic resources, no further study is recommended or required.



1. INTRODUCTION

1.1 Purpose and Qualifications

The purpose of this report is to determine and set forth whether or not a proposed project will impact historic resources. The project site is located on single parcel at 235 North Hoover Street in the City of Los Angeles. The assessor's parcel number for the property is 5501-004-006. The building on the site was constructed in 1924 and was subsequently expanded in 1953, 1966, and 1972. The proposed project involves the removal of the existing buildings on the property and the construction of a new multi-family housing project.

Properties over 45 years of age may be eligible for listing in the California Register, and therefore may be historic resources subject to CEQA. Thus, GPA was retained to prepare this report to determine if the building is a historic resource subject to CEQA, and if so, if the project would have an impact on the historic resource.

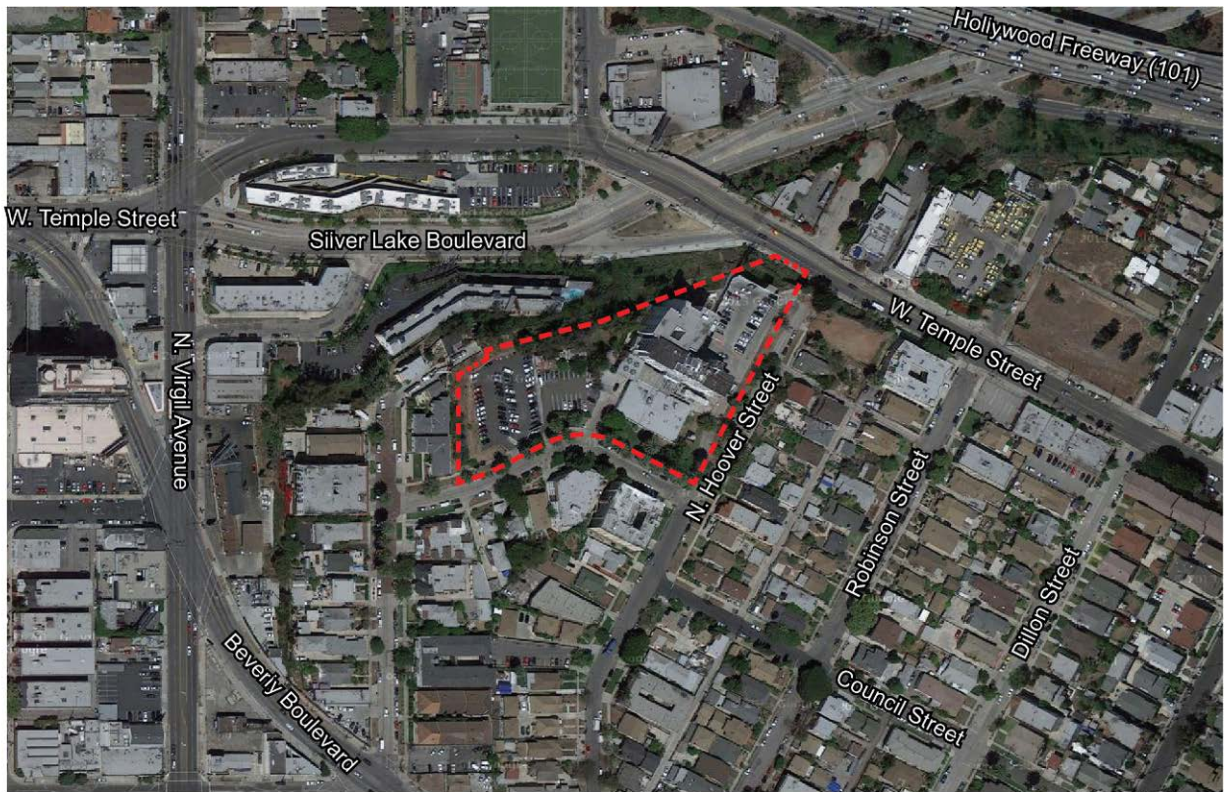
Teresa Grimes, Principal Architectural Historian, and Elysha Paluszek, Architectural Historian II, with GPA were responsible for the preparation of this report. Ms. Grimes and Ms. Paluszek fulfill the qualifications for historic preservation professionals outlined in Title 36 of the Code of Federal Regulations, Part 61. Their résumés are available upon request.

1.2 Methodology

In conducting the analysis of potential historic resources and project impacts, the following tasks were performed:

1. Conducted a preliminary field inspection of the project site and surrounding area to determine the study area for the report and to identify potential historic resources. The study area was identified as the project site itself (see Figure 1 below). Temple Community Hospital was identified as a potential historic resource because it is over 45 years of age. Also located on the property are several storage sheds, an ancillary building, a surface parking lot, and a parking structure.
2. Conducted an intensive field inspection of the project site to ascertain the physical integrity of the buildings thereon. Digital photographs and notes were taken during the inspection, which included the interior of the hospital building.
3. Researched the property to determine whether or not it is currently listed as a landmark at the national, state, or local levels and whether or not it has been previously identified or evaluated as a historic resource. This involved a records search at the South Central Coastal Information Center at California State University, Fullerton. The records search revealed no previously recorded historic resources within the project site.
4. Obtained and reviewed the building permits for the property. Dates of construction and subsequent alterations were determined by the building permit record, as well as additional sources, such as the field inspection and historic photographs.
5. Researched the property and surrounding area at local libraries and archives to establish the general history and context, including a review of the relevant databases, newspapers, books, and articles.

6. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state and local historic preservation designations, and assessment processes and programs.



Base image courtesy of Google Maps.



Project Area

Figure 1: Project Area Map

2. REGULATORY FRAMEWORK

Generally, a lead agency must consider a property a historic resource under the CEQA if it is eligible for listing in the California Register. The California Register is modeled after the National Register. Furthermore, a property is presumed to be historically significant if it is listed in a local register of historic resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.¹ The National and California Register designation programs are discussed below.

2.1 National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."²

¹ Public Resources Code Section 5024.1 and 14 CCR Section 4850.

² Title 36 Code of Federal Regulations Part 60.2.



Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:³

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

Integrity

According to *National Register Bulletin #15*, "to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity." Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."⁴ Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials.

Context

To be eligible for listing in the National Register, a property must also be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear."⁵ A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

2.2 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.⁶

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

³ Title 36 Code of Federal Regulations Part 60.4.

⁴ *National Register Bulletin #15*, pp. 44-45.

⁵ *Ibid.*, p. 7.

⁶ Public Resources Code Section 5024.1 (a).



- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.⁷

The criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Historic resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. Resources less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.⁸

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:⁹

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [OHP] procedures and requirements;
3. The resource is evaluated and determined by the office [OHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation

⁷ Public Resources Code Section 5024.1 (d).

⁸ Public Resources Code Section 4852.

⁹ Public Resources Code Section 5024.1.



and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

OHP Survey Methodology

The evaluation instructions and classification system proscribed by the SOHP in its *Instructions for Recording Historical Resources* provide a three-digit evaluation code for use in classifying potential historic resources. In 2003, the codes were revised to address the California Register. The first digit indicates the general category of evaluation. The second digit is a letter code to indicate whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number, which is coded to describe some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

2.3 City of Los Angeles Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and amended it in 2007 (Sections 22.171 et. seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments. The Commission is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture and architecture. Administrative Code Section 22.171.7 states that:

For purposes of this article, a Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as Monuments.

3. ENVIRONMENTAL SETTING

3.1 Building History and Description

The project site is located in the Wilshire Community Plan Area, north of Beverly Boulevard, at the corner of North Hoover and Council Streets. The topography of the area is hilly, and the fact that the subject building sits on the crest of a hill makes it visible from the Hollywood Freeway to the north. While Beverly Boulevard is a busy commercial thoroughfare, this section of North Hoover Street is not because it dead-ends at the project site. The surrounding streets are rather quiet, and the lots are mostly developed with single-family residences constructed in the early 1920s. There has been some postwar infill development in the area, specifically a multi-story apartment building on Council Street directly across from the project site.

The building is situated at the eastern end of the parcel. (Please note, the property does not sit on a true north-south axis, but rather is at an angle. Therefore, the northeast elevation is referred to as the north, the southeast as the east, etc. for the sake of clarity. The elevations are identified in Figure 2 below for the purposes of this report.) There is a surface parking lot and circular driveway located to the west and a two-story parking structure, partially subterranean, located to the north. Also located on the parcel, to the west of the hospital building, are several storage buildings. To the south of the hospital building are Canary Island Date Palms and a mulberry tree, as well as a grass lawn.



Base image courtesy of Google Maps.

Figure 2: Building elevations. Source: GPA

As seen in Figure 3 below, the subject building was constructed in 1924 in the Beaux Arts style, with additions constructed in 1953, 1966, and 1972. A canopy was constructed above the circular driveway in 2001. Although the original building permit was not found, an article in the

Los Angeles Times indicates that the architect was John V. Koester. *Los Angeles Times* articles also indicate that it was originally known as the Osteopathic Hospital.¹⁰ By 1927, it was known as the Osteopathic Sanitarium Hospital. City directories and building permit records reveal that the hospital remained known as the Osteopathic Sanitarium Hospital until at least 1932. By 1935, the hospital was known as Wilshire Hospital. It remained Wilshire Hospital until at least 1945. By 1952, it was known as Temple Community Hospital, which it remains to the present.



Figure 3: Illustration of the original building and its additions. Source: GPA

The original portion of the building is six stories in height with stacked window bays and a flat roof. The sixth story originally consisted of a penthouse at the center of the building; in 1958, one-story additions were added to each side of the penthouse. The exterior is clad with textured stucco; it was originally brick and re-plastered in 1975. There are partially-enclosed, exterior staircases on the east and west elevations. The staircase on the east elevation was originally accessed via an opening on the east elevation and set of stairs from street level. At an unknown date, this opening was infilled and an alternate exterior staircase constructed on the east side of the north elevation. The main entrance, located on the west elevation, consists of a set of sliding aluminum automatic doors with single-light aluminum windows above (the original entrance was located on the south elevation).

The building's south (primary) elevation features a central bay containing three windows on the third through fifth stories and an irregular pattern of windows on the sixth story. On either side of the central bay are five bays of windows on the second through fifth stories. The sixth story's window configuration consists of three pairs of windows and two single windows on either side of

¹⁰ No Author, "New Modern Fireproof Sanatorium For City," *Los Angeles Times*, October 8, 1924, p. A10.



the central bay. The north elevation has windows arranged in a series of stacked bays on the east side; the original configuration has been interrupted and changed by later alterations. The windows consist of non-original fixed metal windows with non-original metal partial window screens over them. They were replaced in 1963 and retain the original keystones and stone window surrounds above. The majority of the windows on the first story have been filled in or covered over. Historically, they consisted of a combination of arched and rectangular windows. Only a few remain. Three of these openings were infilled in 1975, the remainder at an unknown date. The north elevation has two elevator shafts that extend above the level of the roof, one of which was constructed in 1954.

The 1953 addition is one story in height and located to the south of the original portion of the building. It was designed by architect Harold Wertz Underhill and is in the Mid-Century Modern style. It is clad with smooth stucco and has a low pitched hipped roof with wide overhanging eaves. It features pierced screens along the south, east, and west elevations. There is a set of aluminum sliding doors approximately midway along the south elevation; the entrance is accessed via concrete steps that originally led to the building's 1924 main entrance. The west elevation has aluminum windows. There is a single slab door and a sliding aluminum window with security bars at the northeast corner of the building, as well as ADA ramps along the north and east elevations.

The 1966 addition is one story in height and clad with smooth stucco. It has a flat roof with wide overhanging eaves; the roof is dominated by HVAC equipment. It was constructed to connect the 1953 addition to the original portion of the building. The original entrance was covered over when it was constructed.

The 1972 addition, located against the northwest side of the original portion of the building, is Brutalist in style, five stories tall, and constructed of concrete. It has a flat roof and stacked window bays, with windows set in pairs on the north, east, and west elevations. There are thinner, single windows located on the northwest side of the addition.

There is a covered vehicular porte cochere located to the southwest of the original portion of the building. Built in 2001, it is constructed of concrete and metal, and it features four hipped-roof skylights and metal trusses beneath the flat roof. It is supported on concrete piers. A sign reading "TEMPLE COMMUNITY HOSPITAL" is fixed to the porte cochere on the south elevation near the roofline.

Additional alterations are documented in the building permit record, found in Appendix A, Table I.

4. EVALUATION OF ELIGIBILITY

4.1 National Register of Historic Places

Criterion A

To be eligible for the National Register under Criterion A, a resource must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation is the development of hospitals in the early 20th century.



The first quarter of the 20th century saw a profound shift in the role of the hospital in America. Today, hospitals are religious (affiliated with a religious group or church), public (operated by a municipal entity such as the County of Los Angeles), or private (operated by a private organization). In the 19th century and into the early 20th century, the most common type of hospital was the private charitable institution, which cared for the indigent ill population.¹¹ The American public in general viewed hospitals in a negative light. Though it was not always the case, the popular view of hospitals was a place to go to die rather than to be healed.¹² Upper- and middle-class patients preferred to be cared for in their own home by a physician. This view began to shift around the turn of the century, as the field of medicine became increasingly grounded in and backed by science. New discoveries in the field of medical science, such as the germ theory of disease, in the 19th century led to increasing success in the care of hospital patients. As hospitals became centered around medical science and technology, they came to be praised as for their dedication to both medical science and the care of the sick.¹³ The creation and implementation of national standards for hospitals between 1900 and 1917 boosted the public's confidence further and improved the public's perception of hospitals.¹⁴

In contrast to the 19th century charitable institution for indigent patients, hospitals in the early 20th century were a modern institution with the latest in medical technology available to their patients.¹⁵ The hospital in the late 19th and early 20th century was transformed by new technology, including X-rays and bacteriological tests.¹⁶ Hospitals sought to project an image that was both scientific and hospitable.¹⁷ They emphasized their role as a place where patients could recover with their every need met.¹⁸ Although many patients still saw physicians in their own homes into the 1920s, hospitals became an accepted institution at all levels of society, not just a place for the indigent ill who had no other option.¹⁹ By the 1930s, medical care had moved from the home to doctors' offices and hospitals, and almost 65% of births and 50% of deaths occurred in private hospitals.²⁰

Southern California in particular has a history as a haven for those seeking to better their health. Beginning in the 1870s and 1880s, Southern California in general, including Los Angeles, was seen as a mecca for ill people seeking respite from their sickness. The city became home to a number of sanitariums.²¹ John E. Baur posits that approximately 10% of those who moved to Los Angeles during the development boom of the 1880s moved for health reasons.²² Initially, a number of health homes and institutes unequal to the task were planned to cater to the health seekers. After the 1890s, however, these were replaced with larger, more competent health resorts and hospitals. By the 1920s, Los Angeles had numerous hospitals. City directories indicate that in 1926, two years after the construction of Temple Community Hospital, Los Angeles was home to a

¹¹ Rosemary Stevens, *In Sickness and In Wealth: American Hospitals in the Twentieth Century* (Baltimore: The Johns Hopkins University Press, 1989), 23.

¹² Charles E. Rosenberg, *The Care of Strangers: The Rise of America's Hospital System* (New York: Basic Books, Inc. Publishers, 1987), 116.

¹³ Guenter B. Risse, *Mending Bodies, Saving Souls: A History of Hospitals* (New York: Oxford University Press, 1999), 467-468.

¹⁴ Stevens, 52.

¹⁵ *Ibid.*, 17.

¹⁶ Rosenberg, 153.

¹⁷ *Ibid.*, 245.

¹⁸ Stevens, 109.

¹⁹ Rosenberg, 341, 343.

²⁰ Stevens, 465, 467.

²¹ John E. Baur, *The Health Seekers of Southern California, 1870-1900* (San Marino, CA: The Huntington Library and Art Gallery, 1959), 39.

²² Baur, 42.



large number of hospitals and sanitariums, including both specialty and general hospitals. Many of the hospitals in the city at the time (and since) were private hospitals or were religiously affiliated.

Temple Community Hospital was originally known as the Osteopathic Hospital. Osteopathic medicine refers to a field of medicine dedicated to treating and healing the body as a whole, rather than just specific symptoms. The field of osteopathic medicine was founded in the 1880s by Andrew Taylor Still (1828-1917). He began practicing methods that focused on healing the body without the use of drugs.²³ The new methods were controversial at first, but gradually gained respect of patients and fellow medical professionals. In 1892, Still founded the American School of Osteopathy, which trained doctors in this new field of medicine.

City directories reveal that osteopathic medicine was an established part of the city's medical community by 1927. There were three osteopathic hospitals listed, including the Merrill Osteopathic Sanitarium, which treated mental illness and was located near Culver City; Osteopathic Clinics on Main Street in downtown Los Angeles; and the Osteopathic Sanitarium Hospital. There was also a College of Osteopathic Physicians and Surgeons in the city by that year.

The subject building was part of a \$20 million hospital construction program implemented in Los Angeles and surrounding cities in the mid-1920s. In 1924, several articles in the *Los Angeles Times* indicate that the number of hospitals were not adequate for the city's needs. Los Angeles had "but 1.5 beds to each 1000 persons, while other cities of equal size, or rapidity of growth, such as Detroit, Chicago and Cleveland, show 3.54 beds per 1000," a doctor of the Los Angeles County Medical Association noted.²⁴ There were 1500 beds in non-municipal hospitals that year. It was noted that many patients were cared for in their homes, often out of necessity. Hospital construction could not keep up with population growth and demand. To address this shortage, the hospital construction program was implemented. Hospitals erected as part of the program included St. Vincent's Hospital on Alvarado Street (the building remaining dates from a later period), the California Lutheran Hospital on Hope Street (the building remaining dates from a later period), the Methodist Hospital of Southern California on Hope Street (no longer extant), and Temple Community Hospital.²⁵ Other hospitals proposed as part of the program included Kaspere Cohn Hospital (later the Cedars of Lebanon) on Fountain Avenue at Berendo and Catalina Streets (extant, now the Church of Scientology of Los Angeles), Clara Barton Hospital (extant, now Hollywood Presbyterian Medical Center), and the Hospital of the Good Samaritan (extant). The program added about 4000 new hospitals beds to the total number in the Los Angeles area.

The subject building falls within the general trend of the period as the number of hospitals increased to meet the demand of the area's growing population. Between 1915 and 1929, the number of hospitals in Los Angeles increased from 39 to 62.²⁶ The construction of Temple Hospital on its own, however, is not significant. It is merely a reflection of a larger trend in hospital construction in the mid-1920s and of the increasing demand for hospitals during the period. However, it is merely one of many new hospitals constructed during this period. Although it was

²³ American Osteopathic Association, "Andrew Taylor Still Establishes Osteopathy," <http://history.osteopathic.org/osteopathy.shtml> (accessed July 14, 2014).

²⁴ No Author, "Needs of Hospitals Shown," *Los Angeles Times*, January 29, 1924, p. A1.

²⁵ No Author, "Hospital Program Under Way Will Cost Huge Sum," *Los Angeles Times*, April 12, 1925, p. F1.

²⁶ Los Angeles City Directories, 1915 and 1929.



noted as being “modern in every respect,” there is no evidence that it was a pioneering hospital in any manner.²⁷

In conclusion, the subject building is not significant under Criterion A.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with the lives of persons significant in our past.

Temple Community Hospital has been home to numerous employees since its construction in 1924, including doctors and nurses. Upon its opening, its president was Dr. Edwin M. Spates and its vice-president was Dr. Laura Emery. No information was found about either Spates or Emery to indicate that they could be considered persons significant in our past. Also affiliated with the hospital were doctors Victor P. Satinsky, John Brody, Eugene V. Kompaniez, and Robert Kuhn. They performed the first successful heart surgery on the West Coast assisted by the heart-lung machine, which was in development during the 1950s.²⁸

Satinsky (1912-1997) was a cardiovascular surgeon at Hahnemann Hospital in Philadelphia from 1946 until 1977. He helped develop coronary bypass surgery and was credited with numerous major medical innovations, including the invention of the Satinsky clamp, used for cardiovascular surgery. He was research director of the cardiovascular institute at Hahnemann Hospital for sixteen years.²⁹ While at Hahnemann Hospital in the late 1940s, he performed a pioneering direct continuous cross-transfusion of blood. The surgery was unsuccessful but it was reported that it would contribute to future research on infectious hepatitis.³⁰ In the mid-1950s, he was among those that developed a type of machine that oxygenates blood during heart surgery. His machine was different in that it had to be primed with blood. At the time of the article, the machine was still in development.³¹

It appears that Satinsky worked at Temple Hospital for a short period of time in the mid- to late 1950s (city directories indicate that he lived in Los Angeles from at least 1955 until at least 1960), but the majority of his career was spent at Hahnemann Hospital.³² While there, U.S. Department of Health, Education, and Welfare awarded Temple Hospital a grant for heart-related research to be conducted under his supervision.³³

Satinsky appears to have been a significant individual in the medical field of the mid- to late 20th century for his contributions to cardiovascular surgery. However, his significance would be better understood in relation to Hahnemann Hospital in Philadelphia, rather than Temple Hospital. The cardiovascular surgery that he performed in 1956 was the first of its kind on the West Coast, but the surgery had been performed numerous times in Philadelphia already. It in and of itself does not appear to have been pioneering, either on its own or in relation to Satinsky’s career. No information was found to indicate that any of the aspects of his work for which he is significant

²⁷ No Author, “Osteopath Hospital Nearing Completion,” *Los Angeles Times*, May 17, 1925, p. 5.

²⁸ No Author, “Rare Operation on Heart of Man Saves His Life,” *Los Angeles Times*, December 19, 1956, p. 1.

²⁹ Ancestry.com (accessed July 22, 2014); No Author, “Obituaries,” *Pennsylvania Gazette*, <http://www.upenn.edu/gazette/0298/0298obits.html> (accessed July 21, 2014).

³⁰ “Gift of Blood Not in Vain Despite Death,” *Los Angeles Times*, December 27, 1949, p. 17.

³¹ William S. Barton, “Machines That ‘Renew’ Blood May Saves Lives,” *Los Angeles Times*, October 12, 1956, p. 5.

³² Ancestry.com (accessed July 22, 2014).

³³ No Author, “Heart Research Grant Awarded,” *Los Angeles Times*, December 10, 1959, p. B2.



occurred while he worked at Temple Hospital. He only spent a short period of time there over the course of his long career.

No information was found on Dr. John Brody, Eugene V. Kompaniez, or Robert Kuhn to indicate that they could be considered a significant person in our history.

Dr. Norman Frederick Sprague (1889-1964) was chief of staff at Temple Hospital for an unknown period of time. He also served as the regent of the University of California Los Angeles, member of the California State Board of Public Health, and a founding director of the Western Federal Savings and Loan Association and the Southwest Title & Tax Company.³⁴ An obituary for his wife indicates that Sprague was “one of the city’s best known surgeons,” but no further information was found to indicate that he could be considered a significant person in our history.

In conclusion, the property is not eligible under Criterion B.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

The original portion of the building is an example of hospital design from the early 20th century, which was influenced by 19th century advances in medicine. The 19th century germ theory of disease led to new understandings of medicine in the 20th century.³⁵ From the mid-19th century onwards, the pavilion plan, also called the Nightingale ward, dominated hospital design. Hospitals were designed to provide adequate ventilation in order to circulate the unhealthy vapors thought to be exuded by sick patients.³⁶ Hospitals were constructed as a long, narrow, communal ward. If more beds were needed, multiple wards were constructed and joined via hallways. These wards were usually no more than two stories in height and were designed to provide abundant sunlight and fresh air to patients.

New understandings of disease eliminated the need for this type of sprawling plan. Furthermore, the use of steel construction allowed buildings to achieve verticality not previously seen, and hospitals became multi-storied. In addition, the increasing desire for privacy on the part of patients led to the discontinuation of the communal ward. Instead, hospitals were designed with private rooms, which housed one or two patients each. Rooms were often arranged on either side of a central corridor.³⁷ The basic design of the hospital consisted of a six- to seven-story building with a basement that housed X-ray facilities, a kitchen, and storage and laundry rooms.³⁸

The subject building is a typical example of early 20th century hospital design; it is a multi-storied high-rise building with a central corridor flanked on either side by private patient rooms. It represents changes in hospital design from the pavilion plan to the multi-storied building that occurred in the first decades of the century. However, its massing alone does not make it a

³⁴ No Author, “Private Rites Set Today for Dr. Sprague,” *Los Angeles Times*, September 4, 1964, p. E15.

³⁵ John D. Thompson and Grace Goldin, *The Hospital: A Social and Architectural History* (New Haven, CT: Yale University Press, 1975), 187.

³⁶ Thompson and Goldin, 159.

³⁷ Risse, 470.

³⁸ *Ibid.*, 469-470.



significant example of hospital design from the period. Much of what characterized the early 20th century hospital was its interior configuration and design, such as a corridor flanked with private rooms and arrangement of medical facilities on a separate floor than patient rooms. The subject building in its original form may have been an excellent example of early 20th century hospital design, but its alterations have eliminated those characteristics that may have made it an excellent example of an early 20th century hospital. The original corridor configuration remains, but the interior spaces have been altered. Although it illustrates the building's design according to the trends of the period, the massing or corridor configuration on their own do not make the subject building an important example of early 20th century hospital design.

Historic photographs of the property indicate that the original 1924 portion of the building was constructed in the Beaux Arts style. The Beaux Arts style became popular after the World's Columbian Exposition in Chicago in 1893. The Exposition's buildings showcased the work of a number of architects trained at the École des Beaux Arts in Paris, the architecture school from which the style gets its name. The École taught design principles based on order, symmetry, and the use of architecture based on historic precedents, such as Classicism and Italian Renaissance architecture. The style was a reaction against the more elaborate Victorian architecture of the 1870s and 1880s. Buildings designed in the style were typically organized into a three-part scheme based on the division of an Italian palazzo, which in turn was reminiscent of the classical column. The ground level represented the base of the column, the middle stories represented the shaft, and the upper stories, often capped by an overhanging cornice, represented the capital. This form could be stretched out and adapted to multiple stories; it therefore was frequently utilized for high-rise buildings such as financial buildings and hotels. It eventually became the style of choice for high-rise office buildings across the United States.

The building as it originally appeared was a good, representative example of the Beaux Arts style applied to a multi-storied building, with a tripartite design and detailing such as arched windows, keystones above the windows, quoins at the corners, and cornice at the roofline. However, the alterations the building has undergone have removed those features that made it a representative example of the Beaux Arts style. The building at present is not a good example of the style and indeed retains very few stylistic details. It is therefore not significant for embodying the distinctive characteristics of the Beaux Arts style. Nor does it embody the distinctive characteristics of a method of construction, as it utilizes construction techniques typical to the period (masonry construction). It is not significant under this aspect of Criterion C.

The 1953 addition is an example of Mid-Century Modern architecture. The style emerged after World War II and remained popular until around 1969. It evolved out of the International Style and was popularized by Richard Neutra, John Lautner, Craig Ellwood, Pierre Koenig, Eero Saarinen, Lloyd Wright, and others. While applied to some residential, religious, and institutional buildings, the style was most commonly applied to commercial and industrial buildings.

Character-defining features of the Mid-Century Modern style include: cantilevered overhangs, flat or low-pitched roofs, cubic forms, white-washed stucco, bands of windows, spandrel glass, stacked brick veneer, stacked stone veneer, integrated planters, angled or deeply recessed vestibules, terrazzo paving, projecting vertical elements, metal awnings or canopies (zigzag, corrugated metal, or sheet metal), small geometric tiles set in geometric patterns, slightly projecting vertical mullions, jalousie (louvered) windows, textile block screens or metal



sheathing.³⁹ Other characteristics of the style include an emphasis on horizontality and a relative lack of ornamentation.

The 1953 addition possesses the typical characteristics of the Mid-Century Modern style, such as emphasis on horizontality, pierced screens, absence of ornamentation, and simple lines. However, it does not possess any characteristics that make it stand out as an excellent example of the style. The 1966 addition simply connected the 1924 and 1953 portions of the building; it does not possess the characteristics of any particular style. The 1972 addition possesses some of the characteristics of Brutalism. Brutalism was popular in the 1950s and 1960s. It was popularized by Le Corbusier in the 1950s, and is characterized by sculptural forms, raw concrete construction, and monumental scale. The 1972 addition is not an excellent example of the style, however.

The building was evaluated for its potential to represent the work of a master. Although the original building permit was not found, an article in the *Los Angeles Times* reveals that John V. Koester was the architect for the building.⁴⁰ Koester (1878-1947) arrived in Los Angeles in 1917. Born in Philadelphia, he worked in Minneapolis, Minnesota for five years as an architect prior to moving to Los Angeles. Other examples of his work include the Hotel St. Paul in downtown Los Angeles (1927, demolished) and Banning City Hall (c.1927, demolished). No information was found to indicate that he could be considered a master architect. In addition, the building's alterations have eliminated those characteristics that would have made it a good example of Koester's work.

Also affiliated with the building is architect Harold Wertz Underhill, who designed the 1953 addition. Underhill designed a number of supermarkets on the West Coast, the Inglewood Courthouse, two community centers (one on Crenshaw Boulevard and one on Pico Boulevard near Barrington Avenue), and a number of commercial buildings.⁴¹ Architect Robert L. Barnett performed work on the building in the 1960s and 1970s; this work was limited to alterations and interior remodeling. Barnett was a Los Angeles architect who worked as a draftsman in the office of Richard Neutra. He designed a modest number of buildings, primarily in Southern California.⁴² His work related to Temple Hospital would not be considered a significant example to his work, regardless of whether he could be considered a master architect or not.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.⁴³ A building eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which the subject property does not. Nor does the property represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. Therefore, these last two aspects of Criterion C do not apply.

³⁹ Mary Brown, "Mid-century Modern," Style Guide from *San Francisco Modern Architecture and Landscape Design, 1935-1970*, San Francisco Planning Department: September 30, 2010, 181.

⁴⁰ No Author, "New Modern Fireproof Sanatorium for City," *Los Angeles Times*, October 8, 1924, p. A10.

⁴¹ No Author, "New Community Center Proposed for Crenshaw," *Los Angeles Times*, October 31, 1948, p. A7; No Author, "New Law Office Plans Prepared," *Los Angeles Times*, November 7, 1954, p. E14; No Author, "Monterey Park Store is Rising," *Los Angeles Times*, December 12, 1954, p. F14; No Author, "Opening Slated for New Market," *Los Angeles Times*, September 4, 1955, p. D18; No Author, "Community Chest Plans for Center," *Los Angeles Times*, May 28, 1961, p. WS_A9.

⁴² Alan Michelson, "Barnett, Robert," Pacific Coast Architecture Database, <https://digital.lib.washington.edu/architect/architects/1003/> (accessed July 24, 2014).

⁴³ National Park Service, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: U.S. Department of the Interior), 20.



In conclusion, the subject building is not significant under Criterion C.

Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources. At any rate, there is no reason to believe that the subject building has yielded, or will yield information important to the prehistory or history of the local area, California, or nation.

Integrity

In order for properties to be eligible for listing on the National Register, they must retain integrity. The seven aspects of integrity are location, setting, design, materials, workmanship, feeling, and association. The building has not been moved, so it retains integrity of location. Historic aerial photographs indicate that when the building was constructed in 1924, the surrounding neighborhood largely consisted of single-family residences located on modestly-sized, rectangular lots. The area was largely built out, with development nearly as dense as it is at present. The immediate setting was more open, however. The building was surrounded by large grass lawns with a monumental stairway and long walkway leading to the main entrance. This lawn and walkway no longer remain; the 1953 and 1966 additions stand in their place. The stairway remains but has been folded into the 1953 addition. Therefore, the building no longer retains integrity of setting despite the fact that the general, surrounding setting remains unchanged.

The building has undergone numerous alterations, both interior and exterior (see Appendix A, Table I for a detailed table of alterations). These changes have fundamentally altered the original appearance of the building, such that it no longer has the appearance of a 1920s hospital designed in the Beaux Arts style. Among the alterations were the replacement of the windows and the stuccoing of the exterior, which was originally brick. The building therefore no longer retains integrity of design, materials, or workmanship. The building no longer retains integrity of feeling, as it is no longer recognizable as a 1920s hospital due to its alterations and the additions constructed around it. The building was not found to be significant under Criteria A or B, so there is no relevant association to evaluate.

Summary of Eligibility

In conclusion, the building at 235 North Hoover Street is ineligible for listing on the National Register due to a lack of significance under the four established criteria as well as a lack of integrity.

4.2 California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, the building at 235 North Hoover Street is ineligible for listing on the California Register for the same reasons outlined above.

4.3 Los Angeles Historic-Cultural Monument

Similarly, the Los Angeles Historic-Cultural Monument criteria were modeled on those of the National and California Registers. Therefore, the subject building is ineligible for designation as a Los Angeles Historic-Cultural Monument for the same reasons outlined under the National Register evaluation.



5. CONCLUSIONS

The building at 235 North Hoover, known as Temple Community Hospital, is not currently designated a landmark at the national, state, or local levels. It was identified for further research as part of SurveyLA, the citywide historic resource survey of Los Angeles. The SurveyLA team for the Wilshire Community Plan Area has not yet evaluated the building. The building was evaluated in this report as part of the CEQA compliance process. It does not appear to be eligible for listing in the National Register, California Register, or for designation as a Los Angeles Historic-Cultural Monument due to a lack of significance and physical integrity. The recommended evaluation code for the building is 6Z (ineligible for designation at the national, state, and local levels through survey evaluation). Therefore, the property is not a historic resource subject to CEQA. As the project will have no impact on historic resources, no further study is recommended or required.

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APPENDIX A

Table I - Building Permit Records			
Date	Owner	Architect/Contractor	Work to be Completed
2/17/1926	Osteopathic Hospital	Electrical Products Corp.	Electric roof sign
9/18/1930	Osteopathic Hospital Inc.	Osteopathic Hosp. Inc.	Remove brick smoke stack, permit for steel smoke stack to be taken out later
10/10/1930	Osteopathic Hospital Inc.	/	Erect two steel smoke stacks
10/21/1930	Osteopathic Hospital	Osteopathic Hosp. Inc.	Construct private glass house for [patients?] [illegible]
8/7/1935	Wilshire Hospital	/	[Illegible] cooling tower
7/25/1945	Wilshire Hospital	Owen Roofing Co.	Re-roof
0/00/1949	Hossen Hospitals Inc.	John L. Perkins/Hossen Hospitals Inc.	Conversion of 4 hospital rooms into delivery room, 2 labor rooms, and work rooms
6/22/1949	Temple Hospital	Safety Incinerator	Construct incinerator
4/15/1952	Temple Hospital	Elmer L. Carson (contractor)	Construct storage warehouse near Temple/Hoover Street intersection
5/22/1953	Hassan Hospitals, Inc.	H.W. Underhill/Zimmer Construction Co.	Construct one-story administration building
4/16/1954	Temple Hospital	Temple Hospital	Alteration of passage from new administration building to existing corridor, new walls to be non-bearing masonry
8/13/1954	E.E. Hasson Foundation	Zimmer Construction Co.	Add nurses toilet, stairway, change in location and use of rooms in east half of 1st floor, change in use of basement area, change in ceiling materials
9/16/1954	Hassan Hospitals, Inc.	H.W. Underhill/Zimmer Construction Co.	Enclose present roof sun decks and add new elevator and shaft
7/24/1956	E.E. Hassen Foundation	Owner	Construct storage building
1/14/1958	Temple Hospital	H.W. Underhill/Vinemore Company	Construct new enclosed sixth floor

11/5/1959	Temple Hospital	H.W. Underhill/Vinemore Company	Change in plans, revise interior [batted?] corridor connection
4/8/1960	Temple Hospital	H.W. Underhill/Vinemore Company	Boiler stack extension
3/11/1960	Temple Hospital	H.W. Underhill/Vinemore Company	Reinforced beams at 6th floor clg.
5/21/1961	Temple Hospital	John J. Holstein, structural engineer	Construct new storage building
5/25/1961	Vinemore Co.	/	Fire damage repair, hospital admin building
7/5/1963	Temple Hospital Partnership	Robert L. Barnett	Replace windows in exterior wall
7/10/1963	Temple Hospital Partnership	Robert L. Barnett	Replace corridor doors and relocate nurses' station
9/21/1964	Temple Hospital Partnership	Robert L. Barnett	Addn door 2nd floor corridor
11/24/1964	Temple Hospital Partnership	Robert L. Barnett	Remodel room for telephone equipment
4/20/1965	/	/	Highway dedication
9/26/1965	Temple Hospital Partnership	Psomas & Young (civil engineers)	Drive way and turning circle
7/3/1965	Temple Hospital Partnership	Robert L. Barnett	Add entrance lobby and new entrance ramp? Permit illegible
9/27/1965	Temple Hospital Partnership	Robert L. Barnett	Interior finish rev., remove partition, new doors
5/5/1966	Temple Hospital Partnership	Robert L. Barnett	Interior alterations, 2nd floor (intensive care unit), no structural changes
9/12/1966	Temple Hospital Partnership	Robert L. Barnett	2nd, 3rd, 4th, and 5th floors, nurses station cabinet work, relocate nurses call system, no structural changes
8/1/1967	Temple Hospital Partnership	/	Relocated cystology, remodel admin office
4/22/1970	Temple Hospital Partnership	Robert L. Barnett	Remodel laboratory, delete 600 sq ft from gift shop, add to lab
12/29/1970	Temple Hospital Partnership	Robert L. Barnett	Add new generator room (emergency) and electrical room
6/16/1972	Illegible	Illegible	Addition

7/7/1972	Temple Hospital Partnership	Robert L. Barnett	Underpinning northwest corner of existing 6-story hospital building
8/15/1972	Temple Hospital Partnership	Robert L. Barnett/Merco Construction	Two new floors for patient rooms on new hospital wing, phase III, add 2 stories
9/14/1972	Temple Hospital Partnership	Robert L. Barnett	Revise rebars from caissons to grad beam
11/15/1972	Temple Hospital Partnership	Robert L. Barnett	Revise structural columns
12/22/1972	Temple Hospital Partnership	Robert L. Barnett/Merco Construction	Retaining wall
2/11/1974	Temple Hospital Partnership	Robert L. Barnett/Erkel and Greenfield (eng)	Demolish existing boiler flue-stack (brick and steel)
8/18/1974	Temple Hospital Partnership	Robert L. Barnett/Erkel and Greenfield (eng)	Add partition in kitchen
4/16/1975	Temple Hospital Partnership	Robert L. Barnett	Replaster exterior and fill 3 openings (non-structural work only)
5/4/1975	Temple Hospital Partnership	Robert L. Barnett	Construction join revision at ground floor
5/9/1975	Temple Hospital Partnership	Robert L. Barnett/Merco Construction	Revise perimeter wall for mechanical pit
5/30/1975	Temple Hospital Partnership	Robert L. Barnett	Add floor at mechanical equipment room and water tank support only on roof
9/25/1975	Temple Hospital Partnership	Robert L. Barnett	Temporary shoring adjacent to Hoover
11/17/1975	Temple Hospital	/	Temporary tents on top of parking garage
3/30/1976	Temple Hospital Partnership	Robert L. Barnett	Add bath and remove partition, ceiling
1/31/1980	Saul Burakoff	Anthony D. Rinderer	Interior renovations and remodeling to administrative wing of existing hospital
4/2/1980	Temple Hospital Partnership	Robert L. Barnett	Interior remodel, dialysis room on 6th floor
2/9/1982	Temple Hospital	VH Quality Construction	Replace existing aluminum

			windows with steel windows
5/17/1982	Temple Hospital Partnership	Fred L. Ashton and Associates	Oxygen tank foundation
5/18/1982	Temple Hospital Partnership	Fred L. Ashton and Associates	Retaining wall along Hoover
11/30/1982	Temple Hospital Partnership	Robert L. Barnett	Interior remodel of existing admitting office (non-bearing partition)
2/19/1992	Temple Community Hospital	David Taubaun (engineer)	Tank foundation (oxygen tank)
4/13/2000	Temple Hospital Realty Corp.	/	Add entry canopy to hospital
4/3/2001	Temple Hospital Realty Corp.	/	Remodel exterior ramp to comply with accessibility standards, provide slab for mobile MRI unit and provide slab/2-hr enclosure for oxygen storage tank



July 24, 2017

Randall Reel
Managing Director
LaTerra Development, LLC
1880 Century Park East, Suite 600
Los Angeles, CA 90067

Subject: 235 N. Hoover Street, Los Angeles

Dear Mr. Reel:

This letter was prepared in response to your request for information regarding a proposed development project at 235 N. Hoover Street in the City of Los Angeles. The property is occupied by a hospital building constructed in 1924 and expanded in 1953, 1966, and 1972. The Assessor Parcel Number is 5501-004-006. The property is not included in the California Historical Resources Information System (CHRIS), which is an inventory that includes properties listed as National Historic Landmarks, listed and determined eligible for listing in the National Register of Historic Places, listed and determined eligible for listing in the California Register of Historical Resources, California Historical Landmarks, California Points of Historical Interest, and properties that have been identified and evaluated in historic resource surveys (but only those that have been submitted to the State Office of Historic Preservation). Furthermore, the property is not a designated Los Angeles Historic-Cultural Monument, is not located within a Historic Preservation Overlay Zone, and is not indicated in ZIMAS as requiring historic preservation review.

In 2014, GPA prepared a Historical Resource Report that concluded the property was ineligible under national, state, and local landmark designation programs. In 2015, the Wilshire Community Plan Area in which the property is located was surveyed by SurveyLA, the citywide historic resource survey. The property was evaluated as ineligible for lack of integrity. The evaluation states:

This property was identified as a very rare example of an early hospital in this section of the Wilshire area. However, due to extensive alterations including window replacement, cladding replacement, removal of decorative features, and two substantial additions that were constructed in the postwar era, the hospital does not retain sufficient integrity for listing in the local, California, or National Register.

As SurveyLA and GPA reached the same conclusion that the property is ineligible for listing under national, state, and local landmark designation programs, and therefore does not meet the definition of a historical resource in the California Environmental Quality Act, a new report is unnecessary.

If you have any questions or require any additional information, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Teresa Grimes".

Teresa Grimes
Principal

your quality environmental consulting team

231 california street. el segundo ca 90245 t. 310.792.2690 f.310.792.2696

APPENDIX D

Geotechnical Investigation

GEOTECHNICAL INVESTIGATION

**PROPOSED MULTI-FAMILY
RESIDENTIAL DEVELOPMENT
235 NORTH HOOVER STREET
LOS ANGELES, CALIFORNIA
TRACT: FOREST PARK
SUBDIVISION NO. 2
LOT: LT A**



GEOCON
WEST, INC.

GEOTECHNICAL
ENVIRONMENTAL
MATERIALS

PREPARED FOR

**LATERRA DEVELOPMENT
LOS ANGELES, CALIFORNIA**

PROJECT NO. A9391-06-01

MARCH 23, 2016



Project No. A9391-06-01

March 23, 2016

LaTerra Development
1880 Century Park East, Suite 600
Los Angeles, California 90067

Attention: Mr. Daryl Sequeira

Subject: GEOTECHNICAL INVESTIGATION
PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT
235 NORTH HOOVER STREET
LOS ANGELES, CALIFORNIA
TRACT: FOREST PARK SUBDIVISION NO. 2; LOT: LT A

Dear Mr. Sequeira,

In accordance with your authorization of our proposal dated February 18, 2016, we have performed a geotechnical investigation for the proposed multi-family residential development located at 235 North Hoover Street in the City of Los Angeles, California. The accompanying report presents the findings of our study, and our conclusions and recommendations pertaining to the geotechnical aspects of proposed design and construction. Based on the results of our investigation, it is our opinion that the site can be developed as proposed, provided the recommendations of this report are followed and implemented during design and construction.

If you have any questions regarding this report, or if we may be of further service, please contact the undersigned.

Very truly yours,

GEOCON WEST, INC.

Scott Brito
Staff Geologist



Jelisa M. Thomas
PE 74946



Gerald A. Kasman
CEG 2251

(Email) Addressee

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APPENDIX A

FIELD INVESTIGATION

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APPENDIX C

PRIOR BORING LOGS AND LABORATORY TESTING

GEOTECHNICAL INVESTIGATION

1. PURPOSE AND SCOPE

This report presents the results of a geotechnical investigation for the proposed multi-family residential development located at 235 North Hoover Street in the City of Los Angeles, California (see Vicinity Map, Figure 1). The purpose of the investigation was to evaluate subsurface soil and geologic conditions underlying the site and, based on conditions encountered, to provide conclusions and recommendations pertaining to the geotechnical aspects of design and construction.

The scope of this investigation included a site reconnaissance, a review of prior reports provided to us and on-file with the Los Angeles Department of Building and Safety (LADBS), field exploration, laboratory testing, engineering analysis, and the preparation of this report. The site was explored on March 2, 2016, by excavating two 24-inch diameter borings to depths of approximately 30½ feet and 40½ feet below the existing ground surface utilizing a truck-mounted bucket auger drilling machine. The borings were downhole logged by a Certified Engineering Geologist. The approximate locations of the exploratory borings are depicted on the Geologic Map & Site Plan, Figure 2. A detailed discussion of the field investigation, including boring logs, is presented in Appendix A.

Laboratory tests were performed on selected soil samples obtained during the investigation to determine pertinent physical and chemical soil properties. Appendix B presents a summary of the laboratory test results.

The recommendations presented herein are based on analysis of the data obtained during the investigation and our experience with similar soil and geologic conditions. References reviewed to prepare this report are provided in the *List of References* section.

If project details vary significantly from those described above, Geocon should be contacted to determine the necessity for review and possible revision of this report.

2. BACKGROUND REVIEW

As a part of the preparation of this report, we performed research at the LADBS Records department to search for and review prior reports for the subject site. Based on our search, we reviewed these prior reports:

Geotechnical Engineering Investigation, Proposed Diesel Storage Tank, Temple Community Hospital, 235 North Hoover Street, Los Angeles, California, prepared by Kovacs-Byer and Associates, Inc., dated September 3, 1991;

Addendum to Geotechnical Engineering Investigation, Proposed Diesel Storage Tank, Temple Community Hospital, 235 North Hoover Street, Los Angeles, California, prepared by Kovacs-Byer and Associates, Inc., dated December 3, 1991.

The prior geotechnical engineering investigation report and addenda prepared by Kovacs-Byer and Associates, Inc. (Kovacs) was performed for the design and construction of a diesel fuel storage tank located north of the existing parking structure. The prior report and addenda included the excavation and logging of three test pit excavations. The locations of the prior test pits are indicated on the Geologic Map & Site Plan (see Figure 2). Copies of the test pit logs and prior laboratory test results are provided in Appendix C. Based on the proximity of the proposed fuel tank to the existing descending slope, the reports and addenda recommend that the proposed tank be supported on pile foundations in order to achieve the necessary slope setback.

In addition, we reviewed a prior report provided by to us by the Client:

Report of Geotechnical Consultation, Seismic Evaluation for HAZUS-Based SPC Assessment, Temple Community Hospital, 235 North Hoover Street, Los Angeles, California, prepared by Mactec Engineering and Consulting, Inc., dated April 15, 2011.

The prior geotechnical consultation report prepared by Mactec Engineering and Consulting, Inc. (herein referred to as Mactec, formally known as Leroy Crandall & Associates) was performed in support of a seismic evaluation of the existing hospital facility. The report includes descriptions of the existing structures, including approximate finished floor elevations and foundation types, as well as boring and laboratory data from prior geotechnical reports performed by Leroy Crandall & Associates (LCA) and data from geologic mapping performed by Slosson & Associates (Slosson) in 1971. The prior geotechnical investigations by LCA included the excavation and logging of eight bucket-auger borings during August 1967 and five bucket-auger borings during May 1971. The locations of the prior site explorations and geologic mapping are shown on the Geologic Map & Site Plan (see Figure 2). Copies of the boring logs and prior laboratory test results are provided in Appendix C.

Geocon West, Inc. has reviewed the referenced reports by Kovacs and Mactec, and the recommendations presented herein are based on analysis of the subsurface and laboratory data obtained from the prior investigations by Kovacs and Mactec, as well as our own subsurface and laboratory data. Furthermore, we assume responsibility for the utilization of the exploration and laboratory data presented within the geotechnical report by Kovacs (1991) and Mactec (2011).

3. SITE AND PROJECT DESCRIPTION

The subject site is located at 235 North Hoover Street in the City of Los Angeles, California. The site consists of an irregularly shaped parcel and is currently occupied by a former hospital facility and asphalt concrete-paved surface parking lot.

The hospital facility includes a main hospital building, a patient tower, a parking structure, an entrance lobby, and entrance canopy, and an unnamed structure. The existing structures are indicated on the Geologic Map & Site Plan (see Figure 2). The following descriptions of the hospital facility structures are based on information contained within the referenced report by Mactec (2011); Geocon has not verified the accuracy of this information. It is suggested that this information be checked by others. The reported floor elevations have been adjusted from the referenced datum used in the prior report and based on the Topographic Survey Map provided to us by the Client dated October 2, 2014.

The main hospital building was constructed in 1924 and consists of a 6-story reinforced concrete structure reported to be supported on conventional foundations founded in bedrock. The northwest corner of the main hospital building was reportedly underpinned in 1971; however, information on the locations and depths of the underpinning is unknown at this time. The finished floor elevation (FFE) of the main hospital building is reported to range from 367.5 feet Mean Sea Level (MSL) to 370.5 feet MSL. The patient tower was constructed in 1972 and consists of a 6-story steel frame structure underlain by a basement. The patient tower is reported to be supported on drilled and belled caissons, with a FFE of 356 feet MSL. The parking structure was also constructed in 1972 and consists of a one-story reinforced concrete structure underlain by a basement, with a reported FFE of 360 feet MSL. It is reported that the parking structure is supported on a combination of drilled and belled caissons and conventional spread foundations. The entrance lobby was constructed in 1966 and consists of a one-story brick and steel structure supported reported to be supported on drilled and belled caissons. The FFE of the entrance lobby is unknown. The entrance canopy was reportedly constructed in 1997; the FFE of the entrance canopy is unknown. The unnamed structure was reportedly constructed in 1958 and consists of a one-story wood-framed structure with partial basement. The FFE of the unnamed structure is unknown.

The site is bounded by a graded 2:1 slope to the north, by North Hoover Street to the southeast, by Temple Street to the northeast, by Council Street to the south, and by two offsite structures to the west. The site sits at the top of a hill which slopes gently outward. There is a lower surface parking lot in the westernmost portion of the property, approximately 12 to 16 feet lower in elevation than the grade of the adjacent surface parking lot and main hospital entrance. Surface water drainage at the site appears to be by sheet flow along the existing ground contours to the city streets. Vegetation consists of trees, grass, and shrubbery located in isolated landscape areas.

Based on the information provided by the Client, it is our understanding that the proposed development will consist of demolishing the existing site structures, and constructing four-stories of multi-family residential units over subterranean parking. Parking level P1 will underlie the entire footprint of the proposed structure with a proposed FFE of 352 feet MSL, and parking level P2 will underlie the western portion of the development with a proposed FFE of 341 feet MSL. Based on existing site grades, the proposed subterranean parking levels will range from 2 feet above existing grade to 38 feet below existing ground surface. The limits of the proposed subterranean levels are depicted on the Geologic Map & Site Plan (see Figure 2) and Geologic Sections are provided as Figure 3.

Due to preliminary nature of the design at this time, wall and column loads were not available. It is anticipated that column loads for the proposed residential structure will be up to 500 kips, and wall loads will be up to 7 kips per linear foot.

Once the design phase and foundation loading configuration proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. Any changes in the design, location or elevation of any structure, as outlined in this report, should be reviewed by this office. Geocon should be contacted to determine the necessity for review and possible revision of this report.

4. GEOLOGIC SETTING

The site is located in the Elysian Hills, an uplifted block of bedrock located in northern portion of the Los Angeles Basin. The Los Angeles Basin is a coastal plain, bounded by the Santa Monica Mountains, the Elysian Hills, and the Repetto Hills to the north, the Puente Hills to the northeast, the Whittier Fault to the east, the Palos Verdes Peninsula and Pacific Ocean to the south and west, and the Santa Ana Mountains and San Joaquin Hills to the southeast. Regionally, the site is located within the Peninsular Ranges Geomorphic Province. This province is characterized by northwest-trending physiographic and geologic features such as the Newport-Inglewood Fault Zone and the Whittier Fault Zone.

5. SOIL AND GEOLOGIC CONDITIONS

Based on our field investigation and published geologic maps of the area, the site is underlain by artificial fill, colluvial soils, and sedimentary bedrock units of the Miocene age Puente Formation. (California Geological Survey, 2010; Lamar, 1970). Detailed stratigraphic profiles are provided on the boring logs in Appendix A.

5.1 Artificial Fill (af)

Artificial fill was encountered in our field explorations to a maximum depth of 4 feet below existing ground surface. Artificial fill was encountered in prior borings by LCA in 1967 & 1971 to a maximum depth of 13 feet beneath existing ground surface. The artificial fill generally consists of dark brown to yellowish brown sandy silt and sandy clay with abundant rootlets, some fine gravel and some brick fragments. The artificial fill is characterized as slightly moist and firm. The fill is likely the result of past grading and construction activities at the site. Deeper fill may exist between excavations and in other portions of the site that were not directly explored.

5.2 Colluvium (Qcol)

Colluvium was encountered beneath the fill in boring B1 and several prior LCA borings to a maximum depth of 14 feet beneath existing ground surface. The colluvium is derived from in-place weathering of the underlying bedrock and consist primarily of brown to dark brown silty clay. The soil is characterized as primarily slightly moist, porous, soft to firm, and becomes denser with increasing depth. The colluvial soils are considered compressible and may be prone to downhill creep due to gravity.

5.3 Puente Formation (Tp)

The fill and colluvium is underlain by sedimentary bedrock units of the Miocene age Puente Formation consisting primarily of interbedded siltstone with fewer interbeds of fine-grained sandstone, shale and claystone. The bedrock can be characterized as light yellowish brown to gray, soft, thinly-bedded to laminated, highly to moderately weathered and highly to moderately fractured. Randomly oriented fractures were more common within the upper 10 feet of bedrock exposed in borings and were commonly infilled with gypsum and calcium carbonate deposits. The degree of weathering and fracturing generally decreases with depth. As observed in the current and prior explorations, the bedrock generally strikes N76°W to N46°E and dips to the northwest, northeast, southwest, and southeast at inclinations ranging from 1 to 7 degrees. The previous investigations include data over a larger portion of the site, especially representative of the slopes to the north and east. These prior investigations indicate that the bedrock strikes N5°W to N2°E and dips to the northwest, northeast, southwest, and southeast at inclinations ranging from 0 to 10 degrees with few beds as steep as 15°. The observed bedrock orientation is generally consistent with previous geotechnical reports and published geologic maps that indicate the bedding with nonsystematic strikes and very shallow dips.

6. GROUNDWATER

Because the site is located on a hilltop underlain by shallow bedrock, standing groundwater cannot exist below the site. Historically high groundwater levels in the surrounding lower vicinity are less than approximately 20 feet beneath the ground surface (California Division of Mines and Geology [CDMG], 1998). Groundwater information presented in this document is generated from data collected in the early 1900's to the late 1990s. Based on current groundwater basin management practices, it is unlikely that groundwater levels will ever exceed the historic high levels.

Groundwater was not encountered in our borings drilled to a maximum depth of 40½ feet beneath the existing ground surface. However, in the previously drilled boring B1 (LCA, 1971), minor groundwater seepage was observed at a depth of 76 feet beneath existing ground surface. Based on the site's geology, the historic high ground water level in the area, and the depth of the proposed construction, and the lack of groundwater observed in our borings, it is unlikely that groundwater will be encountered during construction. However, it is common for perched groundwater to seasonally occur in the area or for groundwater conditions to develop where none previously existed, especially in impermeable fine-grained soils which are heavily irrigated or after seasonal rainfall. In addition, recent requirements for stormwater infiltration could result in shallower seepage conditions in the immediate site vicinity. Proper surface drainage of irrigation and precipitation will be critical for future performance of the project. Recommendations for drainage are provided in the *Surface Drainage* section of this report (see Section 8.24).

7. GEOLOGIC HAZARDS

7.1 Surface Fault Rupture

The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these major groups are based on criteria developed by the California Geological Survey (CGS, formerly known as CDMG) for the Alquist-Priolo Earthquake Fault Zone Program (Bryant and Hart, 2007). By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years), but has had no known Holocene movement. Faults that have not moved in the last 1.6 million years are considered inactive.

The site is not within a currently established State of California Alquist-Priolo Earthquake Fault Zone (California Geological Survey, 2015) or a city-designated Preliminary Fault Study Area (Navigate LA, 2016) for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. However, the site is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The faults in the vicinity of the site are shown in Figure 4, Regional Fault Map.

The closest surface trace of an active fault to the site is the Hollywood Fault located approximately 2.7 miles to the north-northwest (Ziony and Jones, 1989). Other nearby active faults are the Raymond Fault, the Newport-Inglewood Fault Zone, and the Verdugo Fault located approximately 4.2 miles northeast, 6.0 miles southwest, and 6.1 miles north-northeast of the site, respectively (Ziony and Jones, 1989). The active San Andreas Fault zone is located 33 miles to the northeast of the site.

The closest potentially active fault to the site is the MacArthur Park Fault located approximately 0.1 mile southwest of the site. Other nearby potentially active faults are the Coyote Pass Fault, the Overland Avenue Fault, and the Charnock Fault, located approximately 5.3 miles southeast, 8.2 miles southwest, and 9.3 miles west-southwest of the site, respectively (Ziony and Jones, 1989).

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. The site is within the vertical projection of the Upper Elysian Park and the Los Angeles segment of the Puente Hills blind thrust. The October 1, 1987 M_w 5.9 Whittier Narrows earthquake and the January 17, 1994 M_w 6.7 Northridge earthquake were a result of movement on the Puente Hills Blind Thrust and the Northridge Thrust, respectively. These thrust faults and others in the Los Angeles area are not exposed at the surface and do not present a potential surface fault rupture hazard at the site. However, these deep thrust faults are considered active features capable of generating future earthquakes that could result in moderate to significant ground shaking at the site.

7.2 Seismicity

As with all of Southern California, the site has experienced historic earthquakes from various regional faults. The seismicity of the region surrounding the site was formulated based on research of an electronic database of earthquake data. The epicenters of recorded earthquakes with magnitudes equal to or greater than 5.0 in the site vicinity are depicted on Figure 5, Regional Seismicity Map. A partial list of moderate to major magnitude earthquakes that have occurred in the Southern California area within the last 100 years is included in the following table.

LIST OF HISTORIC EARTHQUAKES

Earthquake (Oldest to Youngest)	Date of Earthquake	Magnitude	Distance to Epicenter (Miles)	Direction to Epicenter
San Jacinto-Hemet area	April 21, 1918	6.8	77	ESE
Near Redlands	July 23, 1923	6.3	59	E
Long Beach	March 10, 1933	6.4	36	SE
Tehachapi	July 21, 1952	7.5	76	NW
San Fernando	February 9, 1971	6.6	24	NNW
Whittier Narrows	October 1, 1987	5.9	12	E
Sierra Madre	June 28, 1991	5.8	21	NE
Big Bear	June 28, 1992	6.4	84	E
Northridge	January 17, 1994	6.7	17	WNW

The site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

7.3 Seismic Design Criteria

The following table summarizes site-specific design criteria obtained from the 2013 California Building Code (CBC; Based on the 2012 International Building Code [IBC] and ASCE 7-10), Chapter 16 Structural Design, Section 1613 Earthquake Loads. The data was calculated using the computer program *U.S. Seismic Design Maps*, provided by the USGS. The short spectral response uses a period of 0.2 second. The values presented below are for the risk-targeted maximum considered earthquake (MCE_R).

2013 CBC SEISMIC DESIGN PARAMETERS

Parameter	Value	2013 CBC Reference
Site Class	C	Table 1613.3.2
MCE _R Ground Motion Spectral Response Acceleration – Class B (short), S _S	2.543g	Figure 1613.3.1(1)
MCE _R Ground Motion Spectral Response Acceleration – Class B (1 sec), S ₁	0.905g	Figure 1613.3.1(2)
Site Coefficient, F _A	1.0	Table 1613.3.3(1)
Site Coefficient, F _V	1.3	Table 1613.3.3(2)
Site Class Modified MCE _R Spectral Response Acceleration (short), S _{MS}	2.543g	Section 1613.3.3 (Eqn 16-37)
Site Class Modified MCE _R Spectral Response Acceleration – (1 sec), S _{M1}	1.177g	Section 1613.3.3 (Eqn 16-38)
5% Damped Design Spectral Response Acceleration (short), S _{DS}	1.695g	Section 1613.3.4 (Eqn 16-39)
5% Damped Design Spectral Response Acceleration (1 sec), S _{D1}	0.784g	Section 1613.3.4 (Eqn 16-40)

The table below presents the mapped maximum considered geometric mean (MCE_G) seismic design parameters for projects located in Seismic Design Categories of D through F in accordance with ASCE 7-10.

ASCE 7-10 PEAK GROUND ACCELERATION

Parameter	Value	ASCE 7-10 Reference
Mapped MCE _G Peak Ground Acceleration, PGA	0.965g	Figure 22-7
Site Coefficient, F _{PGA}	1.0	Table 11.8-1
Site Class Modified MCE _G Peak Ground Acceleration, PGA _M	0.965g	Section 11.8.3 (Eqn 11.8-1)

The Maximum Considered Earthquake Ground Motion (MCE) is the level of ground motion that has a 2 percent chance of exceedance in 50 years, with a statistical return period of 2,475 years. According to the 2013 California Building Code and ASCE 7-10, the MCE is to be utilized for the evaluation of liquefaction, lateral spreading, seismic settlements, and it is our understanding that the intent of the Building code is to maintain “Life Safety” during a MCE event. The Design Earthquake Ground Motion (DE) is the level of ground motion that has a 10 percent chance of exceedance in 50 years, with a statistical return period of 475 years.

Deaggregation of the MCE peak ground acceleration was performed using the USGS 2008 Probabilistic Seismic Hazard Analysis (PSHA) Interactive Deaggregation online tool. The result of the deaggregation analysis indicates that the predominant earthquake contributing to the MCE peak ground acceleration is characterized as a 6.67 magnitude event occurring at a hypocentral distance of 5.1 kilometers from the site.

Deaggregation was also performed for the Design Earthquake (DE) peak ground acceleration, and the result of the analysis indicates that the predominant earthquake contributing to the DE peak ground acceleration is characterized as a 6.64 magnitude occurring at a hypocentral distance of 7.6 kilometers from the site.

Conformance to the criteria in the above tables for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a large earthquake occurs. The primary goal of seismic design is to protect life, not to avoid all damage, since such design may be economically prohibitive.

7.4 Liquefaction Potential

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the “Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California” and “Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California” requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

The State of California Seismic Hazard Zone Map for the Los Angeles Quadrangle (1999) indicates that the site is not located within a zone of required investigation for liquefaction. In addition, the County of Los Angeles Safety Element (Leighton, 1990) indicates that the site is not located within liquefiable area. As previously discussed, the site is underlain by bedrock encountered at the ground surface and to a depth of 14 feet beneath the existing ground surface. Based on this consideration, it is our opinion that the potential for liquefaction and associated ground deformations beneath the site is very low.

7.5 Slope Stability

The site is located within a City of Los Angeles Hillside Grading Area and a Hillside Ordinance Area (NavigateLA, 2016). In addition, the slope which bounds the northern edge of the site is within a zone of required investigation for earthquake induced landslides for California (CDMG, 1999). However, the site is not in the path of any known or potential landslides.

The site is located at the top of a hill with slopes descending outward in all directions toward the perimeter of the site. The slope to the north of the site is approximately 60 to 85 feet high is generally at an inclination of 2:1 (horizontal to vertical) with localized areas as steep slopes 1:1. The slopes to the west & south of the site (adjacent to Council and Hoover Streets) are approximately 10 to 15 feet high are generally at an inclination of 2:1 or flatter. The cut slope to the northeast of the site (adjacent to Temple Street) is approximate 40 to 60 feet high and is generally 1½:1 to locally ¾:1. The site is not located within the path of any known or mapped landslides. However, there was evidence of minor surficial slope instability observed in the form of minor rockfall, sluff, and talus at the base of the slope along Temple Street.

With the exception of the steep slope along Temple Street, the slopes are capped by a layer of artificial fill and colluvium. The bedrock observed in our current explorations, prior explorations by others, as well as exposed in the bedrock outcrops indicate that the bedding is generally flat-lying across the site with orientations of bedding generally striking N76°W to N46°E and inclined typically less than 10° to the northwest, northeast, and southwest.

Consistently flat-lying, relatively level bedding is found throughout the site. Bedding is considered favorable throughout the site with respect to gross stability, including but not limited to the slopes to the north, south, and east. Additionally, the bedrock is not anticipated to impose additional surcharge on the proposed temporary excavations. A detailed slope stability analysis, complete with mitigation recommendations, will be required to be performed as part of a comprehensive geotechnical investigation to evaluate the potential for slope instability to impact the proposed development as well as offsite structures.

7.6 Earthquake-Induced Flooding

Earthquake-induced flooding is inundation caused by failure of dams or other water-retaining structures due to earthquakes. The Los Angeles County Safety Element (Leighton, 1990) indicates that the site is not located within a dam or debris basin inundation area or flood boundary. In addition, California's reservoirs are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design, construction practices, and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum considered earthquake (MCE) for the site. Therefore, the potential for inundation at the site as a result of an earthquake-induced dam failure is considered low.

7.7 Tsunamis, Seiches, and Flooding

The site is not located within a coastal area. Therefore, tsunamis, seismic sea waves, are not considered a significant hazard at the site.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the project site. Therefore, flooding from a seismically-induced seiche is considered unlikely.

The site is within an area of minimal flooding (Zone X) as defined by the Federal Emergency Management Agency (FEMA, 2016; LACDPW, 2016b).

7.8 Oil Fields & Methane Potential

Based on a review of the California Division of Oil, Gas and Geothermal Resources (DOGGR) Oil and Gas Well Location Map 116, the site is located within the limits of the Los Angeles City Oil field. The majority of nearby wells are concentrated southwest of the site. The closest oil well to the site is located approximately 0.28 miles (1530 feet) southwest of the site. This well is L.A. Terminal & Transport Co.'s Well #20, a buried, oil and gas production well (API:03725791). Due to the voluntary nature of record reporting by the oil well drilling companies, wells may be improperly located or not shown on the location map and undocumented wells could be encountered during construction. Any wells encountered will need to be properly abandoned in accordance with the current requirements of the DOGGR.

The site is located within the boundaries of a Methane Zone, as defined by the City of Los Angeles (2015). A methane study will be required by the city prior to site development. A methane specialist should be contacted to perform a site-specific methane study and provide design recommendations as necessary.

7.9 Subsidence

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The site is not located within an area of known ground subsidence. No known large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. Therefore, the potential for ground subsidence due to withdrawal of fluids or gases at the site is considered low.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 General

- 8.1.1 It is our opinion that neither soil nor geologic conditions were encountered during this investigation that would preclude the construction of the proposed development provided the recommendations presented herein are followed and implemented during design and construction.
- 8.1.2 Up to 13 feet of existing artificial fill was encountered during current and prior site exploration. The existing fill encountered is believed to be the result of past grading and construction activities at the site. Deeper fill may exist in other areas of the site that were not directly explored. The existing artificial fill, colluvium, and bedrock are suitable for re-use as an engineered fill provided the procedures outlined in the *Grading* section of this report are followed (see Section 8.4).
- 8.1.3 Excavation for the proposed subterranean parking level are anticipated to penetrate through the existing fill and expose competent bedrock throughout a majority of the excavation bottom. However, along the proposed north building wall, it is anticipated that artificial fill and/or colluvium will be exposed in the excavation bottom (see Geologic Sections C-C' and D-D', Figure 3).
- 8.1.4 Where foundations are to be constructed adjacent to the top of a slope, the Building Code requires that foundations be setback from the slope. Based on the presence of a descending slope along the northwest and north property lines, proposed foundations will need to be deepened in order to achieve the Building Code required foundation setback. Furthermore, based on the artificial fill and colluvium anticipated in this area of the site, it is recommended that the foundation system in this area of the site consist of end-bearing pile foundations which penetrate through existing soils and derive support in the competent, underlying bedrock.
- 8.1.5 Due to the presence of existing structures supported on pile foundations (see Site Plan, Figure 2), the proposed excavation bottom will expose the upper portion of the existing piles and possibly pile caps or grade beams. Based on the results of consolidation testing, it is our opinion that the bedrock anticipated to be exposed at the excavation bottom is not as equally stiff as the concrete pile foundations (see Figure B3). Therefore, where existing piles and other foundation elements are exposed in the excavation bottom, they should be cutoff a minimum depth of 3 feet below the bottom of proposed foundations, slabs, or other improvements, and the resulting void space should be backfilled and properly compacted with engineered soil fill. Excavations should be conducted as necessary to maintain a 3-foot-thick blanket of engineered fill between the bottom of proposed foundations and slabs and the top of the pile cutoff.

- 8.1.6 The City of Los Angeles Building Code requires structures be supported exclusively in bedrock or exclusively in soil. However, demolition of the existing structural elements will generate engineered fill. Therefore, a request for Modification of Building Ordinance may be required in order to allow foundations to derive support in both engineered fill and bedrock. Geocon can assist with the preparation and submittal of the Modification request. Geocon has evaluated the engineering properties of the engineered fill and bedrock with respect to bearing and settlement and it is our intent to allow building foundations and slabs to derive support in both newly placed engineered fill and bedrock, if project conditions warrant such an occurrence.
- 8.1.7 Based on these considerations, it is our opinion that the proposed structure may be supported on a combination of deepened pile foundations and conventional foundations deriving support in a both undisturbed bedrock and newly placed engineered fill.
- 8.1.8 If it is determined that a methane mitigation system is required for this project, a mat foundation system may be a more cost-effective foundation system to use in place of a conventional foundation system. The mat foundation system allows for more efficient construction when performed in conjunction with a methane mitigation system. A qualified methane consultant should be retained to evaluate the need for a methane system, and if required, to design of the mitigation system. If desired, recommendations for a reinforced concrete mat foundation system can be provided under separate cover.
- 8.1.9 As an alternative to demolishing the existing structural elements and submitting a Modification of Building Ordinance, the proposed structure may be supported exclusively on pile foundations deriving support in bedrock with a structural slab, eliminating all support on the underlying subgrade soils. If desired, recommendations for pile foundations and a structural slab can be provided under separate cover.
- 8.1.10 In order to minimize differential settlement between the stepped transition between the subterranean parking levels (see Geologic Section A-A', Figure 3), it is recommended that the transition area be more heavily reinforced. This is especially important if the slab-on-grade is not completely bedrock supported, which could occur if sloping measures are implemented for wall construction of the lower parking level, and a wedge of engineered backfill is utilized. The configuration and reinforcement of the structural connection should be designed by the project structural engineer.

- 8.1.11 Excavations on the order of 40 feet in vertical height may be required for construction of the subterranean level, including the excavations for the foundation system. Due to the depth of the excavation and the proximity to the property lines, city streets, and adjacent offsite structures, excavation of the proposed subterranean levels will require sloping and/or shoring measures in order to provide a stable excavation. The orientation of the bedrock underlying the site is considered to be neutral with respect to proposed excavations; no additional surcharge on proposed shoring or retaining walls is anticipated due to the orientation of the bedrock bedding planes. Where shoring is required it is recommended that a soldier pile shoring system be utilized. Recommendations for *Shoring* are provided in Section 8.18.
- 8.1.12 Where bedrock is exposed in excavations, a Project Geologist (a representative of Geocon) must observe the cuts during the excavation process in order to identify any unforeseen variations within the bedrock. Any necessary recommendations to eliminate or to support any unsupported fractures within the bedrock will be made at that time.
- 8.1.13 Due to the nature of the proposed design and intent for a subterranean level, waterproofing of subterranean walls and slabs is recommended. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.
- 8.1.14 Based on current and prior site exploration, groundwater is not anticipated to significantly impact earthwork activities at the site; however, minor groundwater seepage could be encountered during construction.
- 8.1.15 Due to the relatively impermeable nature of the bedrock underlying the site, stormwater infiltration is not recommended for this project. It is recommended that stormwater be retained, filtered, and discharged in accordance with the requirements of the local governing agency.
- 8.1.16 Consistently flat-laying, relatively level bedding is found throughout the site. Bedding is considered favorable throughout the site with respect to gross stability, including but not limited to the slopes to the north, south, and east. The City of Los Angeles will require global and surficial slope stability analyses to be performed to demonstrate the required factors of safety against slope failure. Slope stability analyses are not included in the current scope of work.

- 8.1.17 Once the design and foundation loading configuration for the proposed structure proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. Based on the final foundation loading configurations, the potential for settlement should be re-evaluated by this office.
- 8.1.18 Any changes in the design, location or elevation, as outlined in this report, should be reviewed by this office. Geocon should be contacted to determine the necessity for review and possible revision of this report.

8.2 Soil and Excavation Characteristics

- 8.2.1 The in-situ soils can be excavated with moderate effort using conventional excavation equipment. Caving should be anticipated in unshored excavations, especially where granular soils are encountered. The bedrock is moderately to highly weathered and should be rippable with conventional equipment; however, concretions or well cemented layers may be encountered in the bedrock which could make excavation or drilling conditions difficult. Coring or jack-hammering may be required to demolish existing foundation elements or if concretions are encountered in the bedrock, and the contractor should be prepared for these conditions.
- 8.2.2 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable OSHA rules and regulations to maintain safety and maintain the stability of adjacent existing improvements.
- 8.2.3 All onsite excavations must be conducted in such a manner that potential surcharges from existing structures, construction equipment, and vehicle loads are resisted. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation or vehicle load. Penetrations below this 1:1 projection will require special excavation measures such as sloping and shoring. Excavation recommendations are provided in the *Temporary Excavations* section of this report (see Section 8.17).

8.3 Minimum Resistivity, pH, and Water-Soluble Sulfate

- 8.3.1 Potential of Hydrogen (pH) and resistivity testing as well as chloride content testing were performed on representative samples of soil to generally evaluate the corrosion potential to surface utilities. The tests were performed in accordance with California Test Method Nos. 643 and 422 and indicate that the soils are considered “highly corrosive” with respect to corrosion of buried ferrous metals on site. The results are presented in Appendix B (Figure B5) and should be considered for design of underground structures. Due to the corrosive potential of the soils, it is suggested that ABS pipes be considered in lieu of cast-iron for retaining wall drains and subdrains beneath the structure. The elimination of cast-iron pipe will require a *modification* and *affidavit* be filed with the City of Los Angeles Plumbing Division.

- 8.3.2 Laboratory tests were performed on representative samples of the site materials to measure the percentage of water-soluble sulfate content. Results from the laboratory water-soluble sulfate tests are presented in Appendix B (Figure B5) and indicate that the on-site materials possess “negligible” sulfate exposure to concrete structures as defined by 2013 CBC Section 1904 and ACI 318-11 Sections 4.2 and 4.3.
- 8.3.3 Geocon West, Inc. does not practice in the field of corrosion engineering and mitigation. If corrosion sensitive improvements are planned, it is recommended that a corrosion engineer be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils.

8.4 Grading

- 8.4.1 Grading is anticipated to include excavation of site soils for the subterranean levels, foundations, and utility trenches, excavations to remove the existing foundations, and placement of backfill for foundations, slabs, walls, ramps, and trenches.
- 8.4.2 Earthwork should be observed, and compacted fill tested by representatives of Geocon West, Inc. The existing fill, colluvium, and bedrock encountered during exploration are suitable for re-use as an engineered fill, provided any encountered oversize material (greater than 6 inches) and any encountered deleterious debris is removed. If bedrock is to be utilized as an engineered fill, it should be well blended and moisture conditioned prior to utilization.
- 8.4.3 A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer and geotechnical engineer in attendance. Special soil handling requirements can be discussed at that time.
- 8.4.4 Grading should commence with the removal of all existing vegetation and existing improvements from the area to be graded. Deleterious debris such as wood and root structures should be exported from the site and should not be mixed with the fill soils. Asphalt and concrete should not be mixed with the fill soils unless approved by the Geotechnical Engineer. All existing underground improvements planned for removal should be completely excavated and the resulting depressions properly backfilled in accordance with the procedures described herein. Once a clean excavation bottom has been established it must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.) and the City of Los Angeles Inspector.

- 8.4.5 Where bedrock is exposed in excavations, a Project Geologist (a representative of Geocon) must observe the cuts during the excavation process in order to identify any unforeseen variations within the bedrock. Any necessary recommendations to eliminate or to support any unsupported fractures within the bedrock will be made at that time.
- 8.4.6 The proposed structure may be supported on a combination of deepened pile foundations and conventional foundations deriving support in a both undisturbed bedrock and newly placed engineered fill. It is the intent of the Geotechnical Engineer to allow building foundations and slabs to derive support in both newly placed engineered fill and bedrock, if project conditions warrant such an occurrence.
- 8.4.7 Due to the presence of existing structures supported on pile foundations (see Geologic Map & Site Plan, Figure 2), the proposed excavation bottom will expose the upper portion of the existing piles and possibly pile caps or grade beams. Based on the results of consolidation testing, it is our opinion that the bedrock anticipated to be exposed at the excavation bottom is not equally stiff as concrete pile foundations (see Figure B3). Therefore, where existing piles and other foundation elements are exposed in the excavation bottom, they should be cutoff a minimum depth of 3 feet below the bottom of proposed foundations, slabs, or other improvements, and the resulting void space should be backfilled and properly compacted with engineered soil fill. Excavations should be conducted as necessary to maintain a 3-foot-thick blanket of engineered fill between the bottom of proposed foundations and slabs and the top of the pile cutoff.
- 8.4.8 All excavations must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon), prior to placing engineered fill.
- 8.4.9 The concrete slab-on-grade may bear directly on the undisturbed bedrock at the excavation bottom and/or newly placed engineered fill.
- 8.4.10 Prior to placing engineered fill over bedrock, the bedrock must be cut or benched to create horizontal planes so that fill can be placed and compacted on horizontal surfaces.
- 8.4.11 The City of Los Angeles Department of Building and Safety requires a minimum compactive effort of 95 percent of the laboratory maximum dry density in accordance with ASTM D 1557 (latest edition) where the soils to be utilized in the fill have less than 15 percent finer than 0.005 millimeters. Soils with more than 15 percent finer than 0.005 millimeters may be compacted to 90 percent of the laboratory maximum dry density in accordance with ASTM D 1557 (latest edition). All fill and backfill soils should be placed in horizontal loose layers approximately 6 to 8 inches thick, moisture conditioned to optimum moisture content, and properly compacted to the required degree of compaction in accordance with ASTM D 1557 (latest edition).

- 8.4.12 Prior to construction of exterior slabs, the upper 12 inches of the subgrade should be moisture conditioned to optimum moisture content and properly compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D1557 (latest edition).
- 8.4.13 Although not anticipated for this project, all imported fill shall be observed, tested, and approved by Geocon West, Inc. prior to bringing soil to the site. Rocks larger than 6 inches in diameter shall not be used in the fill. If necessary, import soils used as structural fill should have an expansion index less than 20 and soil corrosivity properties that are equally or less detrimental to that of the existing onsite soils (see Figure B5).
- 8.4.14 Utility trenches should be properly backfilled in accordance with the requirements of the Green Book (latest edition). The pipe should be bedded with clean sands (Sand Equivalent greater than 30) to a depth of at least 1 foot over the pipe, and the bedding material must be inspected and approved in writing by the Geotechnical Engineer (a representative of Geocon). The use of gravel is not acceptable unless used in conjunction with filter fabric to prevent the gravel from having direct contact with soil. The remainder of the trench backfill may be derived from onsite soil or approved import soil, compacted as necessary, until the required compaction is obtained. The use of minimum 2-sack slurry is also acceptable as backfill (see Section 8.5). Prior to placing any bedding materials or pipes, the excavation bottom must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon).
- 8.4.15 All trench and foundation excavation bottoms must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon), prior to placing bedding materials, fill, steel, gravel or concrete.

8.5 Controlled Low Strength Material (CLSM)

- 8.5.1 Controlled Low Strength Material (CLSM) may be utilized in lieu of compacted soil as engineered fill where approved in writing by the Geotechnical Engineer. Where utilized within the City of Los Angeles use of CLSM is subject to the following requirements:

Standard Requirements

1. CLSM shall be ready-mixed by a City of Los Angeles approved batch plant;
2. CLSM shall not be placed on uncertified fill, on incompetent natural soil, nor below water;
3. CLSM shall not be placed on a sloping surface with a gradient steeper than 5:1 (horizontal to vertical);

4. Placement of the CLSM shall be under the continuous inspection of a concrete deputy inspector;
5. The excavation bottom shall be accepted by the soil engineer and the City Inspector prior to placing CLSM.

Requirements for CLSM that will be used for support of footings

1. The cement content of the CLSM shall not be less than 188 pounds per cubic yard (min. 2 sacks);
2. The excavation bottom must be level, cleaned of loose soils and approved in writing by Geocon prior to placement of the CLSM;
3. The ultimate compressive strength of the CLSM shall be no less than 100 pounds per square inch (psi) when tested on the 28th-day per ASTM D4832 (latest edition), Standard Test Method for Preparation and Testing of Controlled Low Strength Material Test Cylinders. Compression testing will be performed in accordance with ASTM C39 and City of Los Angeles requirements;
4. Samples of the CLSM will be collected during placement, a minimum of one test (two cylinders) for each 50 cubic yards or fraction thereof;
5. Overexcavation for CLSM placement shall extend laterally beyond the footprint of any proposed footings as required for placement of compacted fill, unless justified otherwise by the soil engineer that footings will have adequate vertical and horizontal bearing capacity.

8.6 Foundation Setback

- 8.6.1 Where foundations are to be constructed adjacent to a descending slope, the Building Code requires that foundations be setback from the slope. The required setback from a descending slope with a gradient steeper than 3:1 (H:V) but less than 1:1 (H:V) is $\frac{1}{3}$ the height of the descending slope with a minimum of 5 feet and a maximum of forty feet measured horizontally from the exterior face of the foundation to the slope face. Where slope gradients are equal to or steeper than 1:1 (H:V) the required foundation setback from a descending slope is measured from an imaginary line projected at an angle of 45 degrees from the base of the slope.
- 8.6.2 The required building setbacks should be understood and implemented into the orientation and location of the proposed structures by the project architect and the foundation design by the project structural engineer.

8.7 Conventional Foundation Design

- 8.7.1 Geocon has evaluated the engineering properties of the engineered fill and bedrock with respect to bearing and settlement and it is our intent to allow building foundations and slabs to derive support in both newly placed engineered fill and bedrock, if project conditions warrant such an occurrence. Foundations should be deepened as necessary to penetrate through any soft soil and extend into satisfactory soils, and must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.).
- 8.7.2 Continuous footings may be designed for an allowable bearing capacity of 2,500 pounds per square foot (psf), and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade, and 12 inches into the recommended bearing materials.
- 8.7.3 Isolated spread foundations may be designed for an allowable bearing capacity of 3,000 psf, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade, and 12 inches into the recommended bearing materials.
- 8.7.4 The allowable soil bearing pressure above may be increased by 150 psf and 450 psf for each additional foot of foundation width and depth, respectively, up to maximum allowable bearing value of 5,000 psf.
- 8.7.5 The allowable bearing pressures may be increased by one-third for transient loads due to wind or seismic forces.
- 8.7.6 Continuous footings should be reinforced with a minimum of four No. 4 steel reinforcing bars, two placed near the top of the footing and two near the bottom. The reinforcement for isolated spread footings should be designed by the project structural engineer.
- 8.7.7 If depth increases are utilized for the exterior wall footings, this office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary.
- 8.7.8 The above foundation dimensions and minimum reinforcement recommendations are based on soil conditions and building code requirements only, and are not intended to be used in lieu of those required for structural purposes.
- 8.7.9 No special subgrade presaturation is required prior to placement of concrete. However, the foundation subgrade should be sprinkled as necessary to maintain a moist condition at the time of concrete placement.

- 8.7.10 Foundation excavations should be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.), to verify that the excavations and exposed soil conditions are consistent with those anticipated. If unanticipated soil conditions are encountered, foundation modifications may be required.
- 8.7.11 This office should be provided a copy of the final construction plans so that the foundation recommendations presented herein could be properly reviewed and revised if necessary.

8.8 End-Bearing Caissons

- 8.8.1 It is anticipated that end-bearing caissons will be utilized to achieve the Building Code required slope setback. Drilled, cast-in-place end-bearing concrete caissons should be a minimum of 18 inches in diameter and should derive support in the undisturbed, competent bedrock. Approximately 10 feet of artificial fill should be anticipated at the top of the slope (see Geologic Sections C-C' and D-D'; however, deeper quantities of artificial fill and colluvium may be present between boring locations.
- 8.8.2 Caissons may be designed for an allowable bearing capacity of 5,900 psf (18-inch-diameter) provided they are embedded a minimum of 24 inches into the competent bedrock. The soil bearing pressure above may be increased by 50 psf and 100 psf for each additional foot of foundation diameter and depth, respectively, up to a maximum allowable soil bearing pressure of 7,850 psf. Calculation of the recommended bearing pressure is provided below and includes consideration of the sloping ground surface.

CIRCULAR END BEARING ON SLOPING GROUND SURFACE			
COHESION =	800	psf	
PHI =	25	degrees	
DENSITY =	122	pcf	
Ny =	10.9		
Nq =	10.7		
Nc =	20.7		
Gc =	0.82		
Gq =	0.25		
Gy =	0.25		
	R =	0.75	FT
	DEPTH =	12	FT
GROUND SURFACE INCLINATION =	26.6	DEGREES	
	FS =	3	
	$Q_u = (C N_c G_c) + (y D N_q G_q) + 0.5 (y_2 R N_y G_y)$		
	Qu =	17715	psf
	Qall =	5905	psf
	1FT DIAMETER INCREASE =	55	psf
	1FT DEPTH INCREASE =	108	psf
	R =	1	FT
	DEPTH =	30	FT
GROUND SURFACE INCLINATION =	26.6	DEGREES	
	FS =	3	
	$Q_u = (C N_c G_c) + (y D N_q G_q) + 0.5 (y_2 R N_y G_y)$		
	Qu =	23634	psf
	Qall =	7878	psf

Reference: Vesic's Bearing Capacity Formulas (Cudoto, 2001)

- 8.8.3 The allowable bearing pressure may be increased by up to one-third for transient loads due to wind or seismic forces.
- 8.8.4 A continuous grade beam foundation or mat may be placed across the top of the caisson foundations and the appropriate span between caissons should be determined by a qualified structural engineer.
- 8.8.5 All loose soils must be completely removed from the bottom of all end-bearing foundation excavations. Excavations into the bedrock may require heavy ripping and jack-hammering and the contractor should be prepared for this condition.
- 8.8.6 Closely spaced caissons should be drilled and filled alternately, with the concrete permitted to set at least eight hours before drilling an adjacent hole. Caisson excavations should be filled with concrete as soon after drilling and inspection as possible; the holes should not be left open overnight unless approved by the Geotechnical Engineer.

8.9 Foundation Settlement

- 8.9.1 The maximum expected total settlement for a structure supported on a conventional foundation system deriving support in the recommended bearing material with a maximum bearing pressure of 5,000 psf is estimated to be less than 1 inch and occur below the heaviest loaded structural element. Settlement of the foundation system is expected to occur on initial application of loading. Differential settlement is expected to be less than ½ inch over a distance of twenty feet.
- 8.9.2 The maximum expected static settlement for end-bearing caissons deriving support in the recommended bearing material is estimated to be less than 1 inch. Settlement of the foundation system is expected to occur on initial application of loading. Differential settlement between adjacent caisson foundations is not expected to exceed ½ inch.
- 8.9.3 Differential settlement between conventional foundations and pile foundations is expected to be less than ½ inch.
- 8.9.4 In order to minimize differential settlement between the stepped transition between the subterranean parking levels (see Geologic Section A-A', Figure 3), it is recommended that the transition area be more heavily reinforced. This is especially important if the slab-on-grade is not completely bedrock supported, which could occur if sloping measures are implemented for wall construction of the lower parking level and a wedge of engineered backfill is utilized. The configuration and reinforcement of the structural connection should be designed by the project structural engineer.

- 8.9.5 Once the design and foundation loading configurations for the proposed structures proceeds to a more finalized plan, the estimated settlements presented in this report should be reviewed and revised, if necessary. If the final foundation loading configurations are greater than the assumed loading conditions, the potential for settlement should be reevaluated by this office.

8.10 Lateral Design

- 8.10.1 Resistance to lateral loading may be provided by friction acting at the base of foundations, slabs and by passive earth pressure. An allowable coefficient of friction of 0.30 may be used with the dead load forces in the competent bedrock or properly compacted engineered fill.
- 8.10.2 Passive earth pressure for the sides of foundations and slabs poured against the properly compacted engineered fill with a level ground surface may be computed as an equivalent fluid having a density of 200 pcf with a maximum earth pressure of 2,000 pcf. Passive earth pressure for the sides of foundations and slabs poured against the competent bedrock with a level ground surface may be computed as an equivalent fluid having a density of 600 pcf with a maximum earth pressure of 6,000 pcf. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third.
- 8.10.3 The portions of all piles which penetrate through artificial fill and colluvium underlain by a sloping bedrock contact shall be designed for a lateral creep load of 1,000 pounds per linear foot per foot of shaft exposed to soil.
- 8.10.4 Passive pressure for piles on descending slopes may be generated at and below a pile embedment of five feet into bedrock. The allowable passive earth pressure for piles embedded into the competent bedrock with a descending sloping ground condition may be computed as having an equivalent fluid density of 2,100 pounds per cubic foot per foot of embedment. The passive earth pressure may be increased an additional 100 pounds per cubic foot for each additional foot of embedment up to a maximum allowable earth pressure of 5,000 psf. This passive value is based on consideration of a sloping ground surface and resistance from both friction and cohesion. The allowable passive value may be doubled for isolated piles spaced at least 3 diameters on-center. To develop the full lateral value, provisions should be implemented to assure firm contact between the piles and the bedrock. Calculation of the recommended passive pressure is provided on the following page.

Mazindrani & Ganjali (1997)

COHESION = 800 psf Slope Angle = 26.6 degrees
 PHI = 25 degrees F.S. = 1.5
 DENSITY = 122 pcf

Kp = Ref. Eq. 15

Depth	KP	Passive Pressure (psf)	Increase Per Ft (psf)
5	5.78011	2,102	116
6	5.07744	2,216	114
...			
10	3.64903	2,654	107
11	3.44983	2,760	106

8.11 Concrete Slabs-on-Grade

8.11.1 Unless specifically evaluated and designed by a qualified structural engineer, the slab-on-grade in the parking garage subject to vehicle loading should be a minimum of 5 inches of concrete reinforced with No. 4 steel reinforcing bars placed 16 inches on center in both horizontal directions and positioned vertically near the slab midpoint. The concrete slab-on-grade may bear directly on the undisturbed bedrock at the excavation bottom and/or newly placed engineered fill. Any disturbed soils should be properly compacted for slab support.

8.11.2 Slabs-on-grade at the ground surface that may receive moisture-sensitive floor coverings or may be used to store moisture-sensitive materials should be underlain by a vapor retarder placed directly beneath the slab. The vapor retarder and acceptable permeance should be specified by the project architect or developer based on the type of floor covering that will be installed. The vapor retarder design should be consistent with the guidelines presented in Section 9.3 of the American Concrete Institute's (ACI) *Guide for Concrete Slabs that Receive Moisture-Sensitive Flooring Materials* (ACI 302.2R-06) and should be installed in general conformance with ASTM E 1643 (latest edition) and the manufacturer's recommendations. A minimum thickness of 15 mils extruded polyolefin plastic is recommended; vapor retarders which contain recycled content or woven materials are not recommended. The vapor retarder should have a permeance of less than 0.01 perms demonstrated by testing before and after mandatory conditioning. The vapor retarder should be installed in direct contact with the concrete slab with proper perimeter seal. If the Los Angeles Green Building Code requirements apply to this project, the vapor retarder should be underlain by 4 inches of clean aggregate. It is important that the vapor retarder be puncture resistant since it will be in direct contact with angular gravel. As an alternative to the clean aggregate suggested in the Los Angeles Green Building Code, it is our opinion that the concrete slab-on-grade may be underlain by a vapor retarder over 4 inches of clean sand (sand equivalent greater than 30), since the sand will serve a capillary break and will minimize the potential for punctures and damage to the vapor barrier.

- 8.11.3 Due to the nature of the proposed design and intent for a subterranean level, waterproofing of subterranean walls and slabs is recommended. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.
- 8.11.4 For seismic design purposes, a coefficient of friction of 0.30 may be utilized between concrete slabs and subgrade soils without a moisture barrier, and 0.15 for slabs underlain by a moisture barrier.
- 8.11.5 Exterior slabs, not subject to traffic loads, should be at least 4 inches thick and reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions, positioned near the slab midpoint. Prior to construction of slabs, the upper 12 inches of subgrade should be moistened to near optimum moisture content and properly compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition). Crack control joints should be spaced at intervals not greater than 10 feet and should be constructed using saw-cuts or other methods as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. The project structural engineer should design construction joints as necessary.
- 8.11.6 The recommendations of this report are intended to reduce the potential for cracking of slabs due to settlement. However, even with the incorporation of the recommendations presented herein, foundations, stucco walls, and slabs-on-grade may exhibit some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

8.12 Retaining Walls Design

- 8.12.1 The recommendations presented below are generally applicable to the design of rigid concrete or masonry retaining walls having a maximum height of 40 feet. In the event that walls significantly higher than 40 feet are planned, Geocon should be contacted for additional recommendations.

- 8.12.2 Retaining wall foundations may be designed in accordance with the recommendations provided in the *Foundation Design* sections of this report (see Sections 8.7 and 8.8).
- 8.12.3 The orientation of the bedrock underlying the site is considered to be neutral with respect to proposed excavations; no additional surcharge on proposed retaining walls is anticipated due to the orientation of the bedrock bedding planes. Where bedrock is exposed in excavations, a Project Geologist (a representative of Geocon) must observe the cuts during the excavation process in order to identify any unforeseen variations within the bedrock. Any necessary recommendations to eliminate or to support any unsupported fractures within the bedrock will be made at that time.
- 8.12.4 Retaining walls with a level backfill surface that are not restrained at the top should be designed utilizing a triangular distribution of pressure (active pressure). Restrained walls are those that are not allowed to rotate more than $0.001H$ (where H equals the height of the retaining portion of the wall in feet) at the top of the wall. Where walls are restrained from movement at the top, walls may be designed utilizing a triangular distribution of pressure (at-rest pressure). The table below presents recommended pressures to be used in retaining wall design, assuming that proper drainage will be maintained. Calculations of the recommended retaining wall pressures are provided as Figures 6 and 7.

RETAINING WALL WITH LEVEL BACKFILL SURFACE

HEIGHT OF RETAINING WALL (Feet)	ACTIVE PRESSURE EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot)	AT-REST PRESSURE EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot)
Up to 20	30	50
Up to 40	44	64

- 8.12.5 The wall pressures provided above assume that the proposed retaining walls will support undisturbed bedrock. If sloping techniques are to be utilized for construction of proposed walls, which would result in a wedge of engineered fill behind the retaining walls, revised earth pressures may be required to account for the expansive potential of the soil placed as engineered fill. This should be evaluated once the use of sloping measures is established and once the geotechnical characteristics of the engineered backfill soils can be further evaluated.
- 8.12.6 The wall pressures provided above assume that the retaining wall will be properly drained preventing the buildup of hydrostatic pressure. If retaining wall drainage is not implemented, the equivalent fluid pressure to be used in design of undrained walls is 90 pcf. The value includes hydrostatic pressures plus buoyant lateral earth pressures.

- 8.12.7 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic, or adjacent structures. Recommendations for the incorporation of surcharges are provided in section 8.25 of this report. Once the design becomes more finalized, an addendum letter can be prepared revising recommendations and addressing specific surcharge conditions throughout the project, if necessary.
- 8.12.8 In addition to the recommended earth pressure, the upper ten feet of the subterranean wall adjacent to the street and parking lot should be designed to resist a uniform lateral pressure of 100 psf, acting as a result of an assumed 300 psf surcharge behind the walls due to normal street traffic. If the traffic is kept back at least 10 feet from the subterranean walls, the traffic surcharge may be neglected.
- 8.12.9 Seismic lateral forces should be incorporated into the design as necessary, and recommendations for seismic lateral forces are presented below.

8.13 Dynamic (Seismic) Lateral Forces

- 8.13.1 The structural engineer should determine the seismic design category for the project in accordance with Section 1613 of the CBC. If the project possesses a seismic design category of D, E, or F, proposed retaining walls in excess of 6 feet in height should be designed with seismic lateral pressure (Section 1803.5.12 of the 2013 CBC).
- 8.13.2 A seismic load of 10 pcf should be used for design of walls that support more than 6 feet of backfill in accordance with Section 1803.5.12 of the 2013 CBC. The seismic load is applied as an equivalent fluid pressure along the height of the wall and the calculated loads result in a maximum load exerted at the base of the wall and zero at the top of the wall. This seismic load should be applied in addition to the active earth pressure. The earth pressure is based on half of two thirds of PGA_M calculated from ASCE 7-10 Section 11.8.3.

8.14 Retaining Wall Drainage

- 8.14.1 Retaining walls should be provided with a drainage system. At the base of the drain system, a subdrain covered with a minimum of 12 inches of gravel should be installed, and a compacted fill blanket or other seal placed at the surface (see Figure 8). The clean bottom and subdrain pipe, behind a retaining wall, should be observed by the Geotechnical Engineer (a representative of Geocon), prior to placement of gravel or compacting backfill.

- 8.14.2 As an alternative, a plastic drainage composite such as Miradrain or equivalent may be installed in continuous, 4-foot-wide columns along the entire back face of the wall, at 8 feet on center. The top of these drainage composite columns should terminate approximately 18 inches below the ground surface, where either hardscape or a minimum of 18 inches of relatively cohesive material should be placed as a cap (see Figure 9). These vertical columns of drainage material would then be connected at the bottom of the wall to a collection panel or a 1-cubic-foot rock pocket drained by a 4-inch subdrain pipe.
- 8.14.3 Subdrainage pipes at the base of the retaining wall drainage system should outlet to an acceptable location via controlled drainage structures.
- 8.14.4 Moisture affecting below grade walls is one of the most common post-construction complaints. Poorly applied or omitted waterproofing can lead to efflorescence or standing water. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.

8.15 Elevator Pit Design

- 8.15.1 The elevator pit slab and retaining wall should be designed by the project structural engineer. As a minimum the slab-on-grade for the elevator pit bottom should be at least 4 inches thick and reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions, positioned near the slab midpoint. Elevator pit walls may be designed in accordance with the recommendations in the *Foundation Design and Retaining Wall Design* section of this report (see Sections 8.7 to 8.8 and 8.12).
- 8.15.2 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent foundations and should be designed for each condition as the project progresses.
- 8.15.3 If retaining wall drainage is to be provided, the drainage system should be designed in accordance with the *Retaining Wall Drainage* section of this report (see Section 8.14).
- 8.15.4 It is suggested that the exterior walls and slab be waterproofed to prevent excessive moisture inside of the elevator pit. Waterproofing design and installation is not the responsibility of the geotechnical engineer.

8.16 Elevator Piston

- 8.16.1 If a plunger-type elevator piston is installed for this project, a deep drilled excavation will be required. It is important to verify that the drilled excavation is not situated immediately adjacent to a foundation or shoring pile, or the drilled excavation could compromise the existing foundation or pile support, especially if the drilling is performed subsequent to the foundation or pile construction.
- 8.16.2 Continuous observation of the drilling and installation of the elevator piston by the Geotechnical Engineer (a representative of Geocon West, Inc.) is required.
- 8.16.3 The annular space between the piston casing and drilled excavation wall should be filled with a minimum of 1½-sack slurry pumped from the bottom up. As an alternative, pea gravel may be utilized. The use of soil to backfill the annular space is not acceptable.

8.17 Temporary Excavations

- 8.17.1 Excavations on the order of 40 feet in height may be required for excavation and construction of the proposed subterranean levels and foundations. Excavation is anticipated to expose artificial fill, colluvium, and bedrock, which are considered suitable for vertical excavations up to 5 feet in height where loose soils or caving sands are not present, and where excavations are not surcharged by adjacent traffic or structures.
- 8.17.2 Excavations into bedrock should be observed by the Project Geologist (a representative of Geocon West, Inc.) during excavation to check for the presence of jointing or bedding which may require special recommendations for sloping and/or shoring. Any recommendations deemed necessary will be provided at that time.
- 8.17.3 Vertical excavations greater than 5 feet or where surcharged by existing structures or traffic loads will require sloping or shoring measures to provide a stable excavation. Where sufficient space is available, temporary unsurcharged embankments could be sloped back at a uniform 1:1 slope gradient or flatter up to a maximum height of 12 feet. A uniform slope does not have a vertical portion. Where space is limited, shoring measures will be required. *Shoring* data is provided in Section 8.18 of this report.
- 8.17.4 Where sloped embankments are utilized, the top of the slope should be barricaded to prevent vehicles and storage loads at the top of the slope within a horizontal distance equal to the height of the slope. If the temporary construction embankments are to be maintained during the rainy season, berms are suggested along the tops of the slopes where necessary to prevent runoff water from entering the excavation and eroding the slope faces. Geocon personnel should inspect the soils exposed in the cut slopes during excavation so that modifications of the slopes can be made if variations in the soil conditions occur. All excavations should be stabilized within 30 days of initial excavation.

8.18 Shoring – Soldier Pile Design and Installation

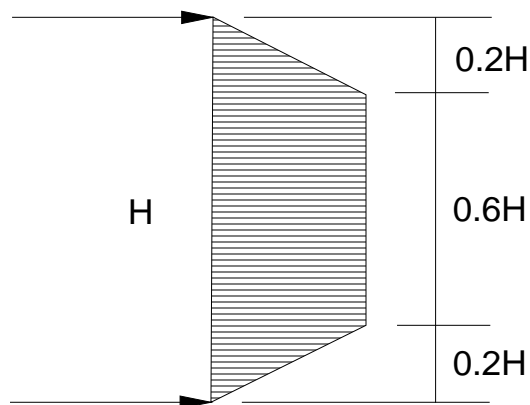
- 8.18.1 The following information on the design and installation of shoring is preliminary. Review of the final shoring plans and specifications should be made by this office prior to bidding or negotiating with a shoring contractor.
- 8.18.2 One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. Where maximum excavation heights are less than 12 feet the soldier piles are typically designed as cantilevers. Where excavations exceed 12 feet or are surcharged, soldier piles may require lateral bracing utilizing drilled tie-back anchors or raker braces to maintain an economical steel beam size and prevent excessive deflection. The size of the steel beam, the need for lateral bracing, and the acceptable shoring deflection should be determined by the project shoring engineer.
- 8.18.3 The design embedment of the shoring pile toes must be maintained during excavation activities. The toes of the perimeter shoring piles should be deepened to take into account any required excavations necessary for foundations and/or adjacent drainage systems.
- 8.18.4 Drilled cast-in-place soldier piles should be placed no closer than 3 diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the soil. For design purposes, an allowable passive value for the soils below the bottom plane of excavation may be assumed to be 600 psf per foot. The allowable passive value may be doubled for isolated piles, spaced a minimum of three times the pile diameter. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed bedrock.
- 8.18.5 Local seepage may be encountered during excavations for the proposed soldier piles, especially if conducted during the rainy season. If more than 6 inches of water is present in the bottom of the excavation, a tremie is required to place the concrete into the bottom of the hole. A tremie should consist of a rigid, water-tight tube having a diameter of not less than 6 inches with a hopper at the top. The tube should be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie should be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end should be closed at the start of the work to prevent water entering the tube and should be entirely sealed at all

times, except when the concrete is being placed. The tremie tube should be kept full of concrete. The flow should be continuous until the work is completed and the resulting concrete seal should be monolithic and homogeneous. The tip of the tremie tube should always be kept about 5 feet below the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete.

- 8.18.6 A special concrete mix should be used for concrete to be placed below water. The design should provide for concrete with an unconfined compressive strength psi of 1,000 psi over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste should be included. The slump should be commensurate to any research report for the admixture, provided that it should also be the minimum for a reasonable consistency for placing when water is present.
- 8.18.7 The contractor should be aware that some difficult drilling conditions could be encountered, such as existing foundation elements or concretions in the bedrock, which could require coring and jack-hammering. The contractor should be prepared for these conditions prior to commencement of drilling activities.
- 8.18.8 The frictional resistance between the soldier piles and retained earth may be used to resist a vertical component load. The coefficient of friction may be taken as 0.3 based on uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 500 psf.
- 8.18.9 Due to the nature of the site soils, it is expected that continuous lagging between soldier piles will be required. However, it is recommended that the exposed soils be observed by the Geotechnical Engineer (a representative of Geocon West, Inc.), to verify the presence of any cohesive soils and the areas where lagging may be omitted.
- 8.18.10 The time between lagging excavation and lagging placement should be as short as possible. Soldier piles should be designed for the full-anticipated pressures. Due to arching in the soils, the pressure on the lagging will be less. It is recommended that the lagging be designed for the full design pressure but be limited to a maximum of 400 psf.
- 8.18.11 For the design of shoring, it is recommended that an equivalent fluid pressure based on the following table, be utilized for design. A diagram depicting the trapezoidal pressure distribution of lateral earth pressure is provided below the table. Calculation of the recommended shoring wall pressures are provided as Figure 10 and 11.

HEIGHT OF SHORING (FEET)	EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot) (ACTIVE PRESSURE)	EQUIVALENT FLUID PRESSURE (Pounds Per Square Foot per Foot) Trapezoidal –Active (Where H is the height of the shoring in feet)
Up to 20	25	16H
Up to 40	34	21H

Trapezoidal Distribution of Pressure



- 8.18.12 It is very important to note that active pressures can only be achieved when movement in the soil (earth wall) occurs. If movement in the soil is not acceptable, such as adjacent to an existing structure, or the pile is restrained from movement by bracing or a tie back anchor, an at-rest pressure of 45 pcf should be considered for walls of up to 20 feet in height and an at-rest pressure of 55 pcf should be considered for walls of up to 40 feet in height for design purposes.
- 8.18.13 Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressure should be added for a surcharge condition due to slopes, vehicular traffic or adjacent structures and should be designed for each condition. The surcharge pressure should be evaluated in accordance with the recommendations in Section 8.25 of this report.
- 8.18.14 In addition to the recommended earth pressure, the upper ten feet of the shoring adjacent to the street or driveway areas should be designed to resist a uniform lateral pressure of 100 psf, acting as a result of an assumed 300 psf surcharge behind the shoring due to normal street traffic. If the traffic is kept back at least 10 feet from the shoring, the traffic surcharge may be neglected.

- 8.18.15 It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. It is recommended that the deflection be minimized to prevent damage to existing structures and adjacent improvements. Where public right-of-ways are present or adjacent offsite structures do not surcharge the shoring excavation, the shoring deflection should be limited to less than 1 inch at the top of the shored embankment. Where offsite structures are within the shoring surcharge area it is recommended that the beam deflection be limited to less than ½ inch at the elevation of the adjacent offsite foundation, and no deflection at all if deflections will damage existing structures. The allowable deflection is dependent on many factors, such as the presence of structures and utilities near the top of the embankment, and will be assessed and designed by the project shoring engineer.
- 8.18.16 Because of the depth of the excavation, some means of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles.
- 8.18.17 Due to the depth of the depth of the excavation and proximity to adjacent structures, it is suggested that prior to excavation the existing improvements be inspected to document the present condition. For documentation purposes, photographs should be taken of preconstruction distress conditions and level surveys of adjacent grade and pavement should be considered. During excavation activities, the adjacent structures and pavement should be periodically inspected for signs of distress. In the even that distress or settlement is noted, an investigation should be performed and corrective measures taken sot that continued or worsened distress or settlement is mitigated. Documentation and monitoring of the offsite structures and improvements is not the responsibility of the geotechnical engineer.

8.19 Tie-Back Anchors

- 8.19.1 Tie-back anchors may be used with the soldier pile wall system to resist lateral loads. Post-grouted friction anchors are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge and to greater lengths if necessary to develop the desired capacities. The locations and depths of all offsite utilities should be thoroughly checked and incorporated into the drilling angle design for the tie-back anchors.

8.19.2 The capacities of the anchors should be determined by testing of the initial anchors as outlined in a following section. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. Anchors should be placed at least 6 feet on center to be considered isolated. Based on the height of the proposed excavation, it is anticipated that two rows of anchors may be required. For preliminary design purposes, it is estimated that drilled friction anchors constructed without utilizing post-grouting techniques will develop average skin frictions as follows:

- 10 feet below the top of the excavation – 1,300 pounds per square foot
- 20 feet below the top of the excavation – 1,800 pounds per square foot
- 30 feet below the top of the excavation – 2,200 pounds per square foot

8.19.3 Only the frictional resistance developed beyond the active wedge should be utilized in resisting lateral loads.

8.20 Anchor Installation

8.20.1 Tied-back anchors are typically installed between 20 and 40 degrees below the horizontal; however, occasionally alternative angles are necessary to avoid existing improvements and utilities. The locations and depths of all offsite utilities should be thoroughly checked prior to design and installation of the tie-back anchors. Caving of the anchor shafts, particularly within sand and gravel deposits or seepage zones, should be anticipated during installation and provisions should be implemented in order to minimize such caving. It is suggested that hollow-stem auger drilling equipment be used to install the anchors. The anchor shafts should be filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flush with the face of the excavation. The sand backfill should be placed by pumping; the sand may contain a small amount of cement to facilitate pumping.

8.21 Anchor Testing

8.21.1 All of the anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches. The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15-minute period in order for the anchor to be approved for the design loading.

- 8.21.2 At least ten percent of the anchors should be selected for "quick" 200 percent tests and three additional anchors should be selected for 24-hour 200 percent tests. The purpose of the 200 percent tests is to verify the friction value assumed in design. The anchors should be tested to develop twice the assumed friction value. These tests should be performed prior to installation of additional tiebacks. Where satisfactory tests are not achieved on the initial anchors, the anchor diameter and/or length should be increased until satisfactory test results are obtained.
- 8.21.3 The total deflection during the 24-hour 200 percent test should not exceed 12 inches. During the 24-hour tests, the anchor deflection should not exceed 0.75 inches measured after the 200 percent test load is applied.
- 8.21.4 For the "quick" 200 percent tests, the 200 percent test load should be maintained for 30 minutes. The total deflection of the anchor during the 200 percent quick tests should not exceed 12 inches; the deflection after the 200 percent load has been applied should not exceed 0.25 inch during the 30-minute period.
- 8.21.5 After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. The installation and testing of the anchors should be observed by a representative of this firm.

8.22 Internal Bracing

- 8.22.1 Rakers may be utilized to brace the soldier piles in lieu of tieback anchors. The raker bracing could be supported laterally by temporary concrete footings (deadmen) or by the permanent, interior footings. For design of such temporary footings or deadmen, poured with the bearing surface normal to rakers inclined at 45 degrees, a bearing value of 3,500 psf in competent bedrock, provided the shallowest point of the footing is at least one foot below the lowest adjacent grade.
- 8.22.2 The client should be aware that the utilization of rakers could significantly impact the construction schedule do to their intrusion into the construction site and potential interference with equipment. In addition, the raker footing plan should be checked by the project structural engineer to verify if there are any conflicts with the proposed structural foundations, and resolve any issues prior to commencement of construction activities.

8.23 Surcharge from Adjacent Structures and Improvements

- 8.23.1 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures and should be designed for each condition as the project progresses.

- 8.23.2 It is recommended that line-load surcharges from adjacent wall footings, use horizontal pressures generated from NAV-FAC DM 7.2. The governing equations are:

$$\text{For } x/H \leq 0.4$$

$$\sigma_H(z) = \frac{0.20 \left(\frac{z}{H} \right)}{\left[0.16 + \left(\frac{z}{H} \right)^2 \right]^2} \frac{Q_L}{H}$$

and

$$\text{For } x/H > 0.4$$

$$\sigma_H(x, z) = \frac{1.26 \left(\frac{x}{H} \right)^2 \left(\frac{z}{H} \right)}{\left[\left(\frac{x}{H} \right)^2 + \left(\frac{z}{H} \right)^2 \right]^2} \frac{Q_L}{H}$$

where x is the distance from the face of the excavation to the vertical line-load, H is the distance from the bottom of the footing to the bottom of excavation, z is the depth at which the horizontal pressure is desired, QL is the vertical line-load and σ_H is the horizontal pressure at depth z.

- 8.23.3 It is recommended that vertical point-loads, from construction equipment outriggers or adjacent building columns use horizontal pressures generated from NAV-FAC DM 7.2. The governing equations are:

$$\text{For } x/H \leq 0.4$$

$$\sigma(z) = \frac{0.28 \times \left(\frac{z}{H} \right)^2}{\left[0.16 + \left(\frac{z}{H} \right)^2 \right]^3} \times \frac{Q_p}{H^2}$$

and

$$\text{For } x/H > 0.4$$

$$\sigma(z) = \frac{1.77 \times \left(\frac{x}{H} \right)^2 \times \left(\frac{z}{H} \right)^2}{\left[\left(\frac{x}{H} \right)^2 + \left(\frac{z}{H} \right)^2 \right]^3} \times \frac{Q_p}{H^2}$$

then

$$\sigma'_H(z) = \sigma_H(z) \cos^2(1.1\theta)$$

where x is the distance from the face of the excavation to the vertical point-load, H is distance from the outrigger/bottom of column footing to the bottom of excavation, z is the depth at which the horizontal pressure is desired, Q_p is the vertical point-load, σ is the vertical pressure at depth z , Θ is the angle between a line perpendicular to the bulkhead and a line from the point-load to half the pile spacing at the bulkhead, and σ_H is the horizontal pressure at depth z .

8.24 Surface Drainage

- 8.24.1 Proper surface drainage is critical to the future performance of the project. Uncontrolled infiltration of irrigation excess and storm runoff into the supporting soils can adversely affect the performance of the planned improvements. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the original designed engineering properties. Proper drainage should be maintained at all times.
- 8.24.2 All site drainage should be collected and controlled in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. The site should be graded and maintained such that surface drainage is directed away from structures in accordance with 2013 CBC 1804.3 or other applicable standards. In addition, drainage should not be allowed to flow uncontrolled over any descending slope. Discharge from downspouts, roof drains and scuppers are not recommended onto unprotected soils within 5 feet of the building perimeter. Planters which are located adjacent to foundations should be sealed to prevent moisture intrusion into the soils providing foundation support. Landscape irrigation is not recommended within 5 feet of the building perimeter footings except when enclosed in protected planters.
- 8.24.3 Positive site drainage should be provided away from structures, pavement, and the tops of slopes to swales or other controlled drainage structures. The building pad and pavement areas should be fine graded such that water is not allowed to pond.

8.25 Additional Site Exploration

- 8.25.1 Based on the presence of an existing retaining wall bounding the south corner of the site near the intersection of North Hoover Street and Council Street, this area has been inaccessible to drilling machines. It is recommended that additional borings be conducted in this area with manual hand-auger equipment to establish the depth to bedrock.
- 8.25.2 Additional site exploration should also be considered at the north corner of the property to better establish the existing soil conditions. Although there are prior borings from 1967 and 1971 in this portion of the site, these borings were conducted prior to construction of the existing structures. Therefore, existing soil conditions may have been altered after the borings and during the prior construction activities.

8.26 Plan Review

- 8.26.1 Grading, shoring and foundation plans should be reviewed by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to finalization to verify that the plans have been prepared in substantial conformance with the recommendations of this report and to provide additional analyses or recommendations.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

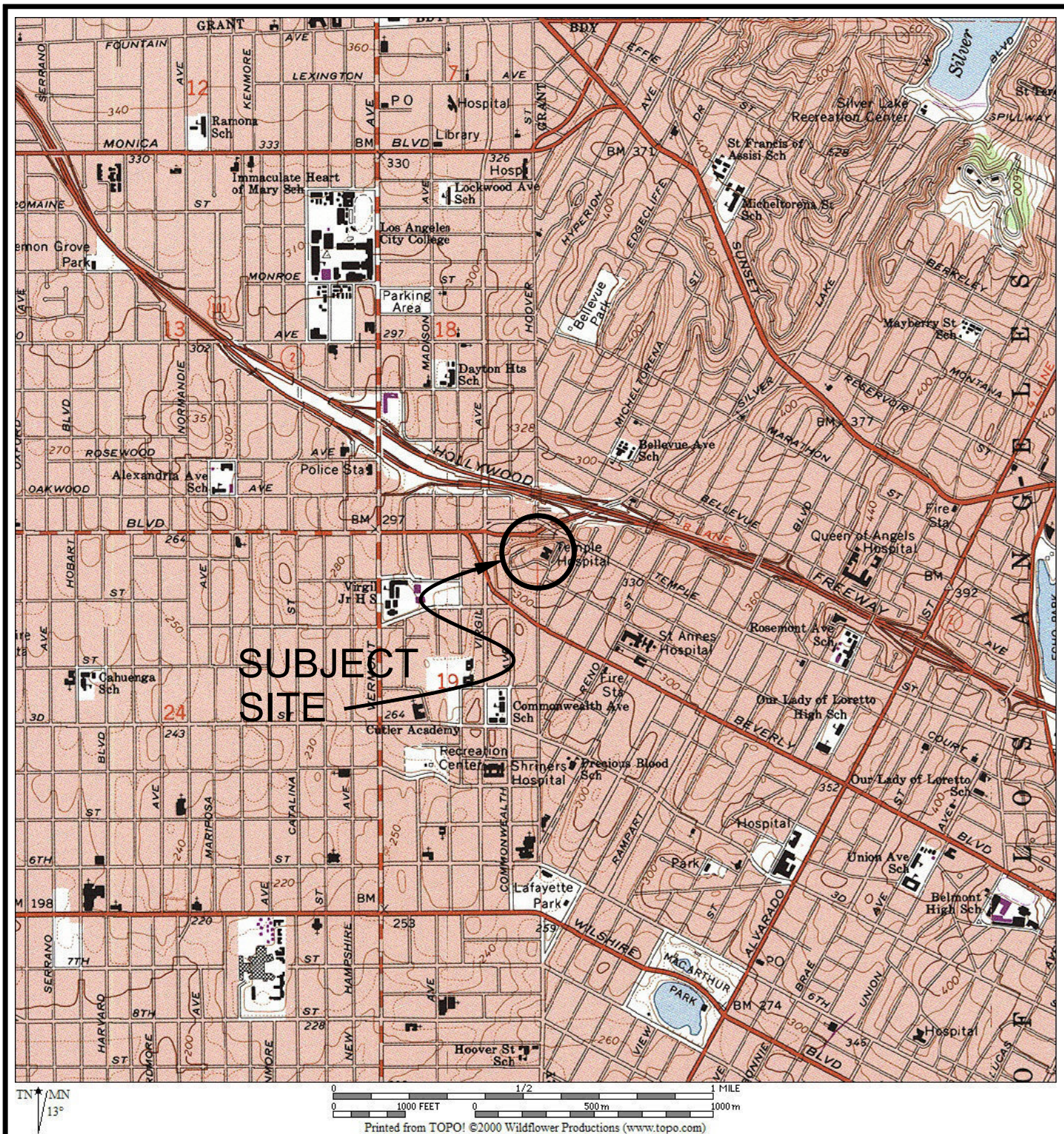
1. The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon West, Inc. should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon West, Inc.
2. This report is issued with the understanding that it is the responsibility of the owner, or of his representative, to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.
3. The findings of this report are valid as of the date of this report. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.
4. The firm that performed the geotechnical investigation for the project should be retained to provide testing and observation services during construction to provide continuity of geotechnical interpretation and to check that the recommendations presented for geotechnical aspects of site development are incorporated during site grading, construction of improvements, and excavation of foundations. If another geotechnical firm is selected to perform the testing and observation services during construction operations, that firm should prepare a letter indicating their intent to assume the responsibilities of project geotechnical engineer of record. A copy of the letter should be provided to the regulatory agency for their records. In addition, that firm should provide revised recommendations concerning the geotechnical aspects of the proposed development, or a written acknowledgement of their concurrence with the recommendations presented in our report. They should also perform additional analyses deemed necessary to assume the role of Geotechnical Engineer of Record.

LIST OF REFERENCES

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- Los Angeles County Department of Public Works, 2016b, Flood Zone Determination Website, <http://dpw.lacounty.gov/apps/wmd/floodzone/map.htm>.
- Los Angeles, County of, 1990, *Safety Element of the General Plan*.
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- U.S. Geological Survey, 1972, *Hollywood 7.5-Minute Topographic Map*.
- Topozada, T., Branum, D., Petersen, M., Hallstrom, C., and Reichle, M., 2000, *Epicenters and Areas Damaged by $M > 5$ California Earthquakes, 1800 – 1999*, California Geological Survey, Map Sheet 49.
- Ziony, J.I., and Jones, L.M., 1989, *Map Showing Late Quaternary Faults and 1978–1984 Seismicity of the Los Angeles Region, California*, U.S. Geological Survey Miscellaneous Field Studies Map MF-1964.



REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES, HOLLYWOOD, CA QUADRANGLE

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DRAFTED BY: SJB

CHECKED BY: SFK

VICINITY MAP

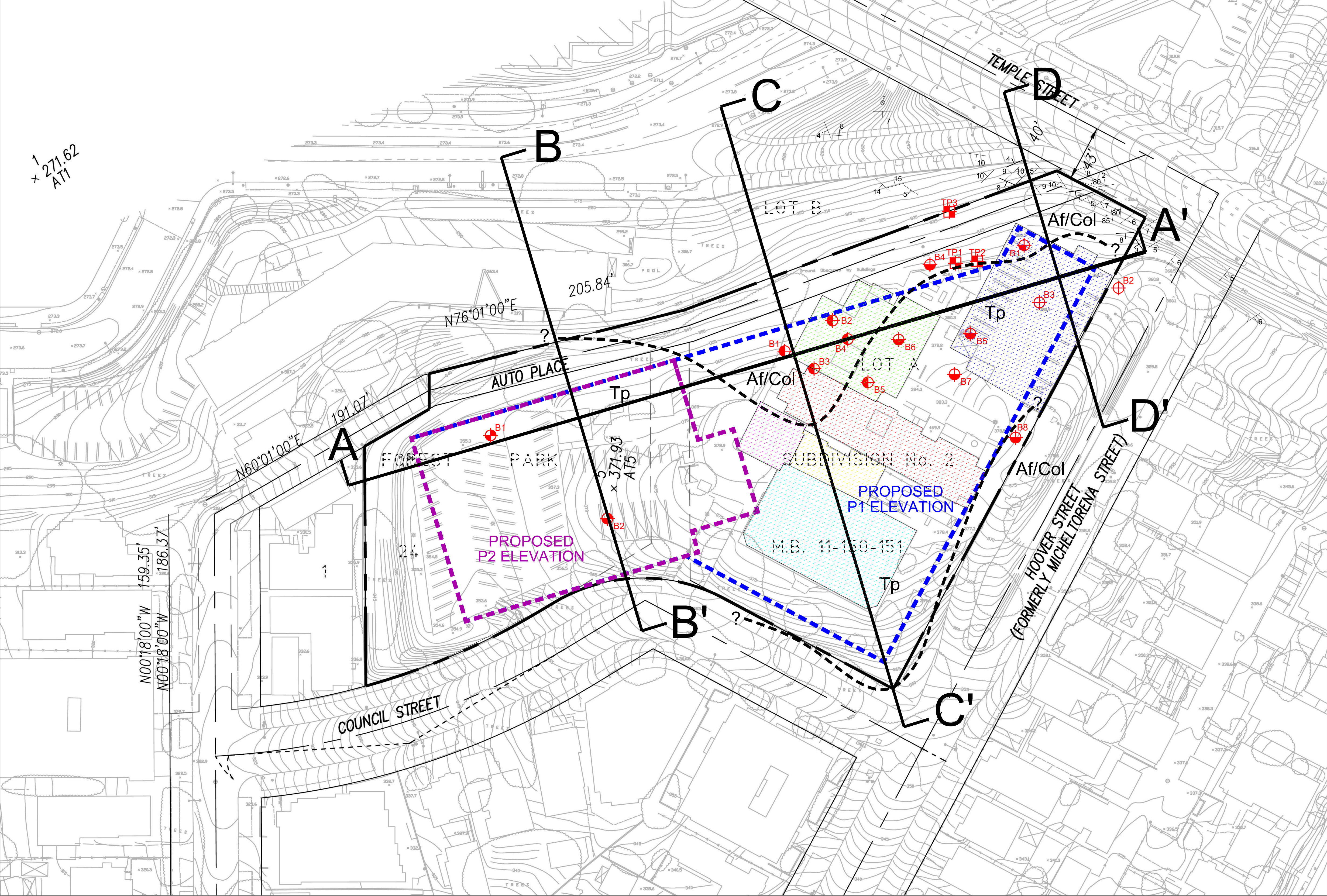
LATERRA DEVELOPMENT
235 NORTH HOOVER STREET
LOS ANGELES, CALIFORNIA

MARCH 2016

PROJECT NO. A9391-06-01

FIG. 1

10/2/2014 Topographic Site Survey



LEGEND

- Boring Location and Number
- Boring Location and Number (LCA, 1971)
- Boring Location and Number (LCA, 1967)
- Test Pit Location and Number (KBA, 1991)

Af/Col Artificial Fill / Colluvium

- Puente Formation
- Strike and Dip of Bedding
- Horizontal Bedding

Geologic Contact: Dashed where approximated, queried where questionable

Strike and Dip of Shear

Geologic Section

- Existing Parking Structure
- Mix of Conventional and Deepened Foundations
- Existing Patient Tower
- Deepened Foundations
- Existing Main Hospital Building
- Mix of Conventional and Deepened Foundations
- Existing Entrance Lobby
- Deepened Foundations
- Existing Entrancy Canopy
- No Information
- Existing "Unnamed Structure"
- No Information

(LCA, 1971)

B1	B2
4.5' 8' 39' 12'	17' 3-5'
17' 10' 49' 4'	20' 4-15'
23' 5' 51' 6'	24' 3'
23' 6' 59' 8'	24' 2-4'
23' 7' 63' 2-4'	24' 2'
35' 72' 2'	

B3	B4
5' 3' 17' 3-7'	39' 3'
9' 7-10' 21' 4'	48' 6'
12' 3-5' 22' 5'	50' 6'
17' 3' 25' 2'	59' 6'
	73' 6'
	74' 3'

(LCA, 1967)

B1	B2	B3
8.5' 6'	7' 6'	14' 7'
19' 6'	11' 8'	18' 7'
20.5' 6'	21' 14'	18' 7'
	16' 7'	16' 10'
	26' 10'	23' 8'
	29' 10'	23' 9'
	35' 9'	25' 8'
	42' 10'	33' 9'
		35' 6'

B5	B6	B7
10' 12'	6' 5'	3' 9'
10' 6'	11' 12'	4' 6'
12' 11'	15' 17'	11' 10'
16' 10'	20' 7'	18' 10'
22' 9'	32' 10'	25' 8'
28' 10'	36' 13'	
35' 8'		
42' 11'		

B8
11' 12'
12' 9'
18' 12'
30' 13'

(GEOCON, 2016)

B1	B2
9' 7'	7.3' 2'
13'-15' 1.84'	15' 6'
13.5' 5'	20.5' 2'
20.5' 3'	24.5' 2'
26' 2'	31' 4'
	33.5' 2'

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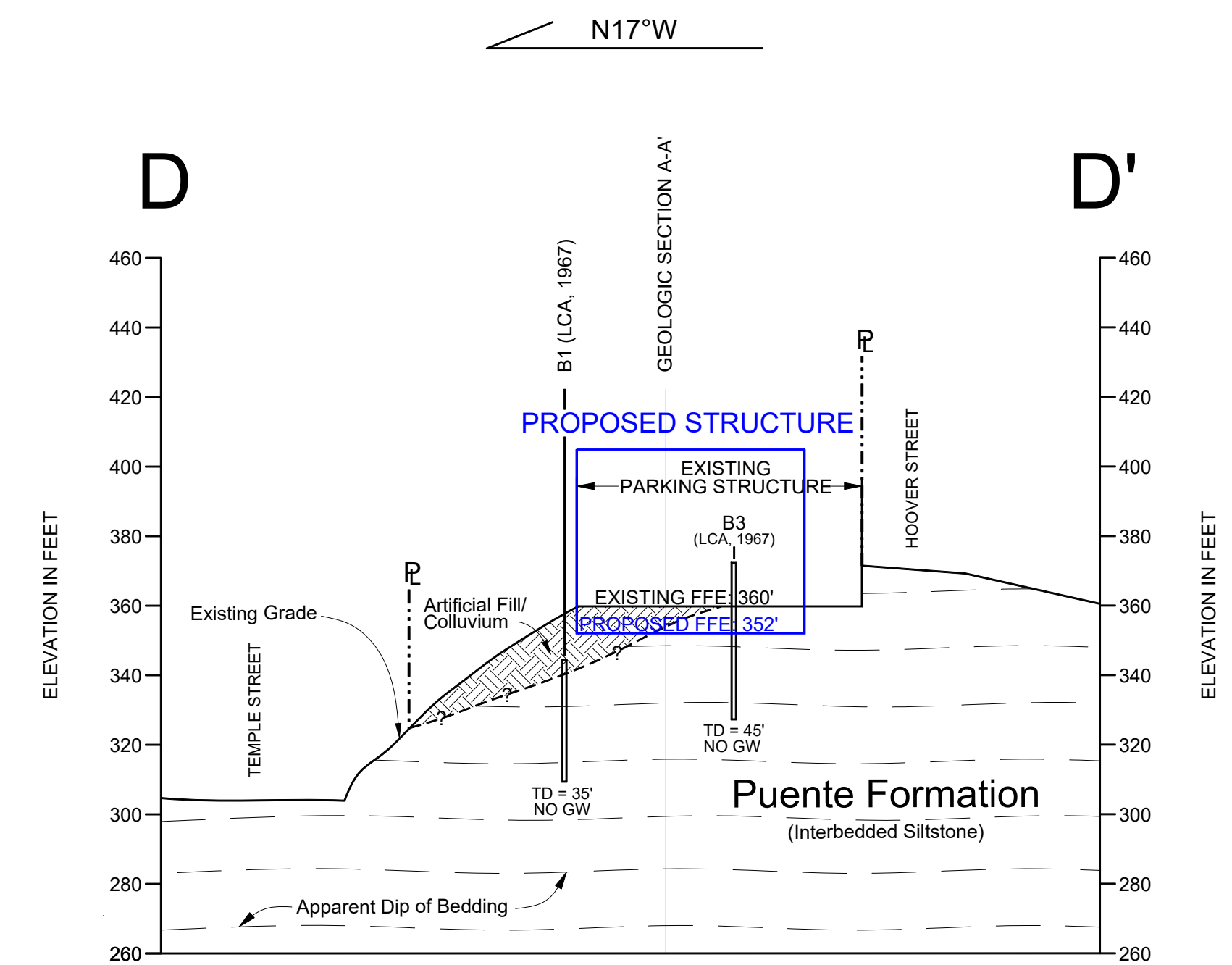
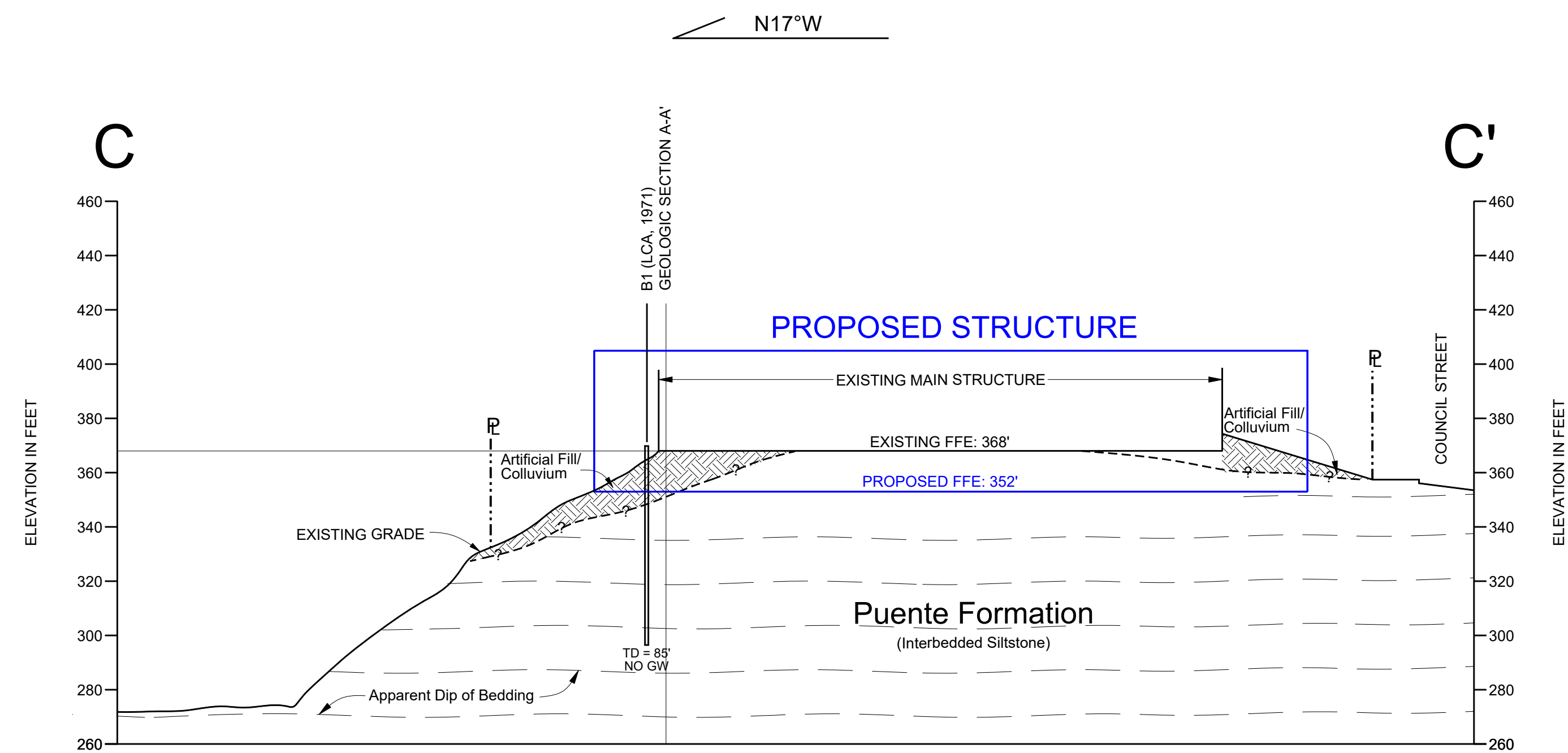
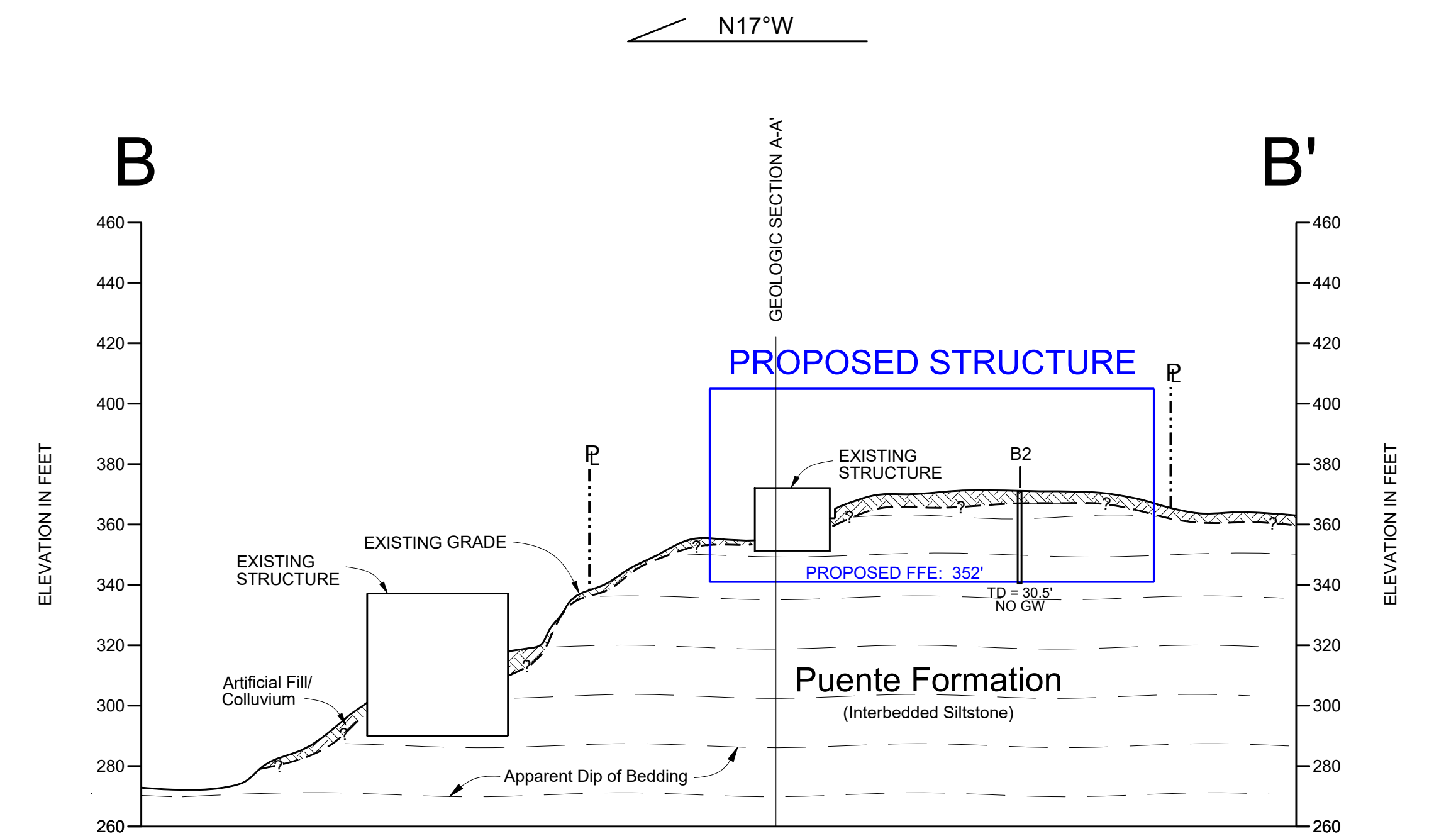
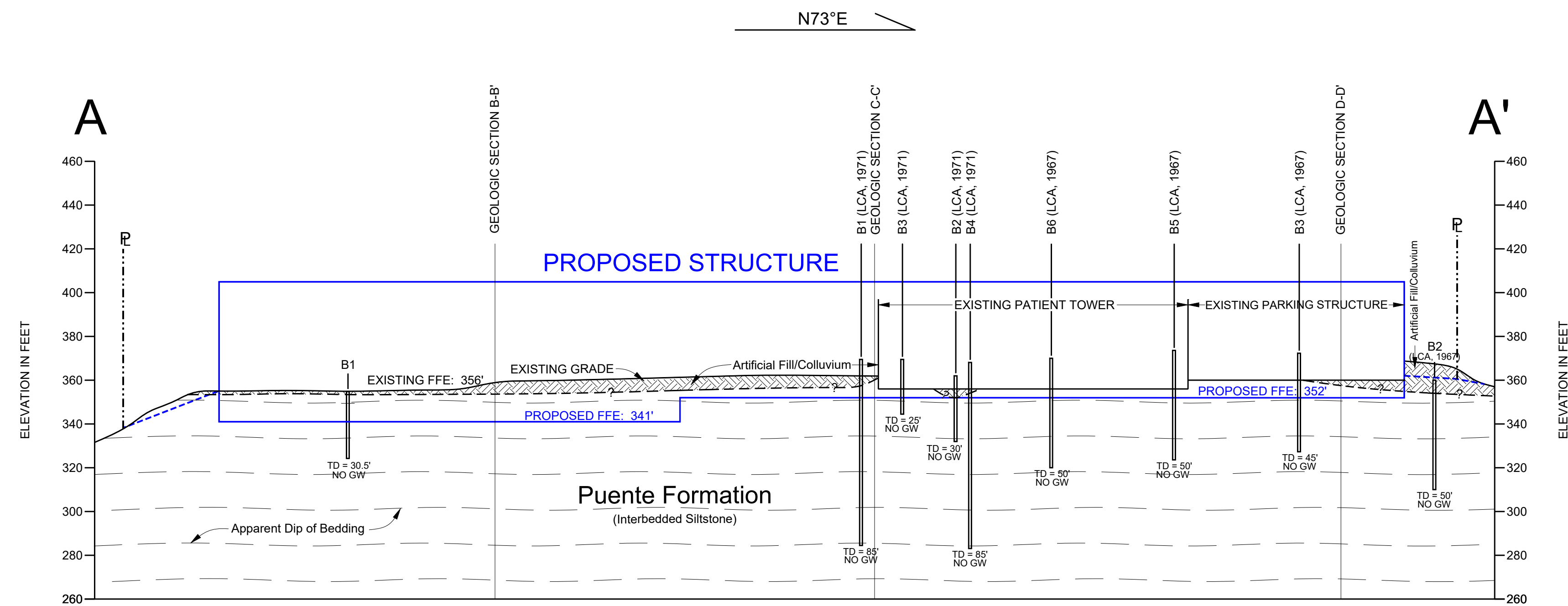
GEOLOGIC MAP & SITE PLAN

LATERRA DEVELOPMENT
235 NORTH HOOVER STREET
LOS ANGELES, CALIFORNIA

MARCH 2016

PROJECT NO. A9391-06-01

FIGURE 2

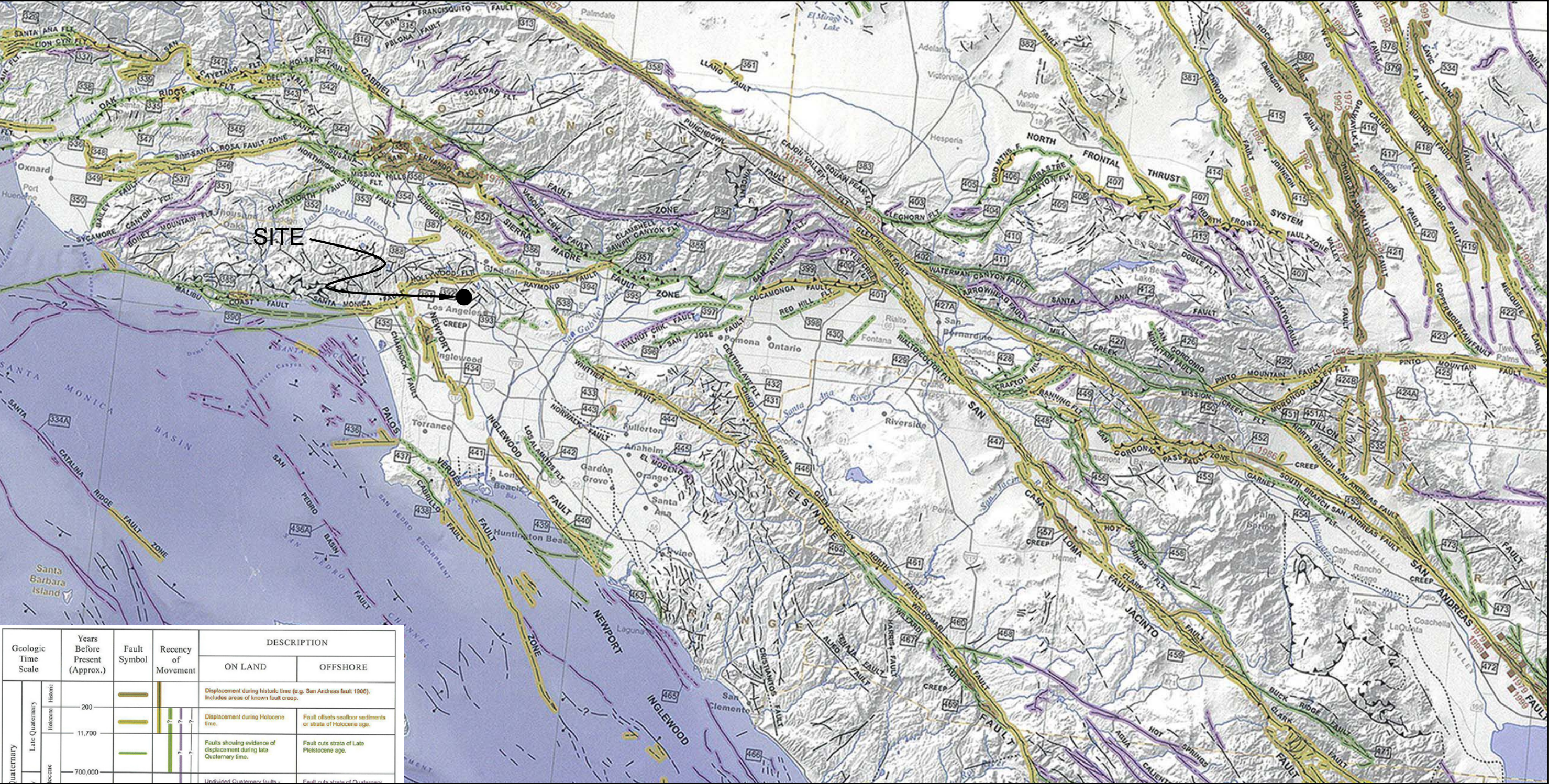


Note: Sections are for illustration purposes only. Not for construction.



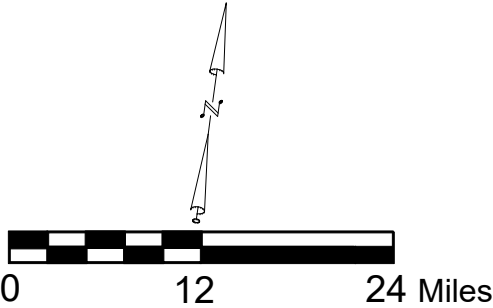
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DRAFTED BY: SJB	CHECKED BY: GAK	MARCH 2016	PROJECT NO. A9391-06-01
		FIGURE 3	

Reference: Jennings, C.W. and Bryant, W. A., 2010, Fault Activity Map of California, California Geological Survey Geologic Data Map No. 6.



Geologic Time Scale		Years Before Present (Approx.)	Fault Symbol	Recency of Movement	DESCRIPTION	
					ON LAND	OFFSHORE
Quaternary	Late Quaternary	Present			Displacement during historic time (e.g. San Andreas fault 1906). Includes areas of known fault creep.	
		200			Displacement during Holocene time.	Fault offsets seafloor sediments or strata of Holocene age.
	Pleistocene	11,700			Faults showing evidence of displacement during late Quaternary time.	Fault cuts strata of Late Pleistocene age.
Early Quaternary	Pleistocene	700,000			Undisplaced Quaternary faults; most faults in this category show evidence of displacement during the last 1,600,000 years; possible exceptions are faults which displace rocks of undifferentiated Plio-Pleistocene age.	Fault cuts strata of Quaternary age.
		1,600,000			Faults without recognized Quaternary displacement or showing evidence of no displacement during Quaternary time. Not necessarily inactive.	Fault cuts strata of Pliocene or older age.
Pre-Quaternary		4.5 billion (Age of Earth)				

* Quaternary now recognized as extending to 2.6 Ma (Walker and Geissman, 2009). Quaternary faults in this map were established using the previous 1.6 Ma criterion.



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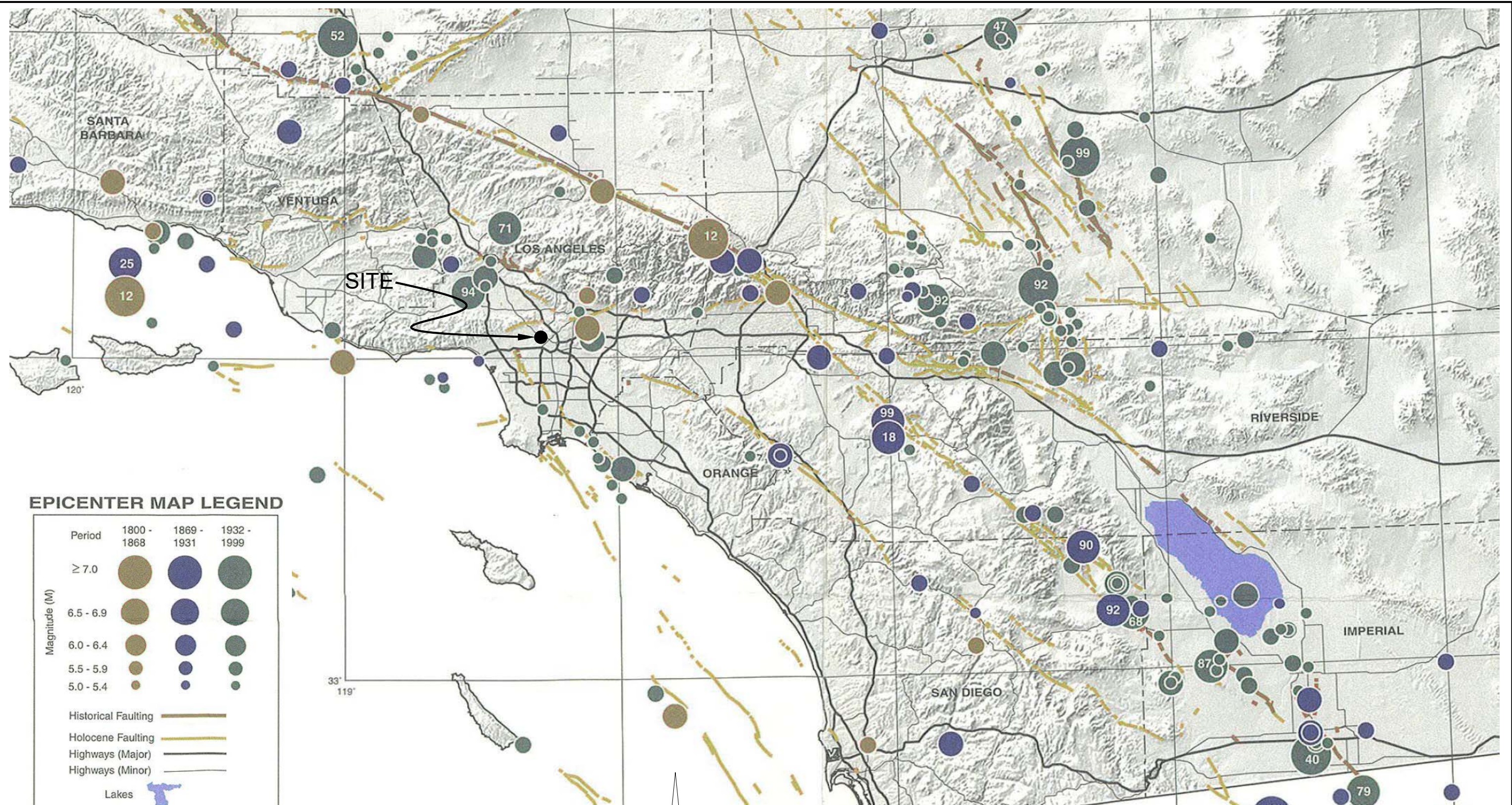
REGIONAL FAULT MAP

LATERRA DEVELOPMENT
235 NORTH HOOVER STREET
LOS ANGELES, CALIFORNIA

MARCH 2016

PROJECT NO. A9391-06-01

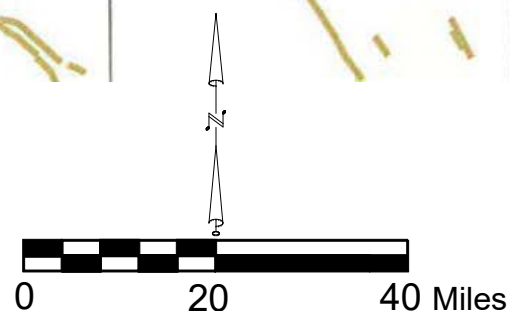
FIG. 4



EPICENTER MAP LEGEND

Period	1800 - 1868	1869 - 1931	1932 - 1999
≥ 7.0			
6.5 - 6.9			
6.0 - 6.4			
5.5 - 5.9			
5.0 - 5.4			
Historical Faulting			
Holocene Faulting			
Highways (Major)			
Highways (Minor)			
Lakes			
	Last two digits of M ≥ 6.5 earthquake year		

Reference: Topozada, T., Branum, D., Petersen, M., Hallstrom, C., Cramer, C., and Reichle, M., 2000, Epicenters and Areas Damaged by M>5 California Earthquakes, 1800 - 1999, California Geological Survey, Map Sheet 49.



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REGIONAL SEISMICITY MAP

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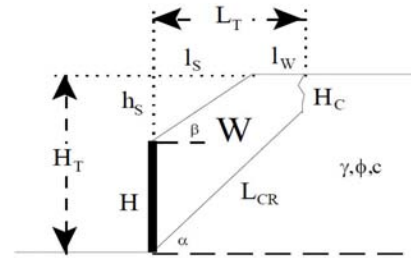
FIG. 5

Retaining Wall Design with Transitioned Backfill (Vector Analysis)

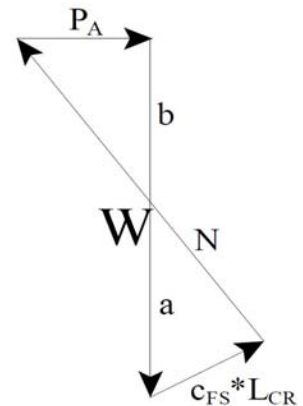
Input:

Retaining Wall Height	(H)	20.00 feet
Slope Angle of Backfill	(β)	0.0 degrees
Height of Slope above Wall	(h_s)	0.0 feet
Horizontal Length of Slope	(l_s)	0.0 feet
Total Height (Wall + Slope)	(H_T)	20.0 feet
Unit Weight of Retained Soils	(γ)	122.0 pcf
Friction Angle of Retained Soils	(ϕ)	25.0 degrees
Cohesion of Retained Soils	(c)	500.0 psf
Factor of Safety	(FS)	1.50

Factored Parameters:	(ϕ_{FS})	17.3 degrees
	(c_{FS})	333.3 psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) ft^2	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
45	7.9	169	20564.5	17.1	11677.0	8887.4	4672.1
46	7.8	164	19966.5	16.9	11218.1	8748.4	4795.8
47	7.7	159	19368.4	16.8	10782.2	8586.2	4903.6
48	7.6	154	18772.0	16.6	10368.1	8403.8	4996.0
49	7.6	149	18178.7	16.5	9974.7	8203.9	5073.0
50	7.5	144	17589.5	16.3	9600.8	7988.7	5134.8
51	7.5	139	17005.3	16.1	9245.0	7760.2	5181.5
52	7.4	135	16426.4	15.9	8906.2	7520.2	5213.3
53	7.4	130	15853.4	15.7	8583.2	7270.2	5230.1
54	7.4	125	15286.2	15.5	8274.7	7011.5	5232.1
55	7.4	121	14725.1	15.3	7979.7	6745.4	5219.3
56	7.5	116	14169.9	15.1	7697.0	6472.9	5191.5
57	7.5	112	13620.4	14.9	7425.5	6195.0	5148.8
58	7.5	107	13076.6	14.7	7164.1	5912.5	5091.1
59	7.6	103	12538.1	14.5	6911.9	5626.2	5018.2
60	7.7	98	12004.6	14.2	6667.8	5336.8	4930.0
61	7.8	94	11475.8	14.0	6430.8	5045.0	4826.3
62	7.9	90	10951.2	13.7	6199.9	4751.4	4707.0
63	8.0	85	10430.4	13.4	5973.9	4456.5	4571.7
64	8.2	81	9912.9	13.2	5751.9	4161.0	4420.3
65	8.3	77	9398.1	12.9	5532.7	3865.4	4252.6
66	8.5	73	8885.4	12.6	5315.1	3570.3	4068.4
67	8.8	69	8374.2	12.2	5097.8	3276.3	3867.5
68	9.0	64	7863.6	11.9	4879.5	2984.1	3649.9
69	9.3	60	7352.7	11.5	4658.4	2694.3	3415.4
70	9.6	56	6840.8	11.1	4432.8	2407.9	3164.4



Design Equations (Vector Analysis):
 $a = c_{FS} * L_{CR} * \sin(90 + \phi_{FS}) / \sin(\alpha - \phi_{FS})$
 $b = W - a$
 $P_A = b * \tan(\alpha - \phi_{FS})$
 $EFP = 2 * P_A / H^2$

Maximum Active Pressure Resultant

$P_{A, \max}$

5232.11 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of wall)

$EFP = 2 * P_A / H^2$

EFP

26.2 pcf

45.8 pcf

Design Wall for an Equivalent Fluid Pressure:

30 pcf

50 pcf

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DRAFTED BY: JMT

CHECKED BY: NDB

RETAINING WALL PRESSURE CALCULATION

LATERRA DEVELOPMENT
 235 NORTH HOOVER STREET
 LOS ANGELES, CALIFORNIA

MARCH 2016

PROJECT NO. A9391-06-01

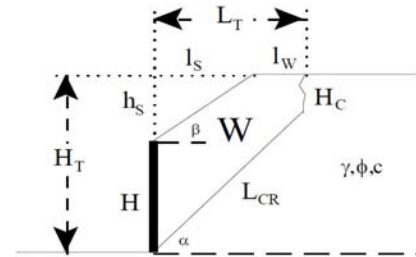
FIG. 6

Retaining Wall Design with Transitioned Backfill (Vector Analysis)

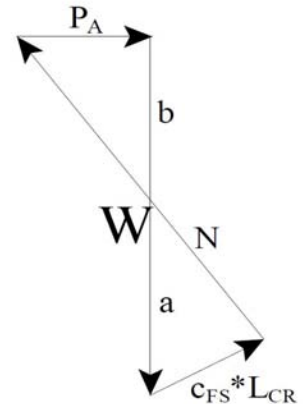
Input:

Retaining Wall Height	(H)	40.00 feet
Slope Angle of Backfill	(β)	0.0 degrees
Height of Slope above Wall	(h_s)	0.0 feet
Horizontal Length of Slope	(l_s)	0.0 feet
Total Height (Wall + Slope)	(H_T)	40.0 feet
Unit Weight of Retained Soils	(γ)	122.0 pcf
Friction Angle of Retained Soils	(ϕ)	25.0 degrees
Cohesion of Retained Soils	(c)	500.0 psf
Factor of Safety	(FS)	1.50

Factored Parameters:	(ϕ_{FS})	17.3 degrees
	(c_{FS})	333.3 psf



Failure Angle (α) degrees	Height of Tension Crack (H_c) feet	Area of Wedge (A) feet ²	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
45	7.9	769	93764.5	45.4	31025.1	62739.3	32982.2
46	7.8	743	90654.9	44.7	29628.8	61026.1	33453.8
47	7.7	718	87628.5	44.1	28334.3	59294.2	33863.3
48	7.6	694	84681.5	43.6	27132.0	57549.5	34212.5
49	7.6	671	81810.4	43.0	26013.4	55797.1	34502.7
50	7.5	648	79011.6	42.4	24970.6	54041.0	34735.0
51	7.5	625	76281.4	41.9	23997.0	52284.4	34910.3
52	7.4	603	73616.5	41.3	23086.3	50530.2	35029.2
53	7.4	582	71013.5	40.8	22233.1	48780.4	35092.3
54	7.4	561	68469.2	40.3	21432.3	47036.9	35099.8
55	7.4	541	65980.3	39.8	20679.4	45300.9	35051.7
56	7.5	521	63543.9	39.3	19970.3	43573.6	34947.8
57	7.5	501	61157.1	38.8	19301.2	41855.9	34787.7
58	7.5	482	58817.0	38.3	18668.7	40148.3	34570.8
59	7.6	463	56521.1	37.8	18069.7	38451.5	34296.3
60	7.7	445	54266.7	37.3	17501.1	36765.6	33963.1
61	7.8	427	52051.2	36.8	16960.3	35090.9	33570.0
62	7.9	409	49872.4	36.4	16444.7	33427.7	33115.2
63	8.0	391	47727.7	35.9	15951.8	31775.9	32597.2
64	8.2	374	45614.9	35.4	15479.4	30135.6	32013.8
65	8.3	357	43531.8	34.9	15025.0	28506.8	31362.7
66	8.5	340	41476.2	34.4	14586.6	26889.6	30641.2
67	8.8	323	39445.7	33.9	14161.8	25284.0	29846.5
68	9.0	307	37438.3	33.4	13748.3	23690.0	28975.4
69	9.3	291	35451.6	32.9	13343.9	22107.7	28024.4
70	9.6	274	33483.4	32.4	12945.9	20537.5	26989.6



Design Equations (Vector Analysis):
 $a = c_{FS} * L_{CR} * \sin(90 + \phi_{FS}) / \sin(\alpha - \phi_{FS})$
 $b = W - a$
 $P_A = b * \tan(\alpha - \phi_{FS})$
 $EFP = 2 * P_A / H^2$

Maximum Active Pressure Resultant

$P_{A, max}$

35099.81 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of wall)

$$EFP = 2 * P_A / H^2$$

EFP

43.9 pcf

63.5 pcf

Design Wall for an Equivalent Fluid Pressure:

44 pcf

64 pcf

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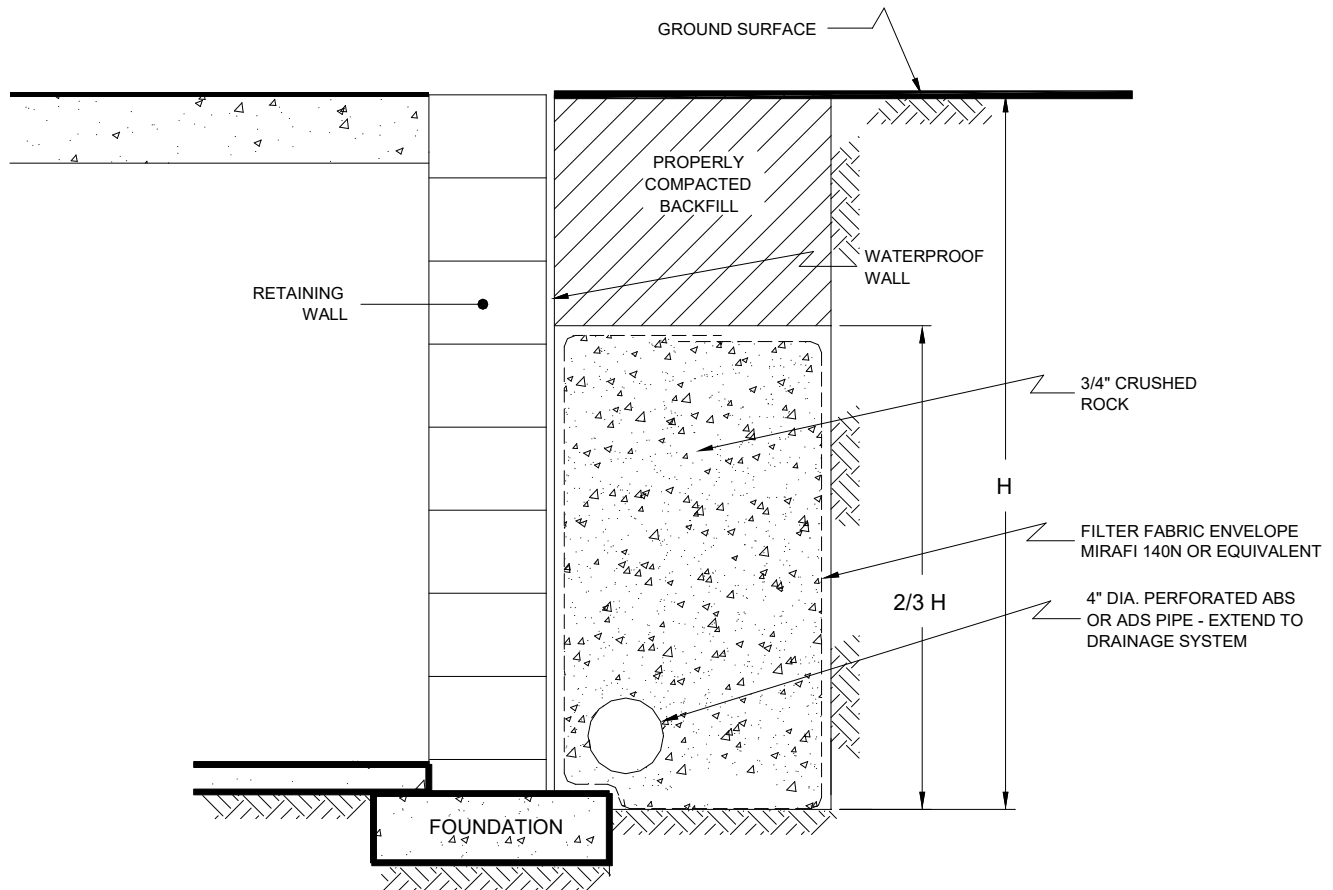
RETAINING WALL PRESSURE CALCULATION

LATERRA DEVELOPMENT
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FIG. 7



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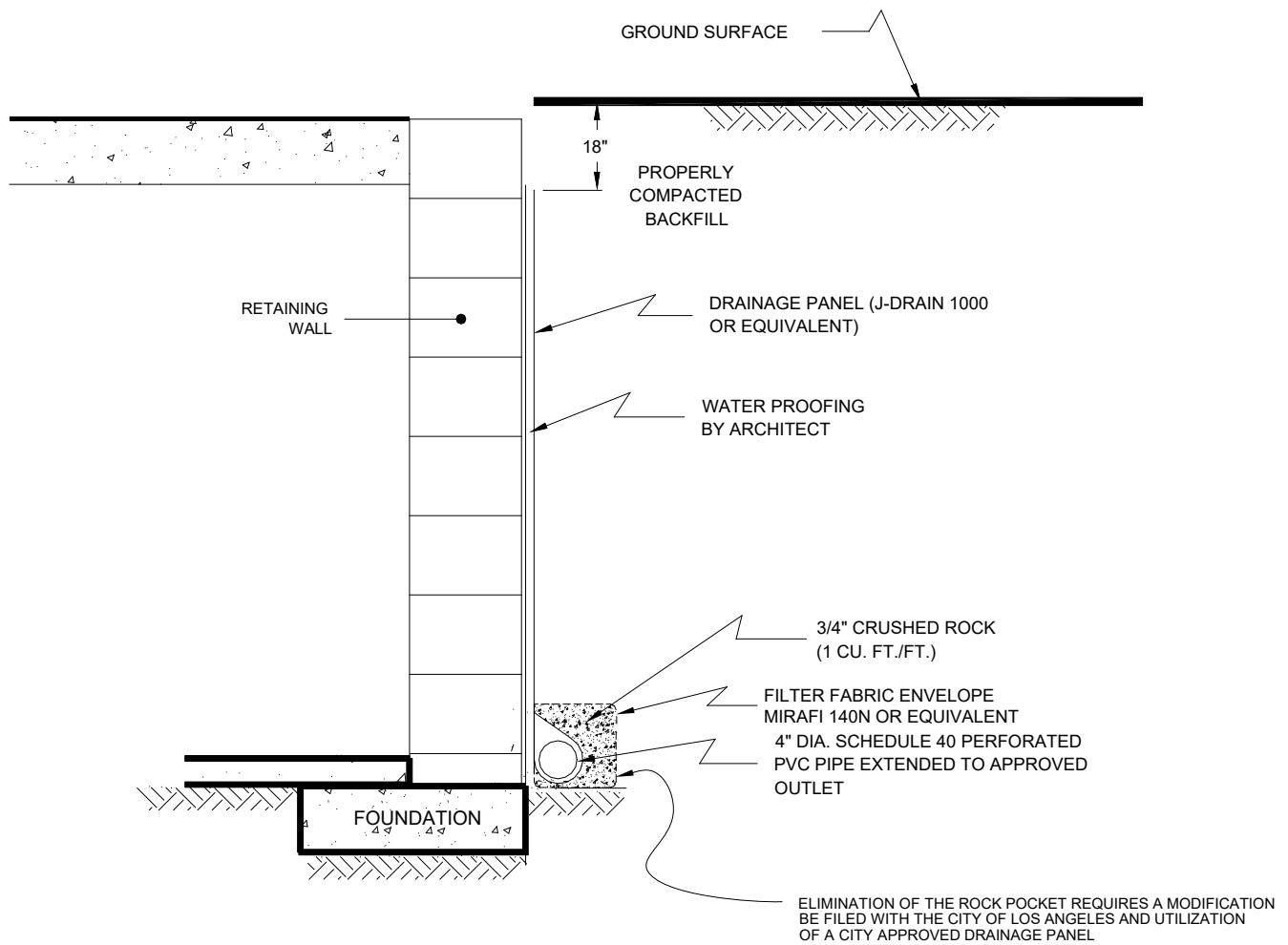
RETAINING WALL DRAIN DETAIL

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FIG. 8



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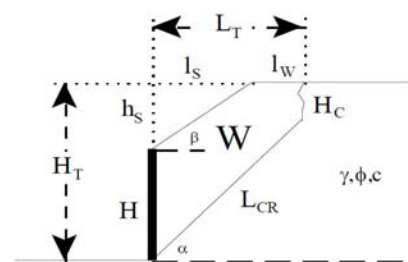
FIG. 9

Shoring Design with Transitioned Backfill (Vector Analysis)

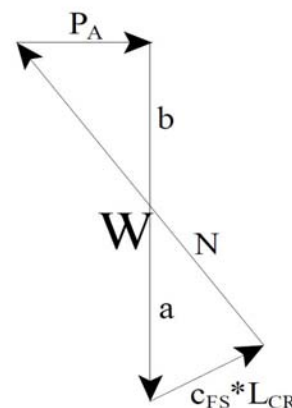
Input:

Shoring Height (H) 20.00 feet
 Slope Angle of Backfill (β) 0.0 degrees
 Height of Slope above Shoring (h_s) 0.0 feet
 Horizontal Length of Slope (l_s) 0.0 feet
 Total Height (Shoring + Slope) (H_T) 20.0 feet
 Unit Weight of Retained Soils (γ) 122.0 pcf
 Friction Angle of Retained Soils (ϕ) 25.0 degrees
 Cohesion of Retained Soils (c) 500.0 psf
 Factor of Safety (FS) 1.25

Factored Parameters:
 (ϕ_{FS}) 20.5 degrees
 (c_{FS}) 400.0 psf



Failure Angle (α) degrees	Height of Tension Crack (H_c) feet	Area of Wedge (A) feet ²	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
45	10.5	145	17727.0	13.5	12174.3	5552.7	2535.5
46	10.3	142	17366.5	13.5	11773.7	5592.8	2672.7
47	10.1	139	16973.8	13.6	11376.0	5597.8	2796.1
48	9.9	136	16555.8	13.6	10984.4	5571.4	2905.5
49	9.8	132	16118.2	13.5	10601.0	5517.2	3000.8
50	9.7	128	15665.5	13.5	10227.3	5438.1	3082.0
51	9.6	125	15201.0	13.4	9864.0	5337.0	3149.0
52	9.5	121	14727.7	13.3	9511.3	5216.3	3201.9
53	9.5	117	14247.7	13.2	9169.4	5078.3	3240.5
54	9.5	113	13762.8	13.0	8837.8	4925.0	3265.0
55	9.4	109	13274.4	12.9	8516.3	4758.1	3275.3
56	9.5	105	12783.5	12.7	8204.1	4579.3	3271.5
57	9.5	101	12290.8	12.6	7900.8	4390.1	3253.5
58	9.5	97	11797.1	12.4	7605.4	4191.7	3221.3
59	9.6	93	11302.6	12.2	7317.1	3985.5	3175.0
60	9.7	89	10807.5	12.0	7035.1	3772.5	3114.5
61	9.7	85	10312.1	11.7	6758.3	3553.8	3039.8
62	9.9	80	9816.2	11.5	6485.7	3330.5	2950.9
63	10.0	76	9319.6	11.2	6216.2	3103.4	2847.9
64	10.2	72	8822.1	10.9	5948.6	2873.6	2730.9
65	10.4	68	8323.4	10.6	5681.5	2641.9	2600.0
66	10.6	64	7822.8	10.3	5413.4	2409.3	2455.4
67	10.8	60	7319.7	10.0	5142.8	2176.9	2297.3
68	11.1	56	6813.5	9.6	4867.8	1945.6	2126.4
69	11.4	52	6303.0	9.2	4586.3	1716.7	1943.2
70	11.8	47	5787.2	8.7	4295.9	1491.3	1748.7



Design Equations (Vector Analysis):
 $a = c_{FS} * L_{CR} * \sin(90 + \phi_{FS}) / \sin(\alpha - \phi_{FS})$
 $b = W - a$
 $P_A = b * \tan(\alpha - \phi_{FS})$
 $EFP = 2 * P_A / H^2$

Maximum Active Pressure Resultant

$P_{A, max}$

3275.32 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2 * P_A / H^2$

EFP

16.4 pcf

36.9 pcf

Design Shoring for an Equivalent Fluid Pressure:

25 pcf

45 pcf

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CHECKED BY: NDB

SHORING PRESSURE CALCULATION

LATERRA DEVELOPMENT
 235 NORTH HOOVER STREET
 LOS ANGELES, CALIFORNIA

MARCH 2016

PROJECT NO. A9391-06-01

FIG. 10

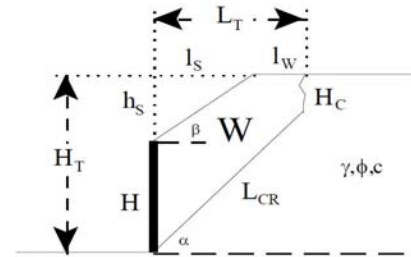
Shoring Design with Transitioned Backfill (Vector Analysis)

Input:

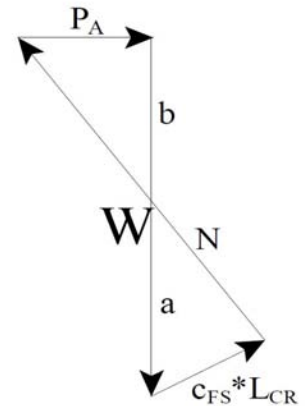
Shoring Height (H) 40.00 feet
 Slope Angle of Backfill (β) 0.0 degrees
 Height of Slope above Shoring (h_s) 0.0 feet
 Horizontal Length of Slope (l_s) 0.0 feet
 Total Height (Shoring + Slope) (H_T) 40.0 feet

Unit Weight of Retained Soils (γ) 122.0 pcf
 Friction Angle of Retained Soils (φ) 25.0 degrees
 Cohesion of Retained Soils (c) 500.0 psf
 Factor of Safety (FS) 1.25

Factored Parameters: (φ_{FS}) 20.5 degrees
 (c_{FS}) 400.0 psf



Failure Angle (α) degrees	Height of Tension Crack (H _C) feet	Area of Wedge (A) feet ²	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L _{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P _A) lbs/lineal foot
45	10.5	745	90927.0	41.8	37694.5	53232.5	24306.8
46	10.3	722	88054.9	41.3	35939.9	52115.0	24904.7
47	10.1	699	85233.9	40.9	34311.1	50922.8	25436.0
48	9.9	676	82465.4	40.5	32796.8	49668.6	25902.3
49	9.8	654	79750.0	40.0	31386.8	48363.2	26305.2
50	9.7	632	77087.6	39.6	30071.8	47015.7	26645.9
51	9.6	610	74477.2	39.1	28843.4	45633.8	26925.6
52	9.5	589	71917.8	38.7	27694.1	44223.7	27145.1
53	9.5	569	69407.9	38.2	26616.8	42791.1	27305.2
54	9.5	549	66945.7	37.8	25605.3	41340.4	27406.4
55	9.4	529	64529.6	37.3	24653.9	39875.7	27449.0
56	9.5	509	62157.5	36.8	23757.4	38400.1	27433.2
57	9.5	490	59827.5	36.4	22911.0	36916.5	27358.8
58	9.5	472	57537.5	35.9	22110.2	35427.3	27225.8
59	9.6	453	55285.6	35.5	21351.1	33934.5	27033.5
60	9.7	435	53069.6	35.0	20629.7	32439.9	26781.5
61	9.7	417	50887.5	34.6	19942.6	30944.9	26468.8
62	9.9	399	48737.3	34.1	19286.5	29450.8	26094.5
63	10.0	382	46616.9	33.7	18658.0	27958.8	25657.4
64	10.2	365	44524.2	33.2	18054.2	26469.9	25156.1
65	10.4	348	42457.1	32.7	17472.0	24985.1	24588.9
66	10.6	331	40413.5	32.2	16908.5	23505.0	23954.1
67	10.8	315	38391.3	31.7	16360.6	22030.7	23249.8
68	11.1	298	36388.2	31.2	15825.2	20562.9	22473.7
69	11.4	282	34401.9	30.6	15299.2	19102.6	21623.6
70	11.8	266	32429.9	30.0	14779.1	17650.8	20697.2



Design Equations (Vector Analysis):
 $a = c_{FS} * L_{CR} * \sin(90 + \phi_{FS}) / \sin(\alpha - \phi_{FS})$
 $b = W - a$
 $P_A = b * \tan(\alpha - \phi_{FS})$
 $EFP = 2 * P_A / H^2$

Maximum Active Pressure Resultant

$P_{A, max}$

27449.02 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2 * P_A / H^2$

EFP

34.3 pcf

54.9 pcf

Design Shoring for an Equivalent Fluid Pressure:

34 pcf

55 pcf

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CHECKED BY: NDB

SHORING PRESSURE CALCULATION

LATERRA DEVELOPMENT
 235 NORTH HOOVER STREET
 LOS ANGELES, CALIFORNIA

MARCH 2016

PROJECT NO. A9391-06-01

FIG. 11

APPENDIX

A

APPENDIX A







FIELD INVESTIGATION

The site was explored on March 2, 2016, by excavating two 24-inch diameter borings to depths of approximately 30½ feet and 40½ feet below the existing ground surface utilizing a truck-mounted bucket auger drilling machine. The borings were downhole logged by a Certified Engineering Geologist. Representative and relatively undisturbed samples were obtained by driving a 3 inch, O. D., California Modified Sampler into the “undisturbed” soil mass with blows from a Kelly bar falling 12 inches with the follow weights: 0-24 feet, 2400 pounds; 24-44 feet, 1550 pounds. The California Modified Sampler was equipped with 1-inch high by 2 ⅜-inch diameter brass sampler rings to facilitate soil removal and testing. Bulk samples were also obtained.

The soil conditions encountered in the borings were visually examined, classified and logged in general accordance with the Unified Soil Classification System (USCS). Logs of the borings are presented on Figures A1 and A2. The logs depict the soil and geologic conditions encountered and the depth at which samples were obtained.

A9391-06-01 BORING LOGS.GPJ







SAMPLE SYMBOLS

 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

A9391-06-01 BORING LOGS.GPJ







SAMPLE SYMBOLS

 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

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A9391-06-01 BORING LOGS.GPJ







SAMPLE SYMBOLS

 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

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A9391-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

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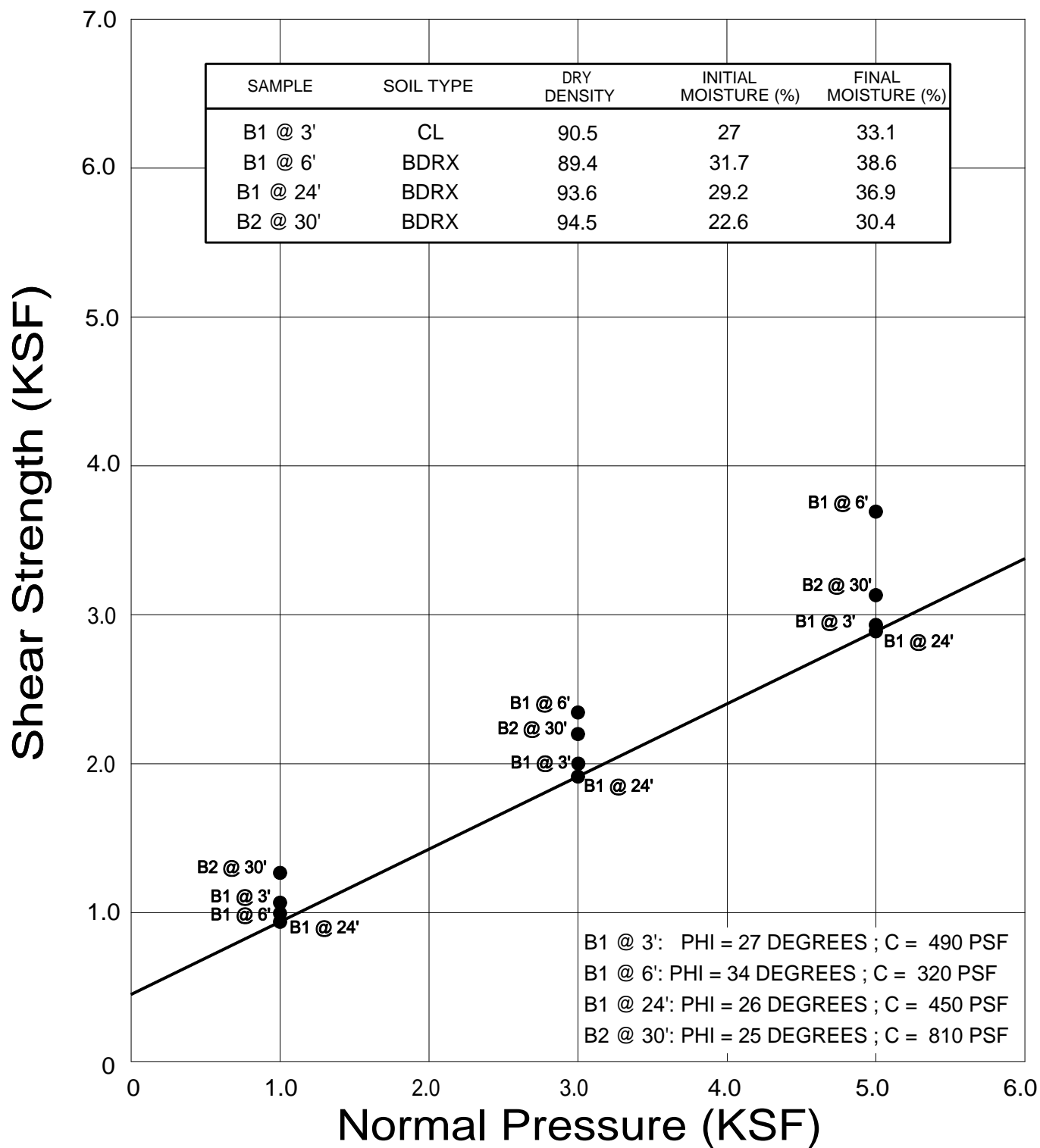
APPENDIX

B

APPENDIX B

LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the “American Society for Testing and Materials (ASTM)”, or other suggested procedures. Selected samples were tested for direct shear strength, consolidation, expansion characteristics, corrosivity, and in-place dry density and moisture content. The results of the laboratory tests are summarized in Figures B1 through B5. The in-place dry density and moisture content of the samples tested are presented on the boring logs, Appendix A.



● Direct Shear, Saturated

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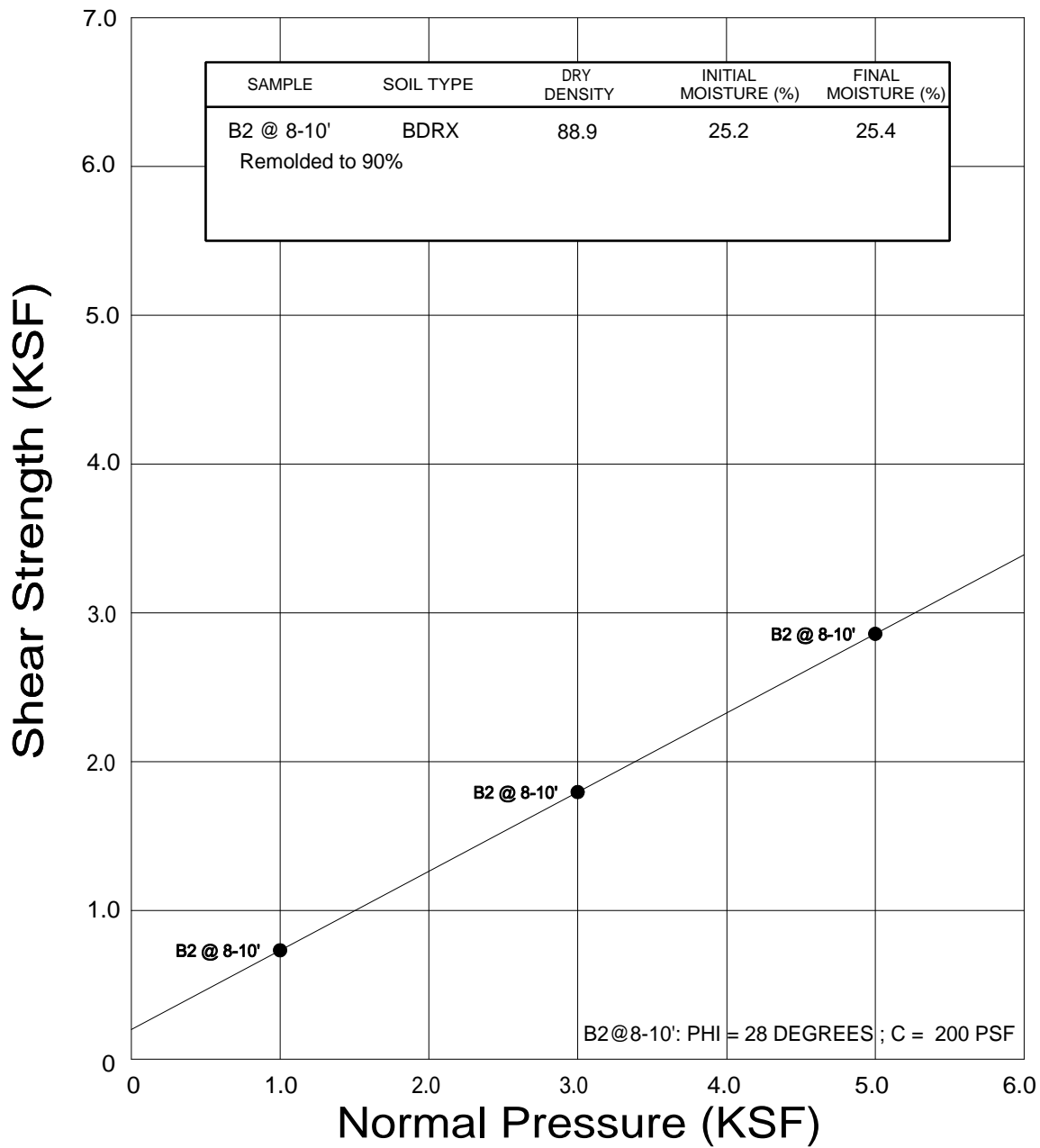
DIRECT SHEAR TEST RESULTS

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FIG. B1



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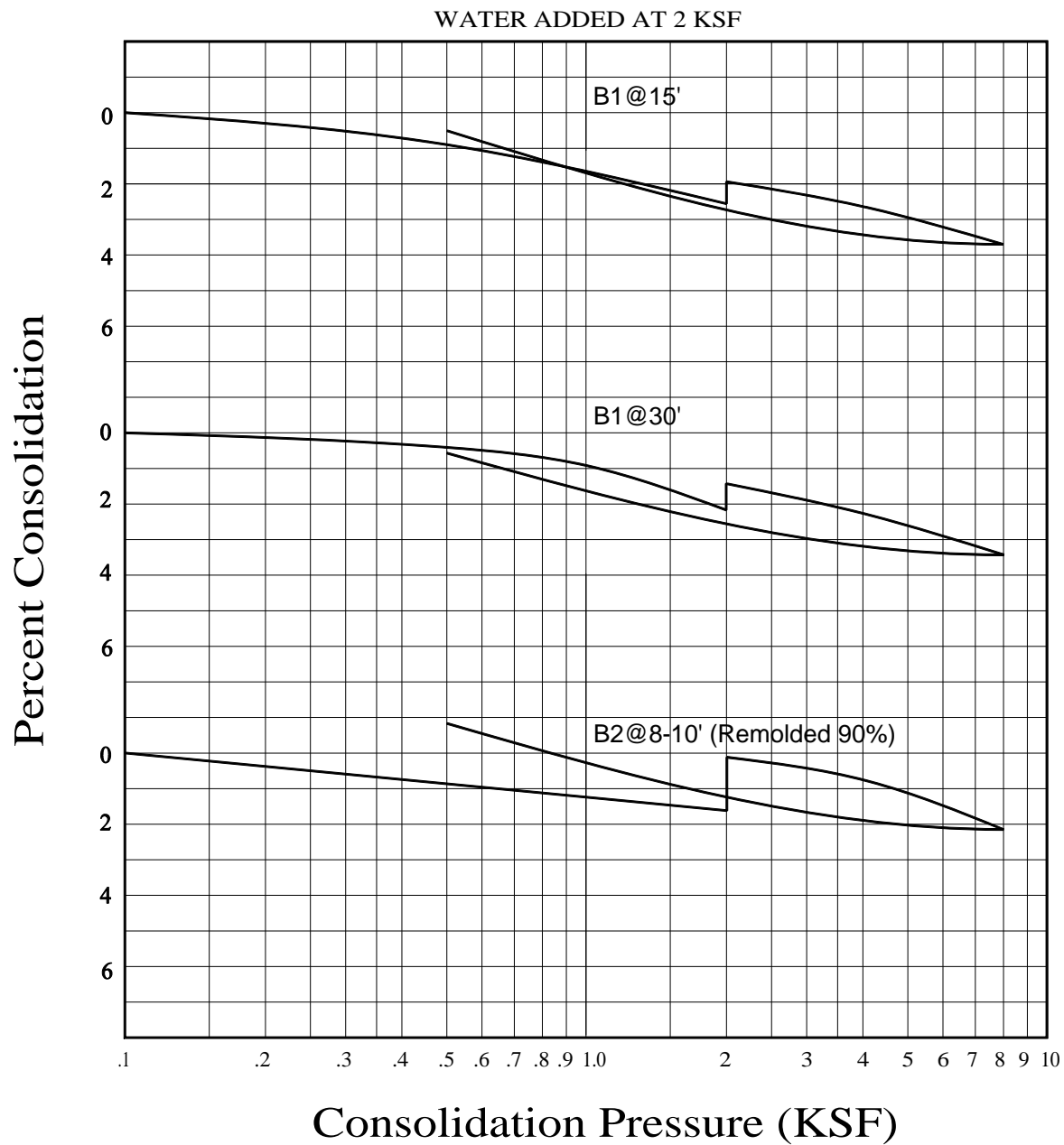
DIRECT SHEAR TEST RESULTS

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FIG. B2



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CONSOLIDATION TEST RESULTS

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FIG. B3

SUMMARY OF LABORATORY EXPANSION INDEX TEST RESULTS ASTM D 4829-11

Sample No.	Moisture Content (%)		Dry Density (pcf)	Expansion Index	*UBC Classification	**CBC Classification
	Before	After				
B2 @ 8-10'	17.1	37.0	88.9	84	Medium	Expansive

* Reference: 1997 Uniform Building Code, Table 18-I-B.

** Reference: 2013 California Building Code, Section 1803.5.3

SUMMARY OF LABORATORY MAXIMUM DENSITY AND AND OPTIMUM MOISTURE CONTENT TEST RESULTS ASTM D 1557-12

Sample No.	Soil Description	Maximum Dry Density (pcf)	Optimum Moisture (%)
B2 @ 8-10'	Light Brown Silt	101.6	21.3

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LABORATORY TEST RESULTS

LATERRA DEVELOPMENT
235 NORTH HOOVER STREET
LOS ANGELES, CALIFORNIA

MARCH 2016

PROJECT NO. A9391-06-01

FIG. B4

**SUMMARY OF LABORATORY POTENTIAL OF
HYDROGEN (pH) AND RESISTIVITY TEST RESULTS
CALIFORNIA TEST NO. 643**

Sample No.	pH	Resistivity (ohm centimeters)
B2 @ 8-10'	8.7	475 (Highly Corrosive)

**SUMMARY OF LABORATORY CHLORIDE CONTENT TEST RESULTS
EPA NO. 325.3**

Sample No.	Chloride Ion Content (%)
B2 @ 8-10'	0.005

**SUMMARY OF LABORATORY WATER SOLUBLE SULFATE TEST RESULTS
CALIFORNIA TEST NO. 417**

Sample No.	Water Soluble Sulfate (% SO ₄)	Sulfate Exposure*
B2 @ 8-10'	0.024	Negligible

* Reference: 2013 California Building Code, Section 1904.3 and ACI 318-11 Section 4.3.

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Checked by: NDB

CORROSIVITY TEST RESULTS

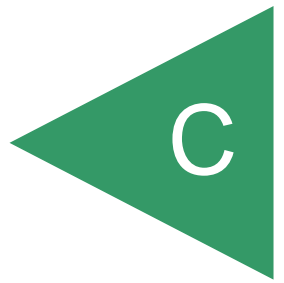
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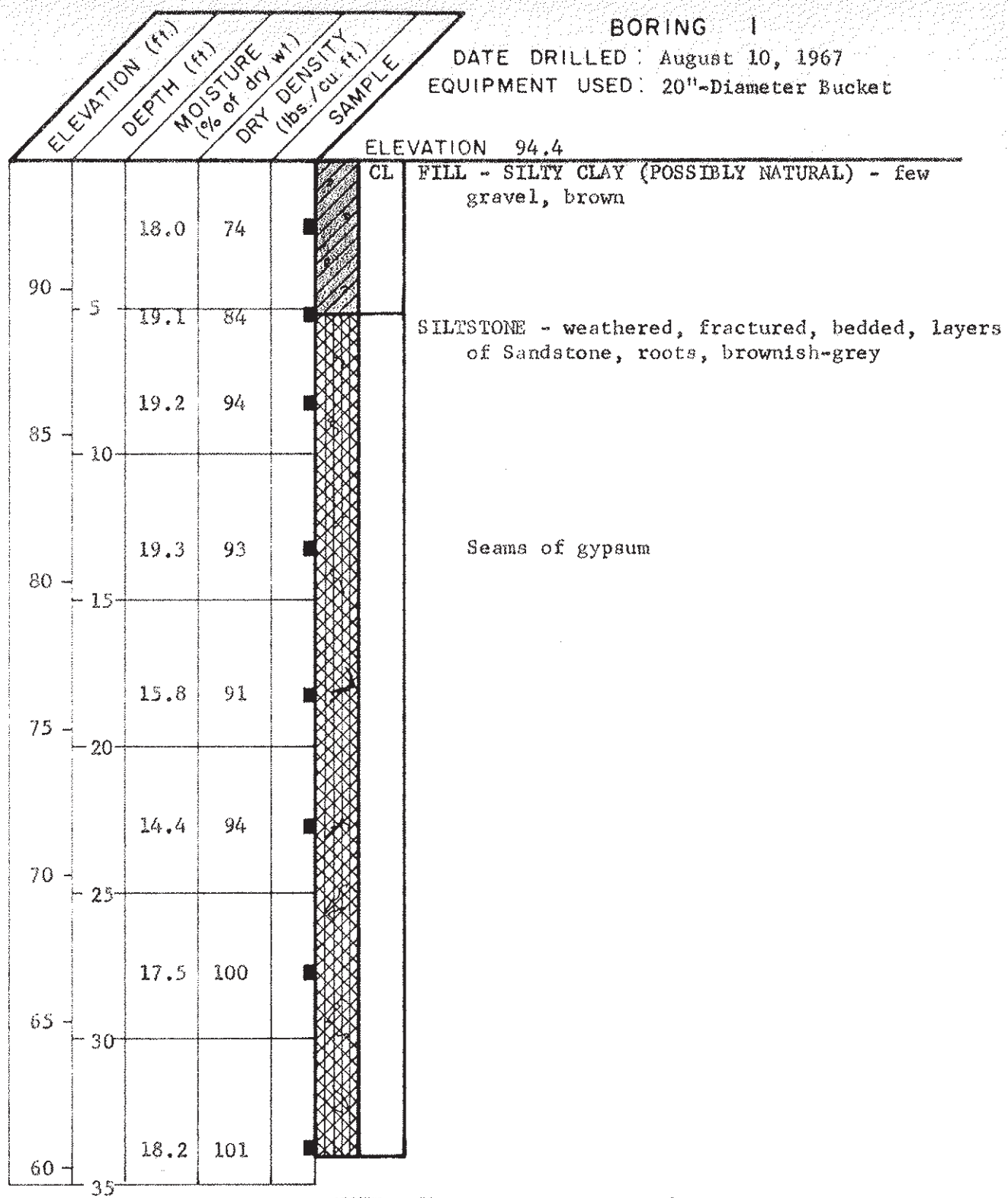
FIG. B5

APPENDIX



APPENDIX C
PRIOR BORING LOGS AND LABORATORY TESTING

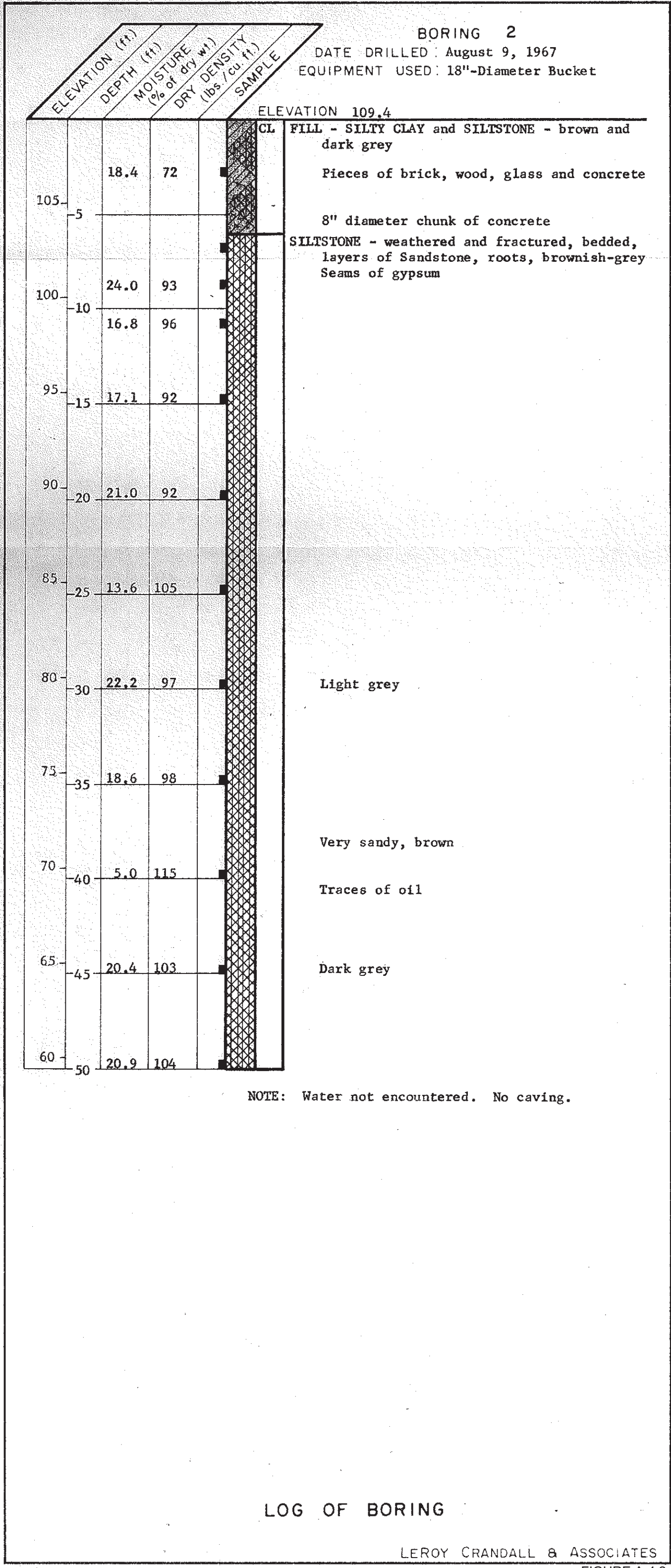
JOB A-67154 DATE 8-29-67 DR. J.P. O.E.M. CHKD. P.D.C. R.M.



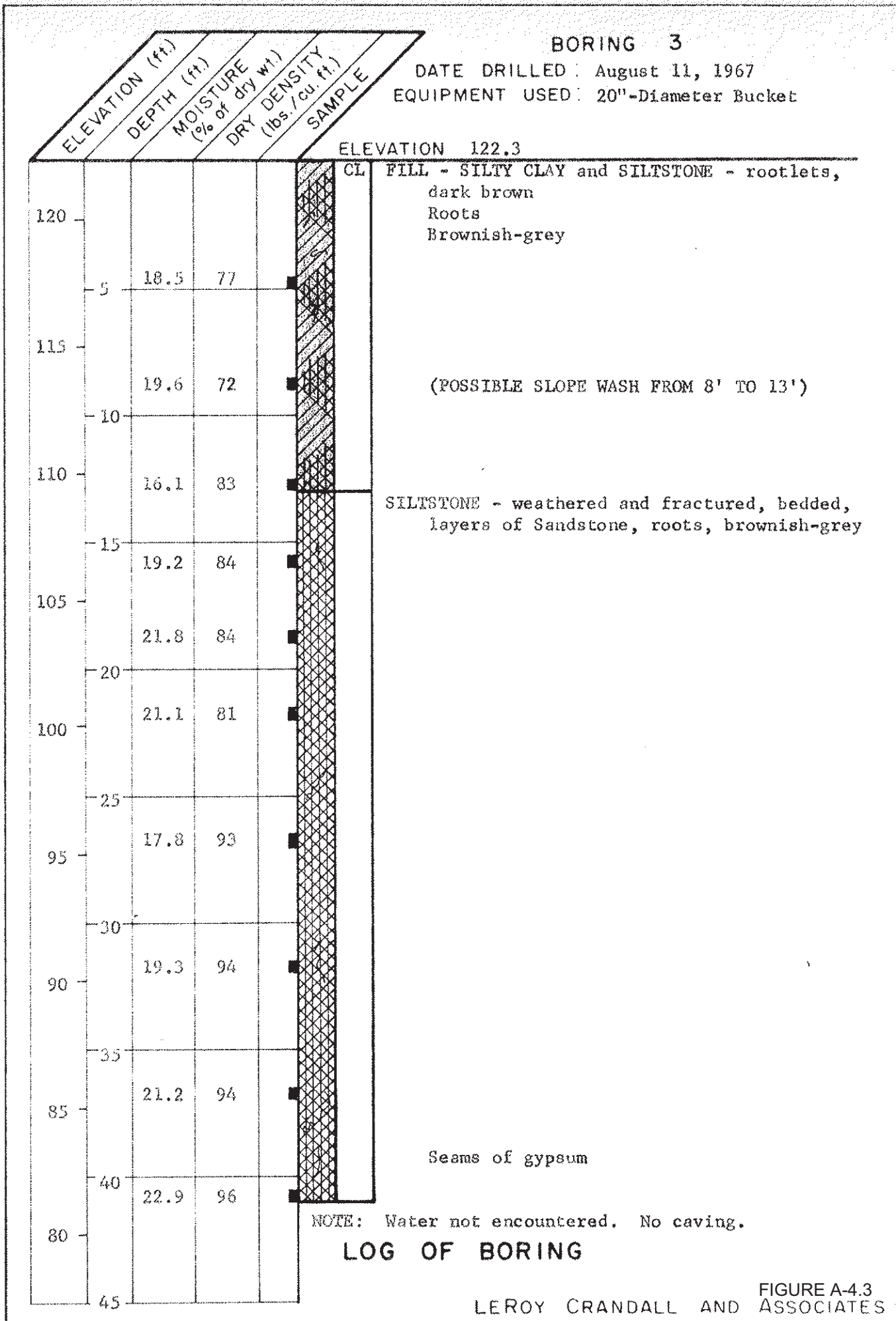
NOTE: Water not encountered. No caving.

LOG OF BORING

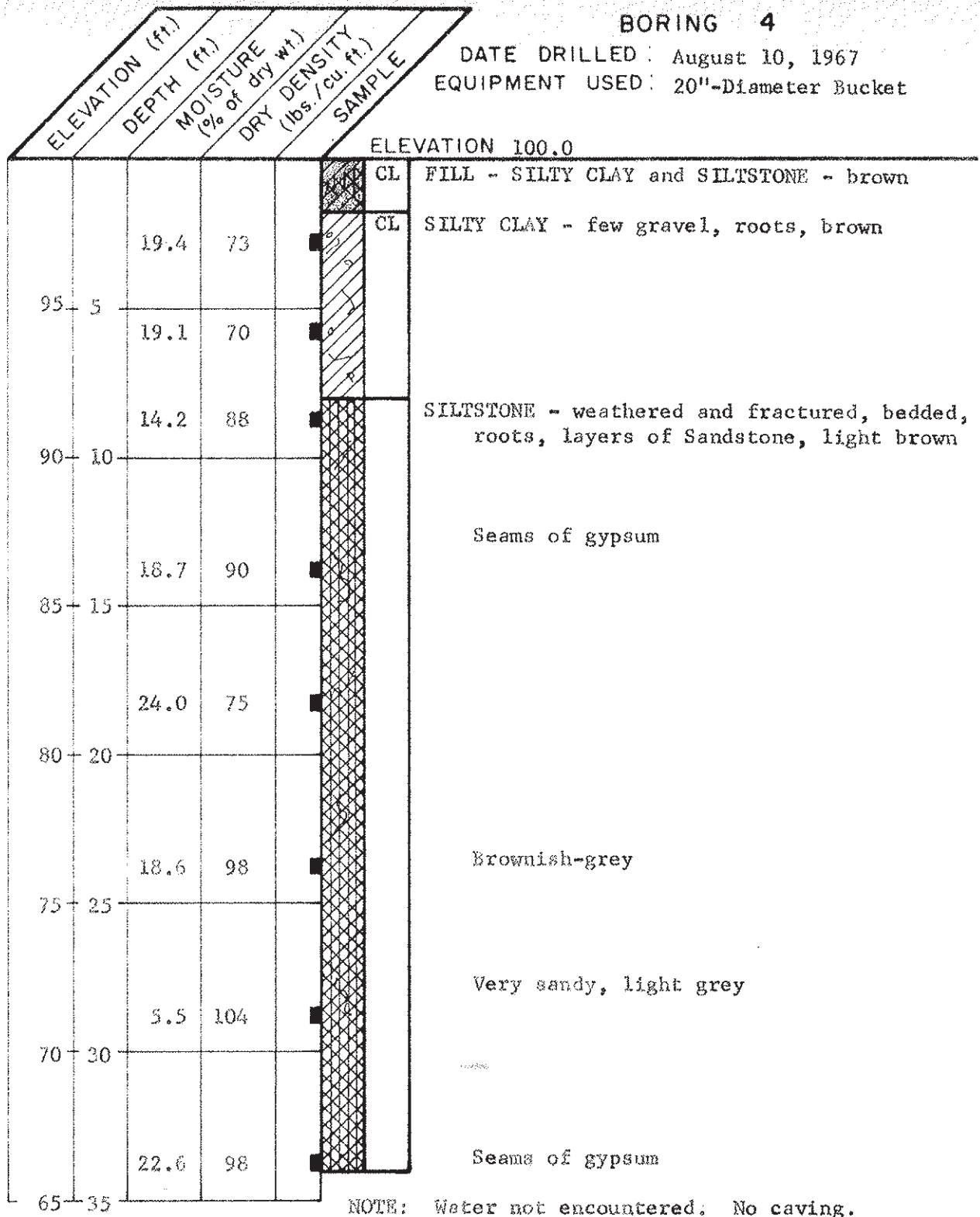
JOB A-67154 DATE 8-29-67 D J.P. O E W F CHKD REC PM



JOB A-67/54 DATE 8-30-67 DR. J.P. O'NEAL CHKD. J.P.

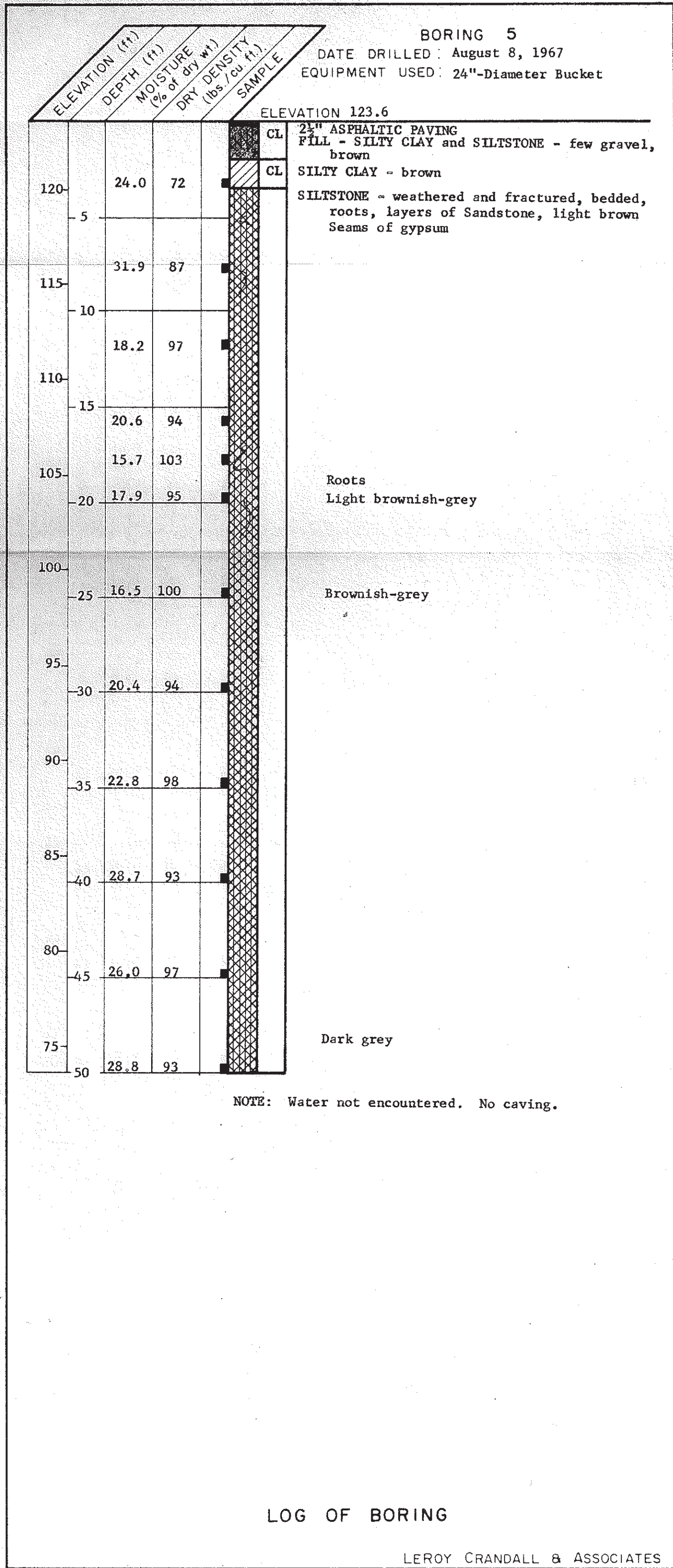


JOB A-61134 DATE 8-30-67 DR J.R. O.E.M. CHKD L.E.C. P.M.

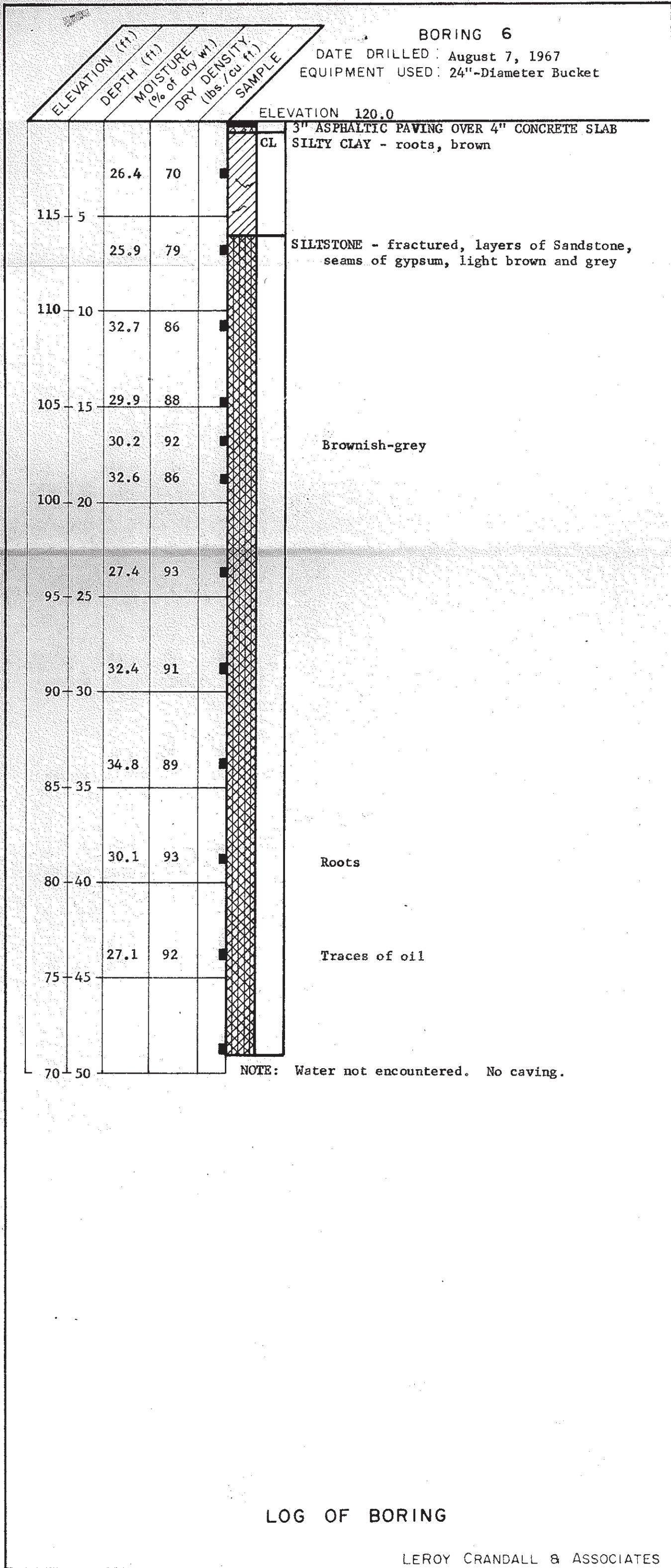


LOG OF BORING

JOB A-67154 DATE 8-29-67 D J.P. O E M E CF CHKD rec pjm



JOB A-67154 DATE 8-29-67 J.P. O.E.M.P. CHKD REC PM



JOB A-67154 DATE 8-29-67 DR J.P. O.E.M.F. I. CHKD. F.E.C. gmm

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs./cu. ft.)	SAMPLE
120	24.0	88		
115	32.2	90		
110	30.1	91		
105	26.7	95		
100	32.1	93		
95	27.9	89		
90	27.3	91		
	29.6	91		
	33.7	91		

ELEVATION 123.7

1" ASPHALTIC PAVING
FILL - SILTY CLAY and SILTSTONE - brown
SILTSTONE - weathered, fractured, bedded, layers
of Sandstone, light brown

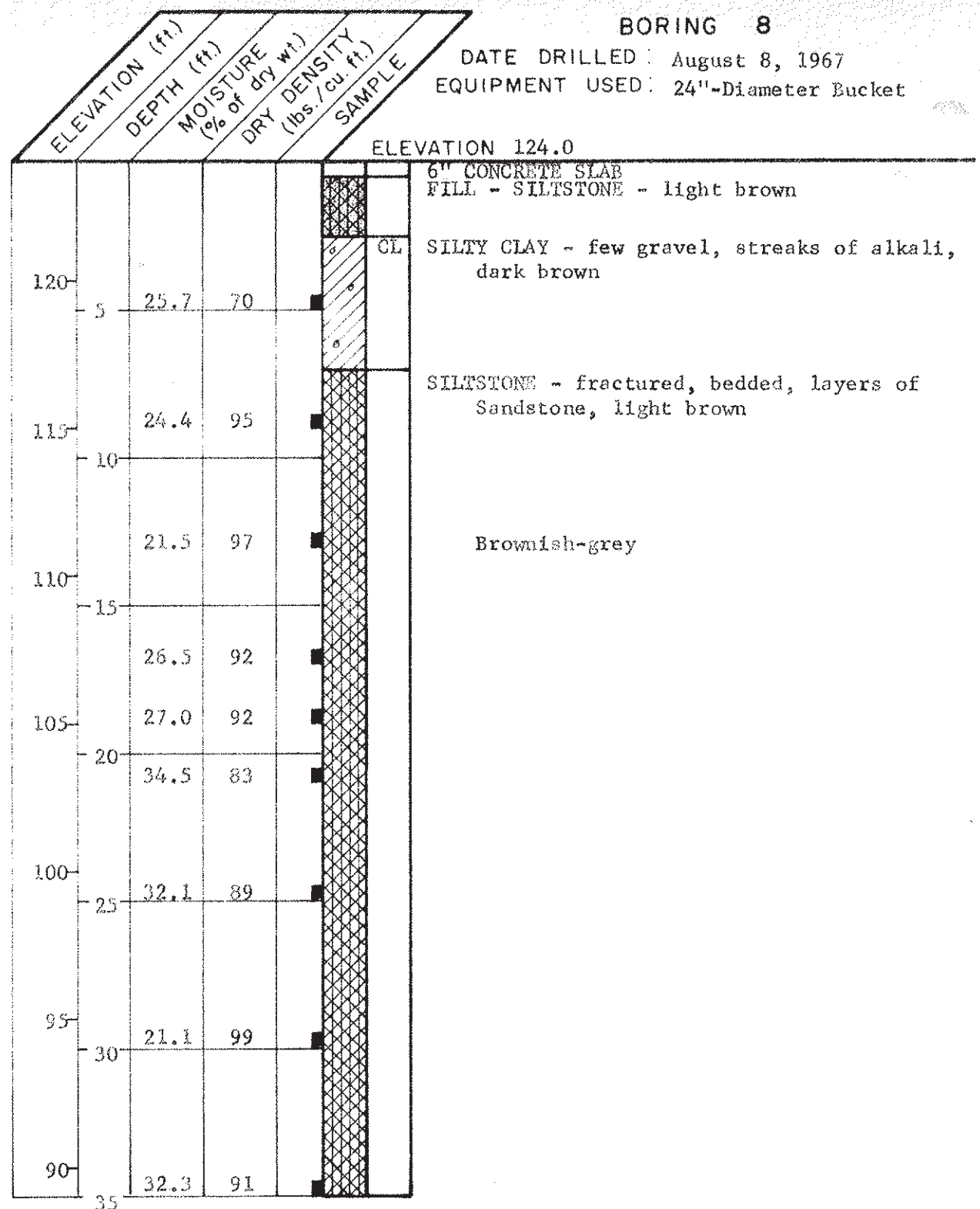
Brownish-grey

Seams of gypsum

NOTE: Water not encountered. No caving.

LOG OF BORING

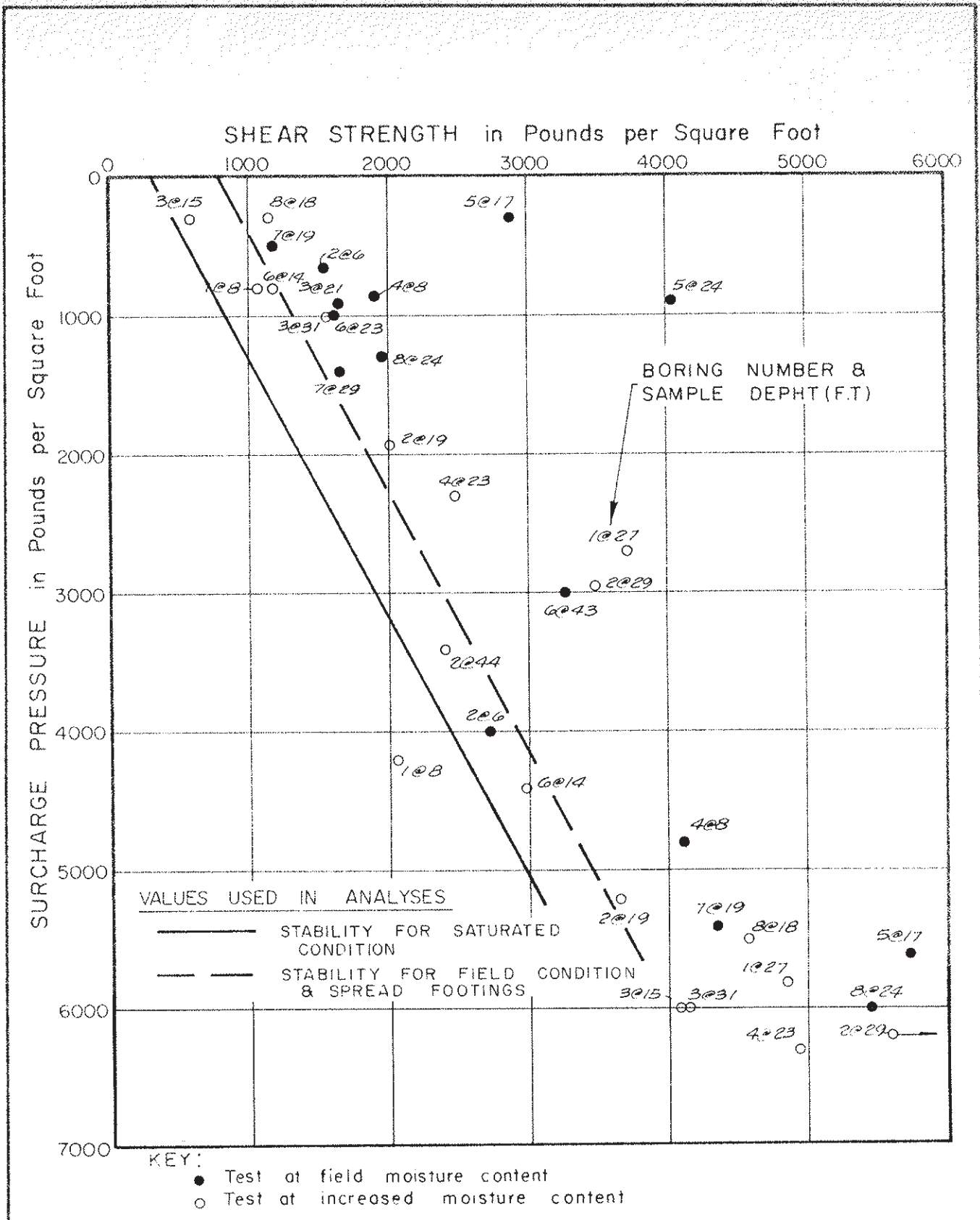
JOB A-6/134 DATE 8-29-67 DR J.P. O.E.M. CHKD. P.E. D.M.



NOTE: Water not encountered. No caving.

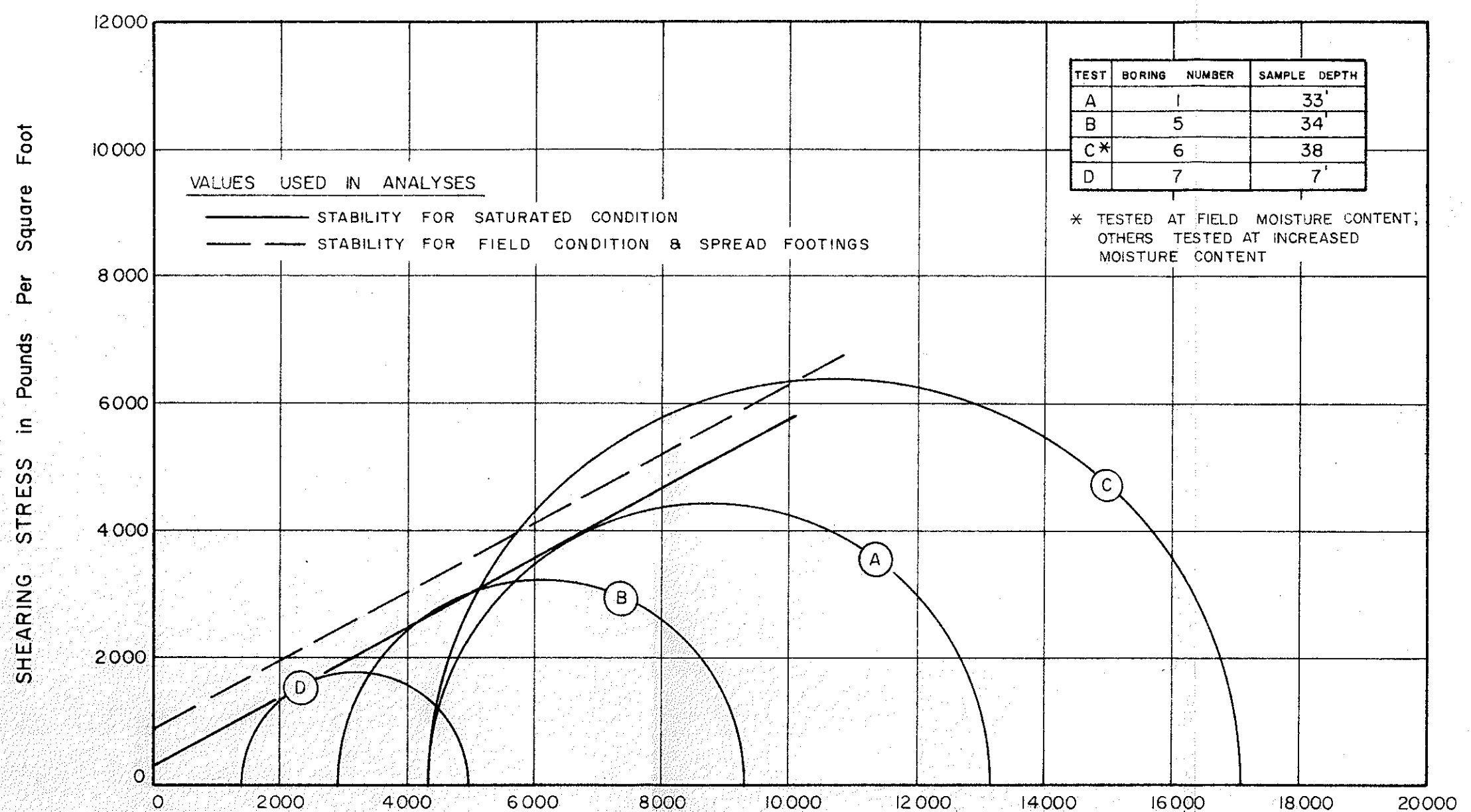
LOG OF BORING

JOB A-67154 DATE 8-31-67 DR J.P. C.E. 8-17 CHKD J.M.



DIRECT SHEAR TEST DATA

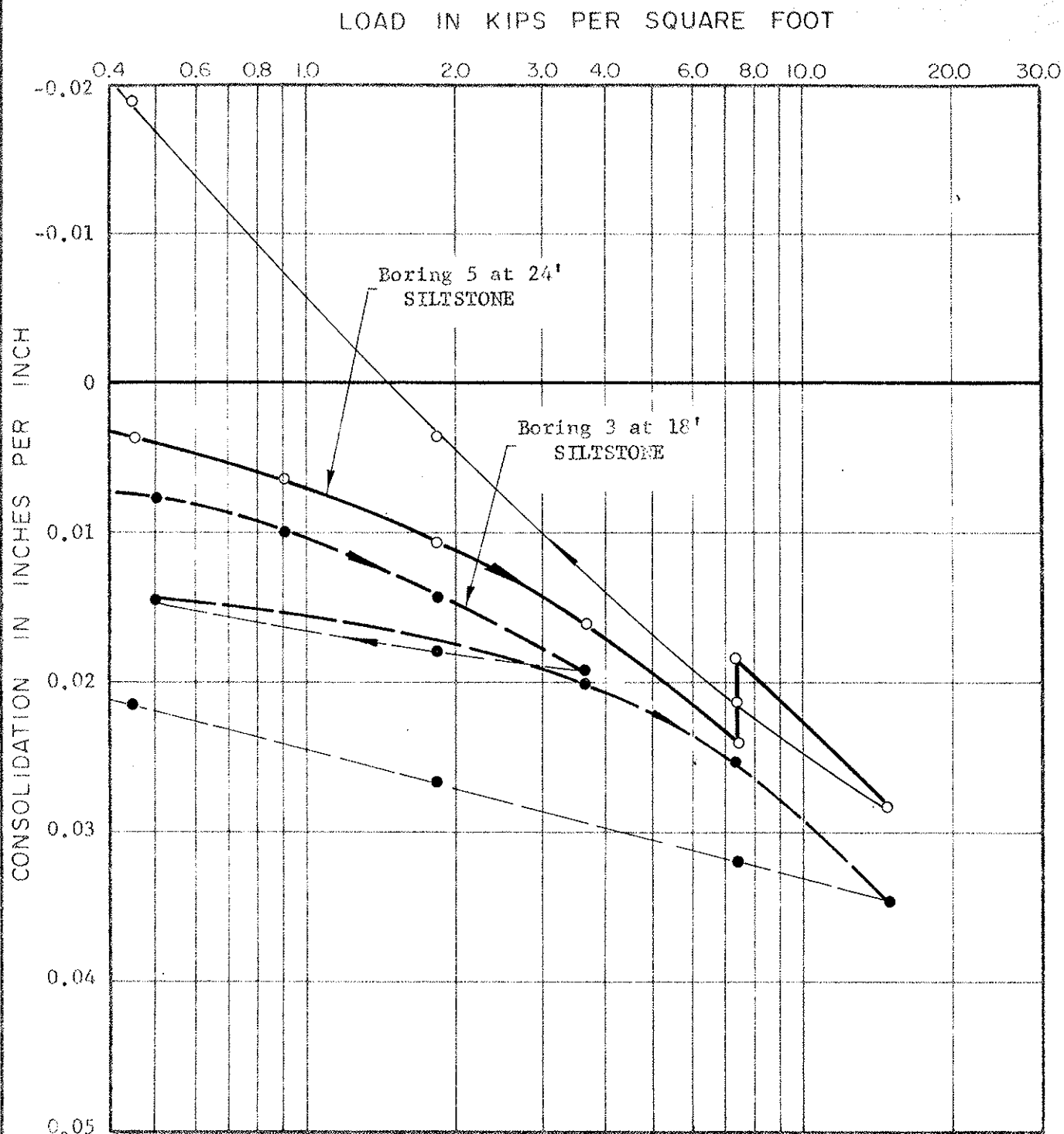
JOB A-67154 DATE 9-7-67 DR. M. M. CHKD. per plan



NORMAL STRESS in Pounds Per Square Foot

TRIAXIAL SHEAR TEST DATA

JOB A-67154 DATE 8-31-67 DR. J.P. O.E. M.F. CHKD P.H.C.



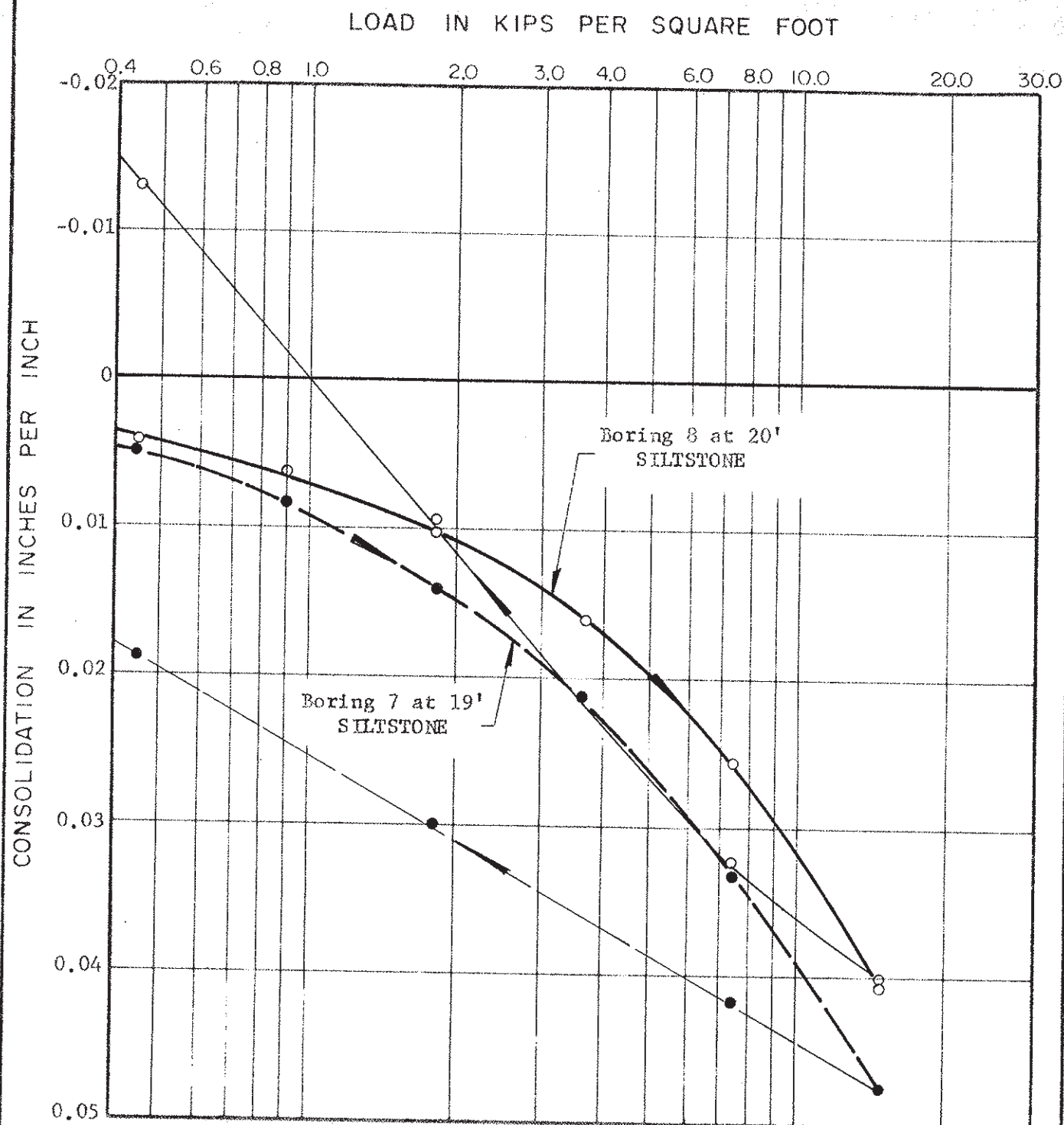
NOTE: Water added to sample from Boring 5 after consolidation under a load of 7.2 kips per square foot. The other sample tested at field moisture content.

CONSOLIDATION TEST DATA

FIGURE A-5.3

LEROY CRANDALL & ASSOCIATES

JOB A-67154 DATE 8-31-67 DR. J.P. O.E.M. 15 CHKD. P.C.



NOTE: Water added to samples from Borings 7 and 8 after consolidation under loads of 7.2 and 14.4 kips per square foot, respectively.

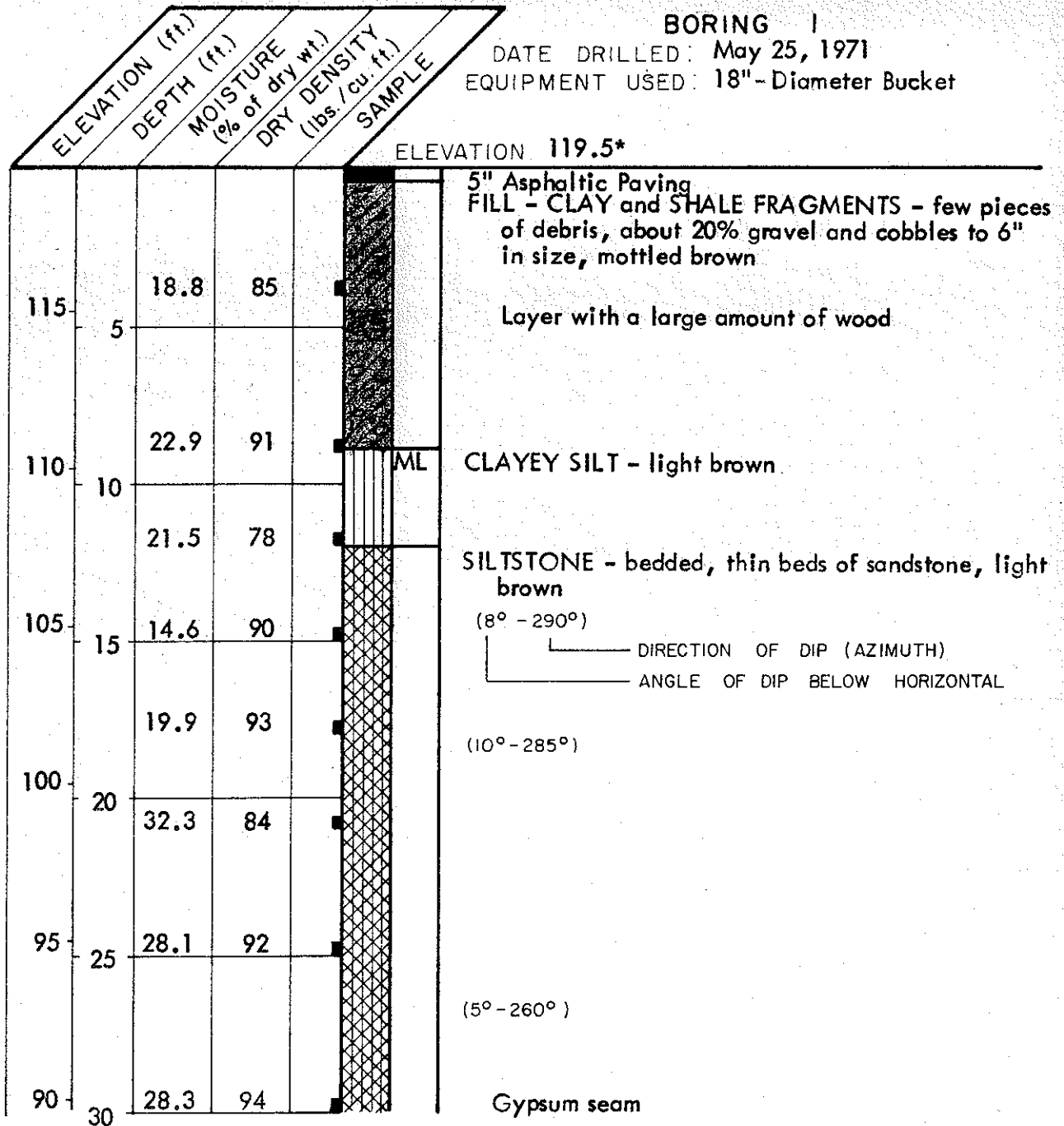
CONSOLIDATION TEST DATA

JOB A-67154 DATE 8-29-67 DR J.F. O.E. ME:LB CHKD. EAC PIR

BORING NUMBER AND SAMPLE DEPTH:	5 at 15'	8 at 16'
SOIL TYPE:	SILTSTONE	SILTSTONE
CONFINING PRESSURE: (Lbs./Sq.Ft.)	200	200
FIELD MOISTURE CONTENT: (%)	17.1	27.3
EXPANSION FROM FIELD TO SOAKED MOISTURE CONTENT: (%)	10	2
SOAKED MOISTURE CONTENT: (%)	30.5	35.6
SHRINKAGE FROM FIELD TO AIR-DRIED MOISTURE CONTENT: (%)	0	2
AIR-DRIED MOISTURE CONTENT: (%)	9.7	9.9
TOTAL VOLUME CHANGE: (%)	10	4

EXPANSION TEST DATA

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



(CONTINUED ON FOLLOWING PLATE)

* Elevations refer to datum of reference drawing; see Plate 1.

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.1a

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs./cu. ft.)	SAMPLE
85	35	32.9	88	
80	40	26.9	96	
75	45	25.9	96	
70	50	21.8	100	
65	55			
60	60	14.8	113	

BORING I (CONTINUED)
DATE DRILLED: May 25, 1971
EQUIPMENT USED: 18"-Diameter Bucket

(2°-163°)

Petroleum odor, grey

(4°-245°)

(6°-273°)

Hard Sandstone layer
(GAD AND CHOPPING BUCKET USED TO
PENETRATE)
Brown

(CONTINUED ON FOLLOWING PLATE)

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs./cu. ft.)	SAMPLE
55	65	24.4	95	
50	70	22.3	98	
45	75	24.3	99	
40	80	13.2	112	
35	85	21.2	104	

BORING I (CONTINUED)
DATE DRILLED: May 25, 1971
EQUIPMENT USED: 18"-Diameter Bucket

(4°-200°)

Dark grey

(2°-183°)

Cemented layer

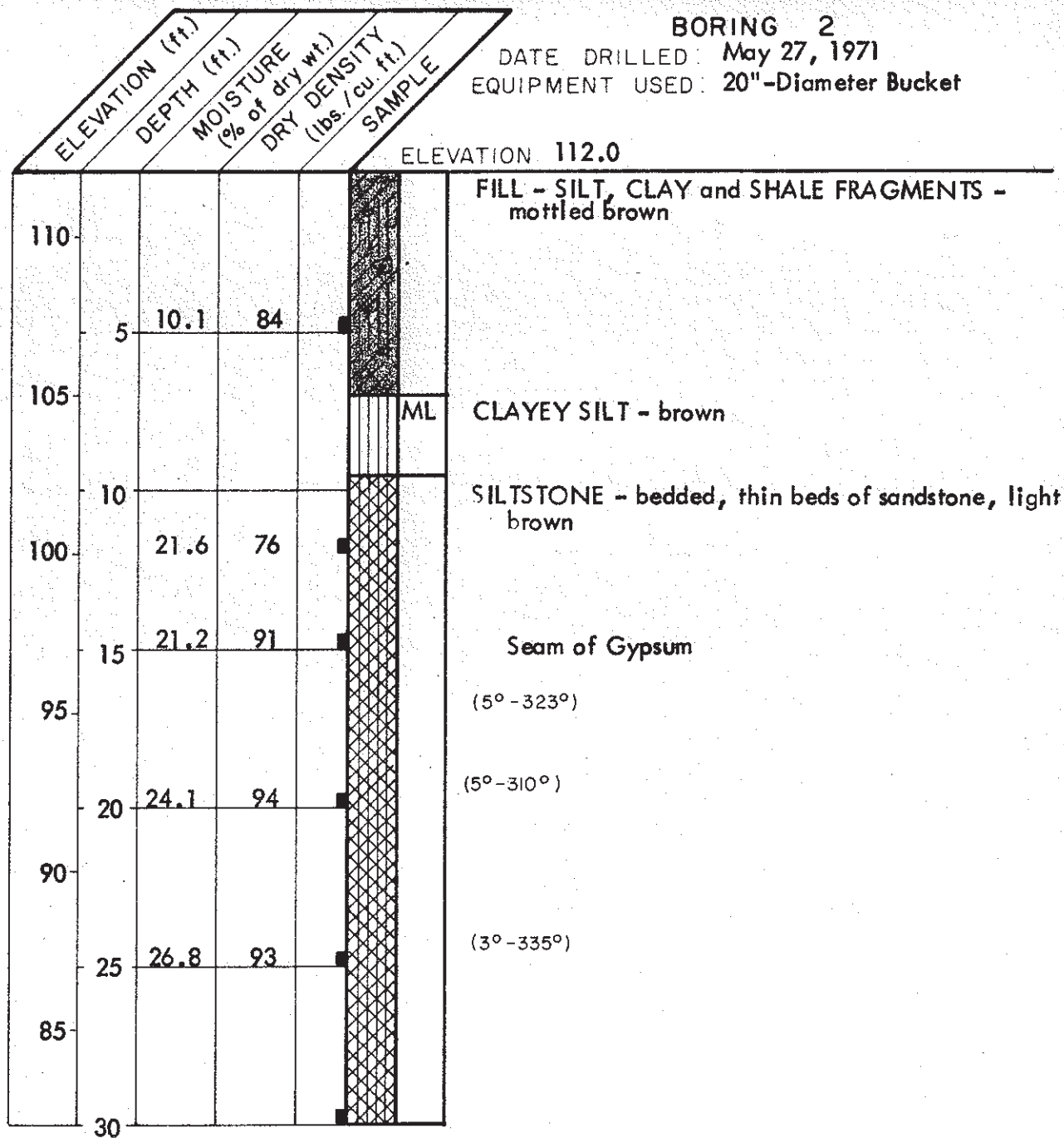
NOTE: Slight water seepage at 76'. No caving.

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.1c

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



NOTE: Water not encountered. No caving.

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.2

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs./cu. ft.)	SAMPLE
105				
	5			
100				
	10			
95				
	15			

ELEVATION 106.1

BORING 2-A
DATE DRILLED: May 28, 1971
EQUIPMENT USED: 8" - Hand Auger

FILL - SILT, CLAY and SHALE FRAGMENTS - about 30% debris (concrete, brick, tile, wire and wood), mottled brown

FILL - CLAYEY SILT - no debris (possibly natural)

(BORING TERMINATED DUE TO DIFFICULT DRILLING. TRIED AT TWO OTHER LOCATIONS - SAME RESULTS)

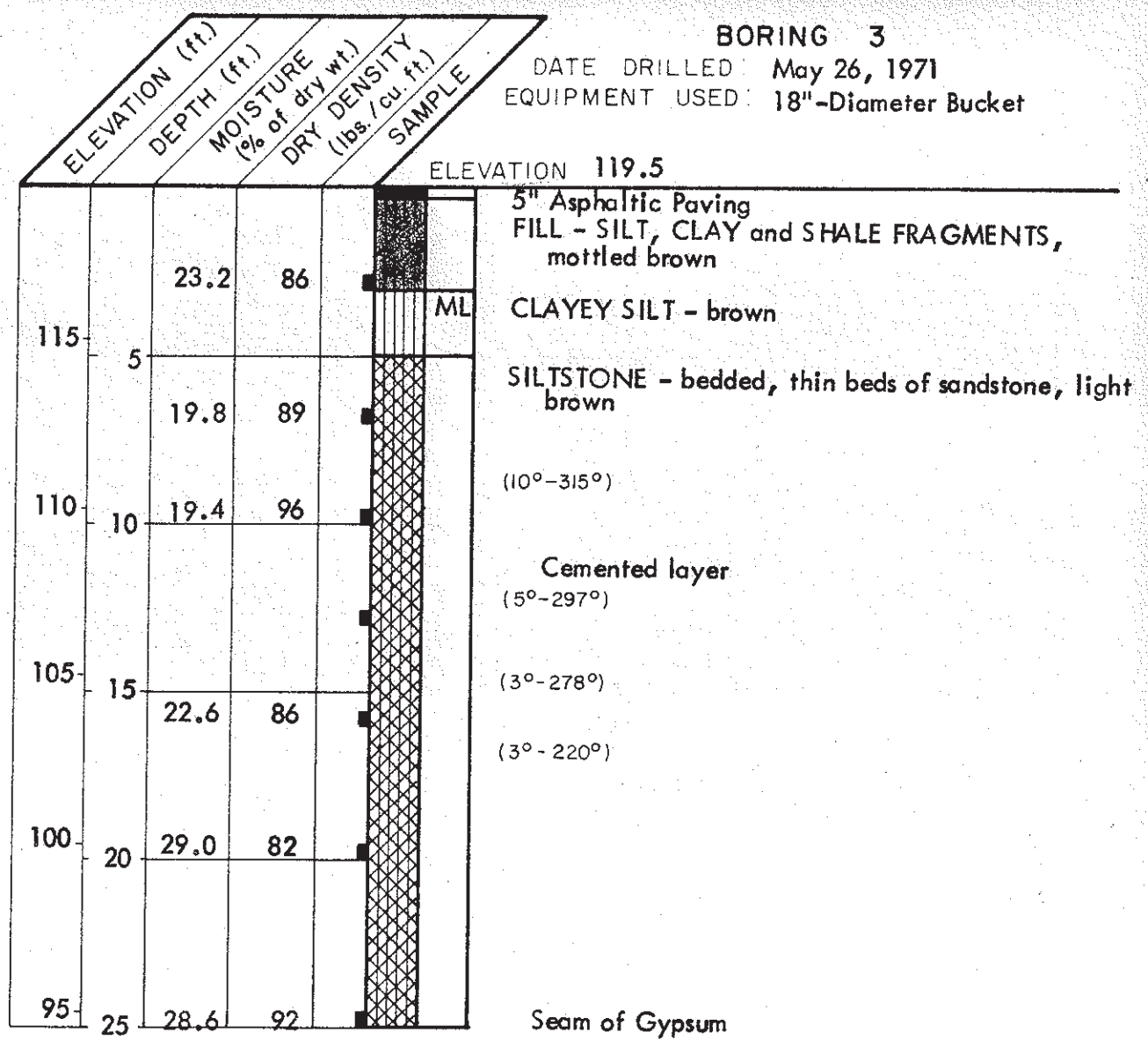
NOTE: Water not encountered. Raveling throughout.

LOG OF BORING

FIGURE A-1.2b

LEROY CRANDALL AND ASSOCIATES

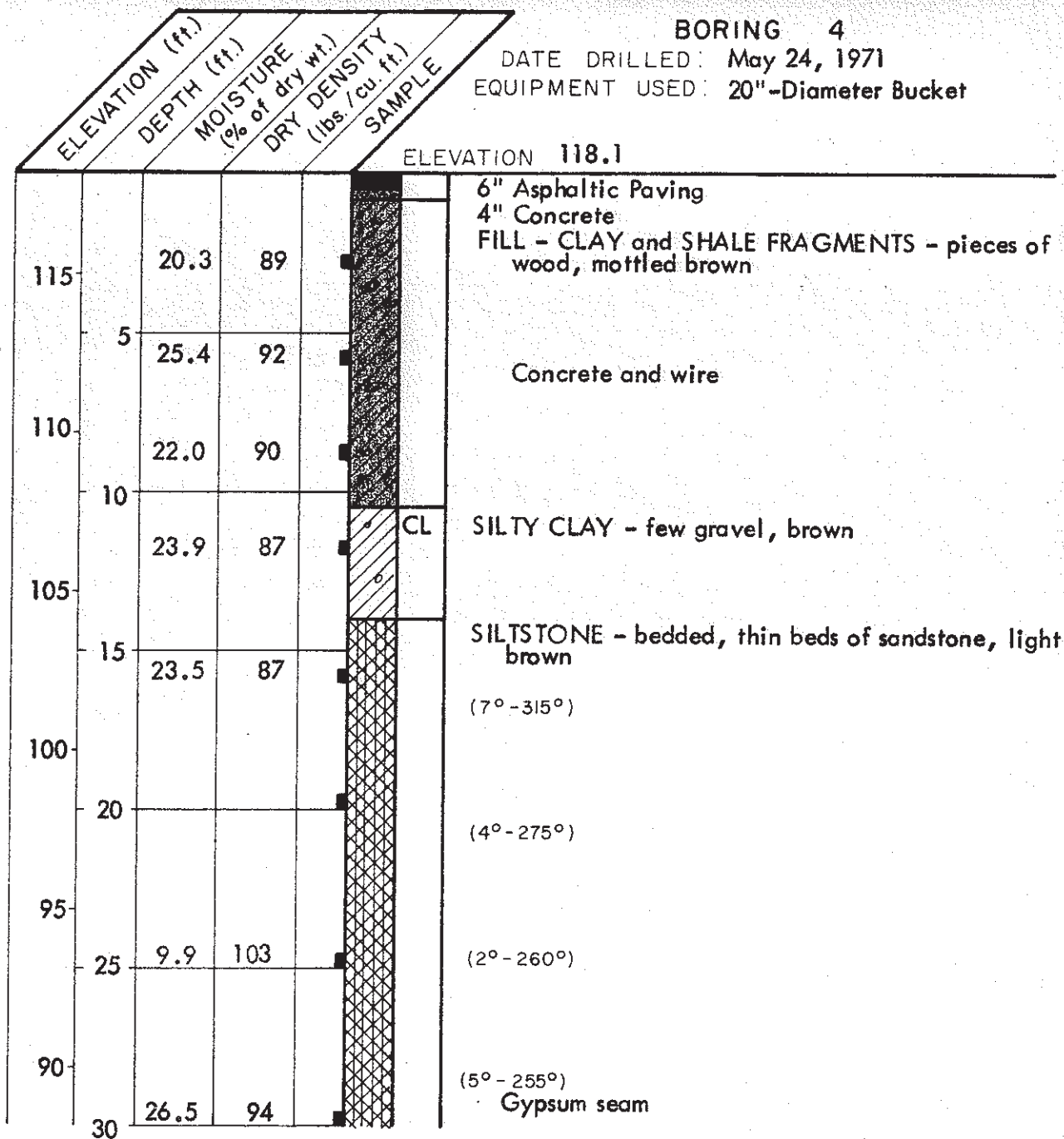
NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



NOTE: Water not encountered. No caving.

LOG OF BORING

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



(CONTINUED ON FOLLOWING PLATE)

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

JOB A-71099 DATE 6-9-71

U.S. GEOLOGICAL SURVEY

WATER RESOURCES DIVISION

WASHINGTON, D.C. 20506

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs./cu. ft.)	SAMPLE
85				
	35	23.1	96	
80				
	40	23.8	98	
75				
	45	28.0	91	
70				
	50	26.3	96	
65				
	55	21.1	103	
60				
	60	25.9	98	

BORING 4 (CONTINUED)
DATE DRILLED: May 24, 1971
EQUIPMENT USED: 20"-Diameter Bucket

(5°-195°)
Cemented Layer

(3°-295°)

(5°-165°)
SANDSTONE - massive, fine grained, light brown, highly cemented from 47' to 48'

SILTSTONE - bedded, thin beds of sandstone, light brown

(CONTINUED ON FOLLOWING PLATE)

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.4b

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs./cu. ft.)	SAMPLE
55				
65	21.9	101		
50				
70	23.8	99		
45				
75	22.4	103		
40				
80	16.6	114		
35				
85	13.7	112		

BORING 4 (CONTINUED)
 DATE DRILLED: May 24, 1971
 EQUIPMENT USED: 20"-Diameter Bucket

Dark grey

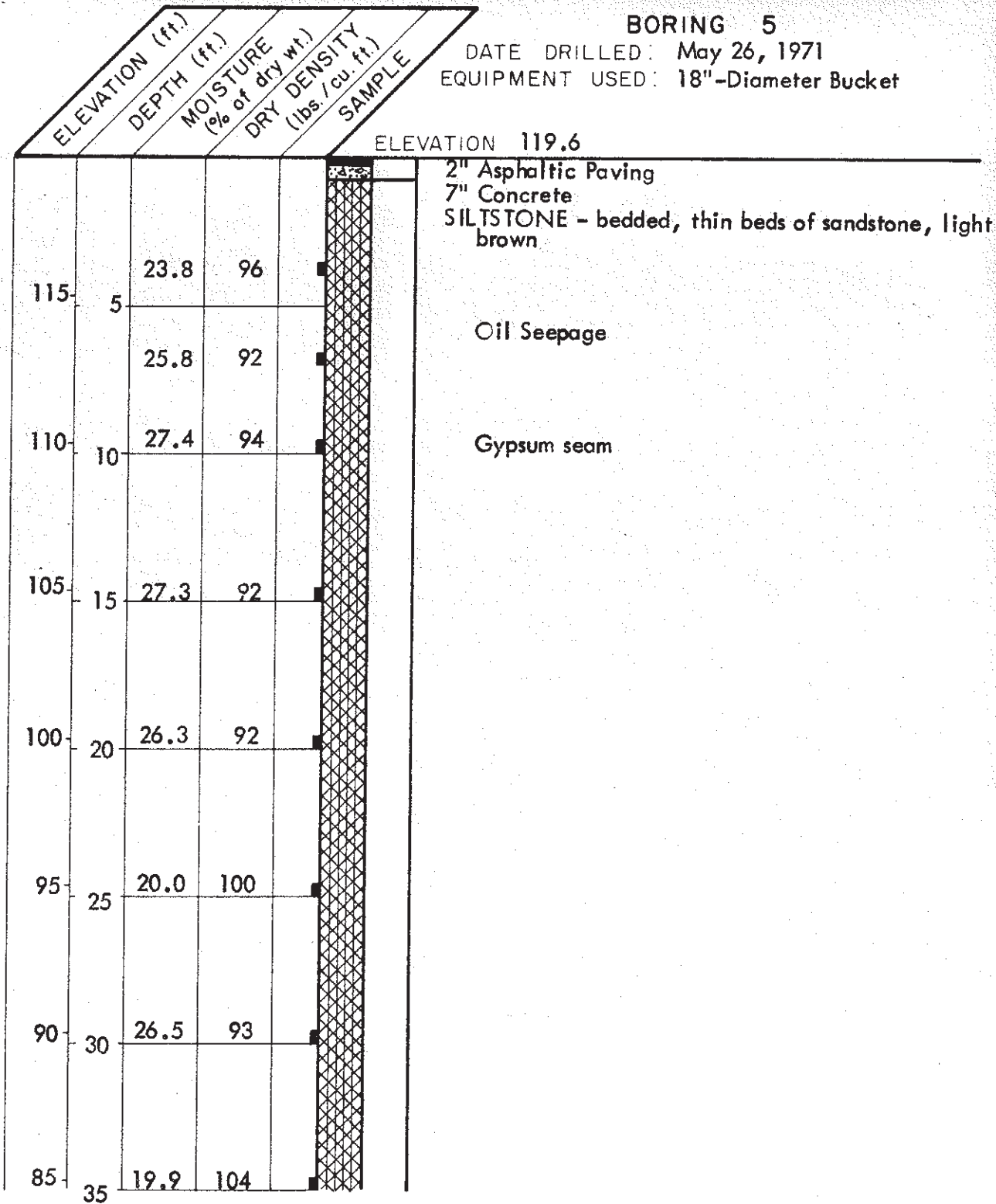
(3° - 195°)

NOTE: Water not encountered. No caving.

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



(CONTINUED ON FOLLOWING PLATE)

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

JOB H-71019 DATE 6-9-77 BY J. CRANDALL

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs./cu. ft.)	SAMPLE
80	40	23.4	101	■
75	45	25.5	96	■
70	50	24.5	98	■
65	55	15.1	114	■
60	60	17.7	109	■
55	65	19.3	106	■
50	70	21.9	102	■

BORING 5 (CONTINUED)
DATE DRILLED: May 26, 1971
EQUIPMENT USED: 18"-Diameter Bucket

Cemented Layer

Dark grey

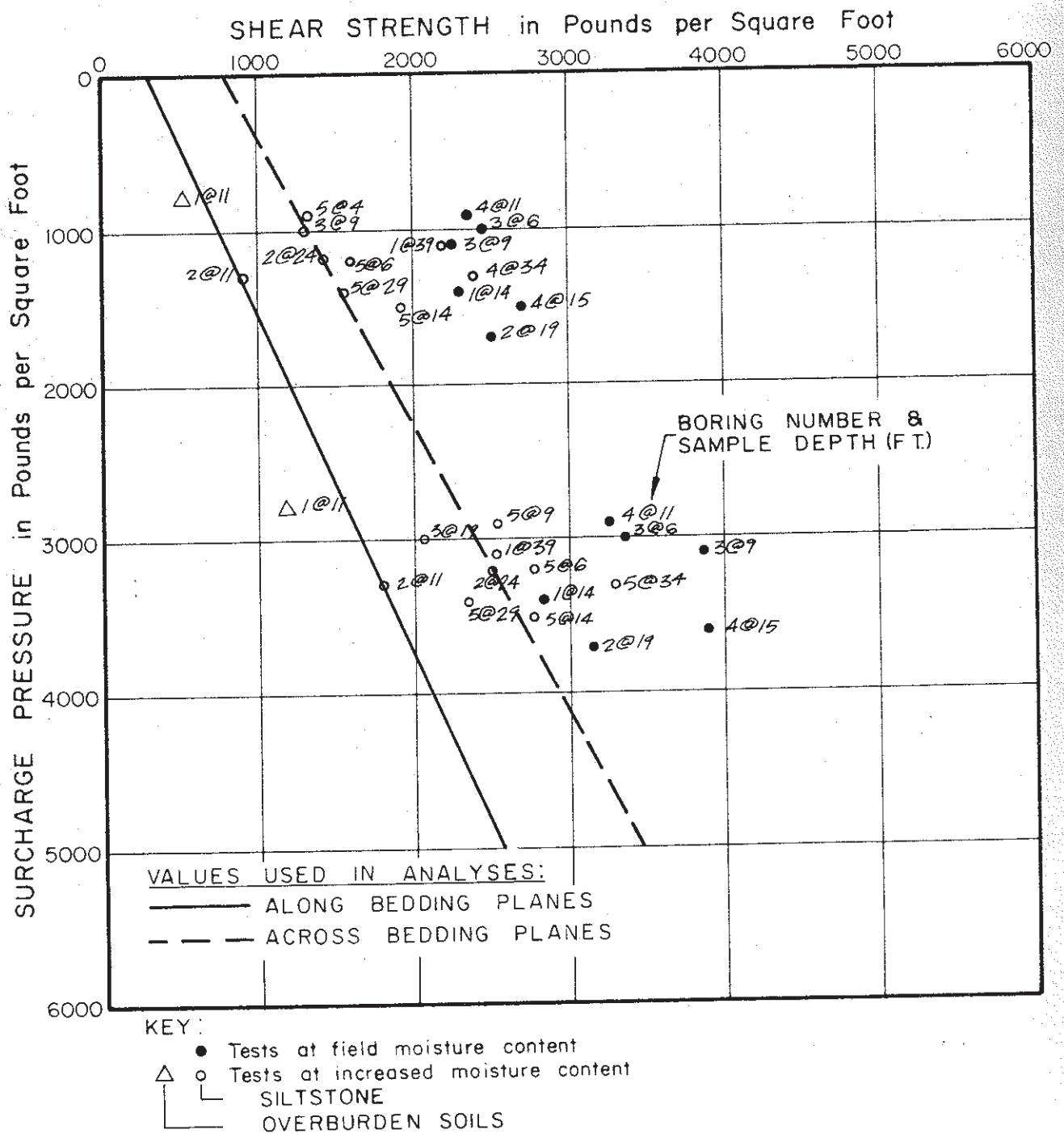
NOTE: Water not encountered. No caving.

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

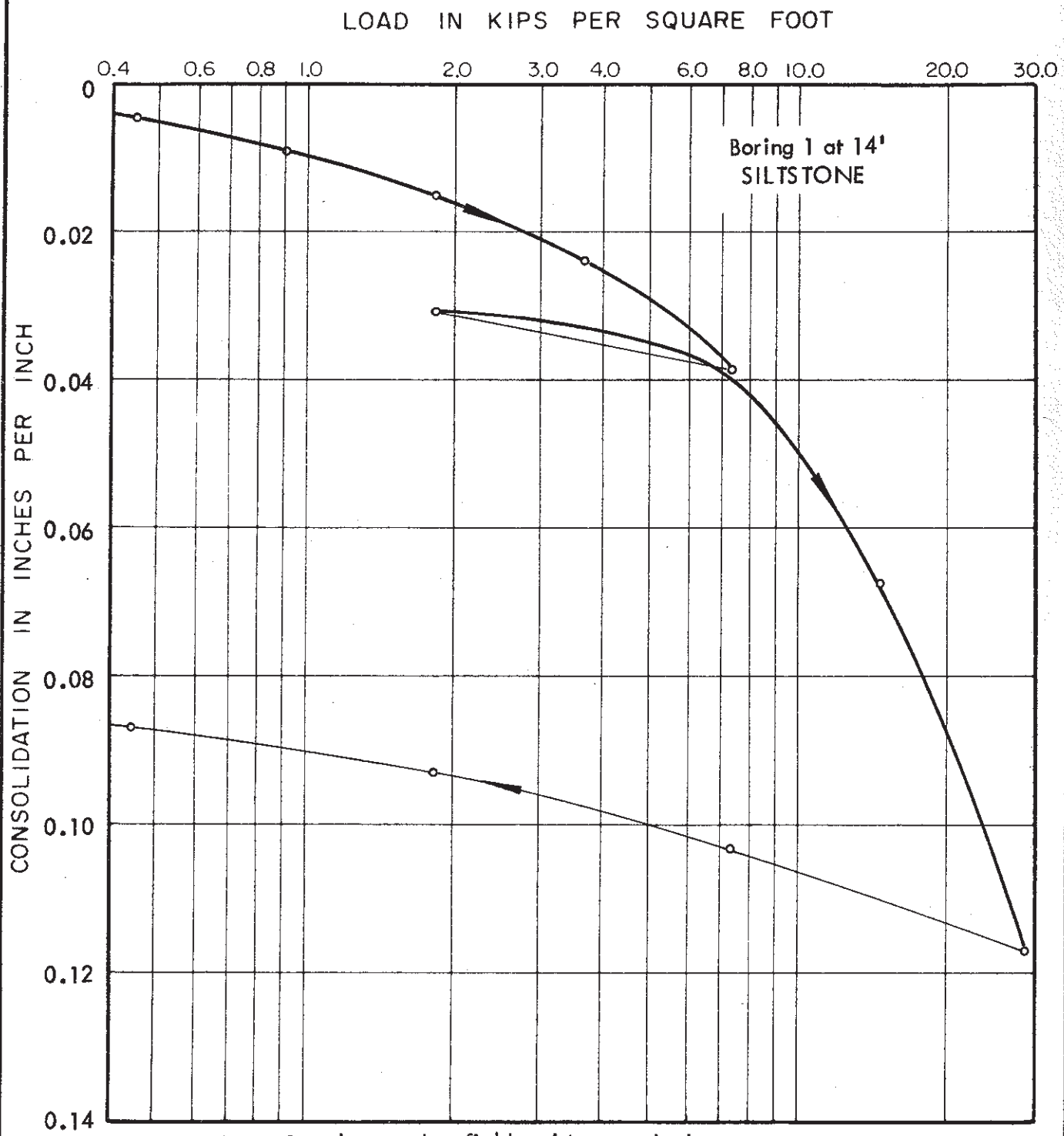
FIGURE A-1.5b

JOB A-71099 DATE 1-29-77



DIRECT SHEAR TEST DATA

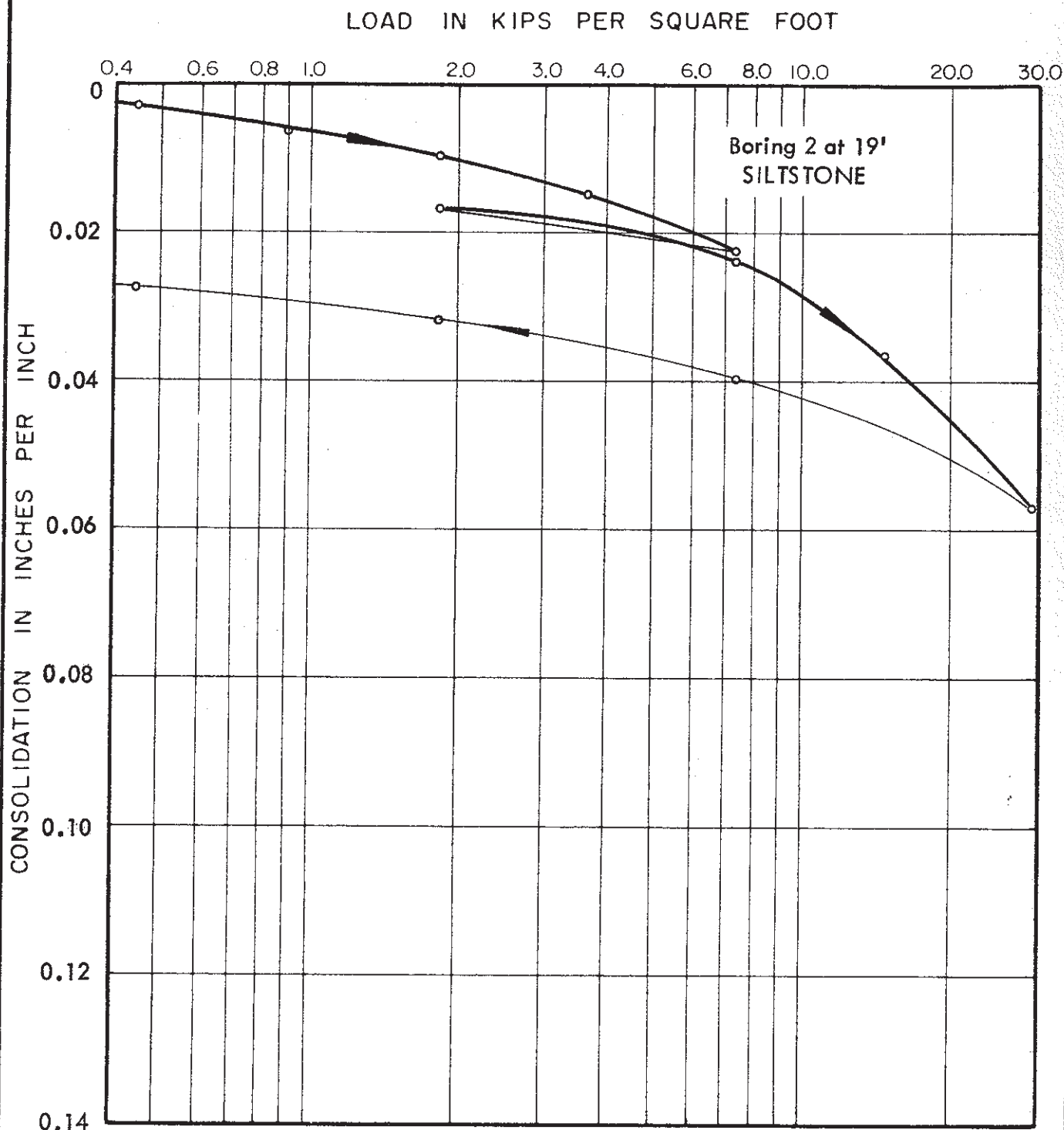
JOB A71099 DATE 6-22-71 DR. ECHKO OF VP



NOTE: Sample tested at field moisture content.

CONSOLIDATION TEST DATA

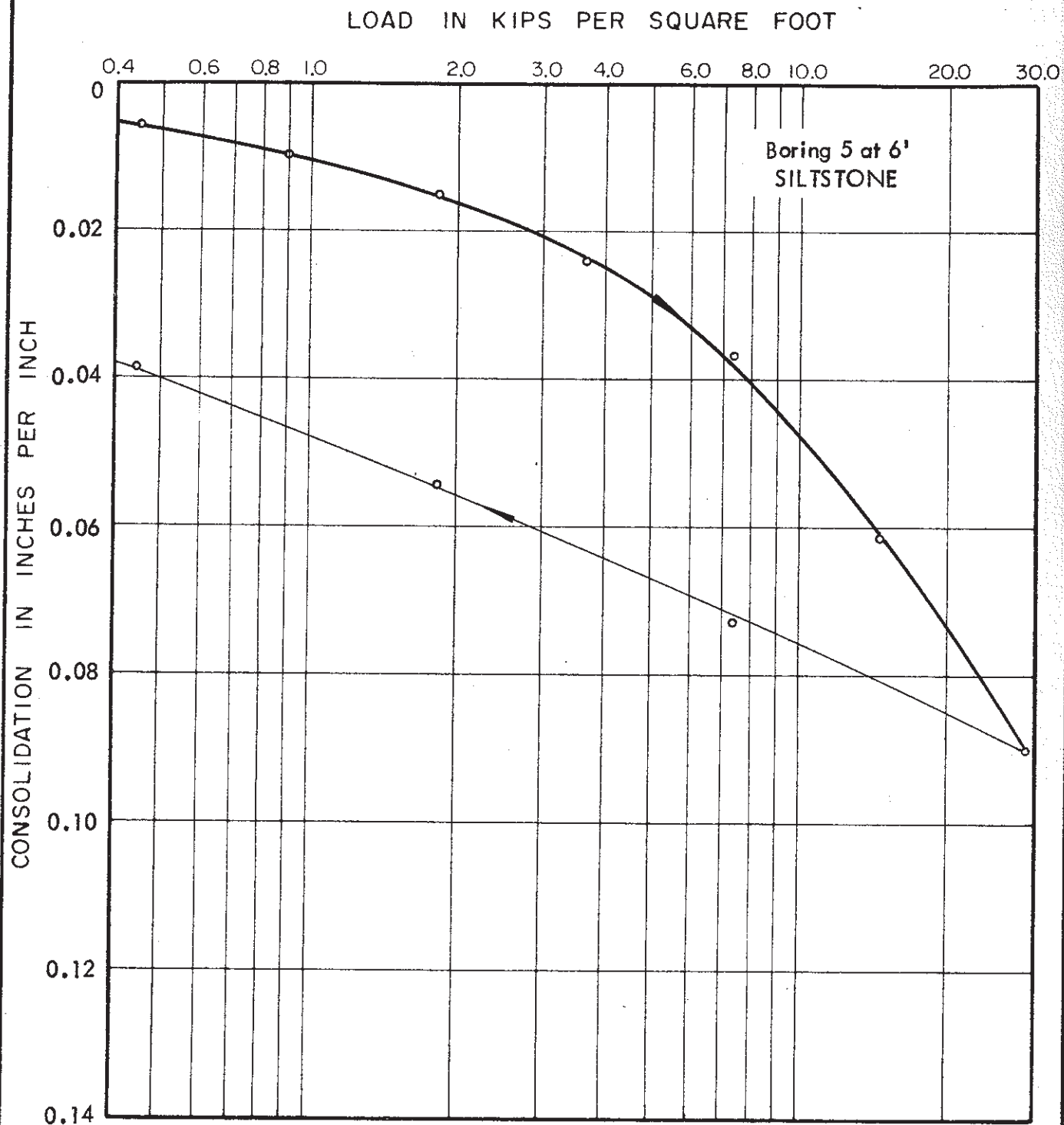
JOB A-1099 DATE 6/21/71 DR. HLL OF 13 ECHKD V.D.



NOTE: Sample tested at field moisture content.

CONSOLIDATION TEST DATA

JOB 471099 DATE 6-22-71 DR. CAC DE 1/2 THKP 1/2



NOTE: Water added to sample after consolidation under a load of 14.4 kips per square foot.

CONSOLIDATION TEST DATA

September 3, 1991
KB 14533-S

TABLE I
LOG OF TEST PITS

<u>Test Pit Number</u>	<u>Depth (Feet)</u>	<u>Description</u>
1	0 - 2½	<u>FILL</u> : Sandy to Gravelly Silt, mottled medium and light brown, dry, slightly firm to loose, shale fragments
	2½ - 5½	<u>SOIL</u> : Sandy Silt, medium brown, slightly moist, firm, shale chips, occasional rootlets
	5½ - 9	<u>BEDROCK</u> : Shale, brown and gray, thinly bedded, moderately hard to soft, very weathered, slight carbonate staining, fractured
		End at 9 feet; No Water; No Caving; Fill to 2½ feet Bedding N50E 16SE N40E 15SE
2	0 - ½	<u>FILL</u> : Sandy Silt, light brown, dry, loose
	½ - 5	<u>SOIL</u> : Sandy Silt, medium brown, slightly moist, firm, rootlets, shale chips, slight carbonate staining
	5 - 9	<u>BEDROCK</u> : Shale, medium and light brown, thinly bedded, moderately fractured, very weathered, fractured, rootlets in upper 3'
	9 - 9½	upper 2-3 feet highly weathered, less fractured
		End at 9½ feet; No Water; No Caving; Fill to ½ foot Bedding N60E 5SE

(continued)

September 3, 1991
KB 14533-S
Page 2

TABLE I - LOG OF TEST PITS (continued)

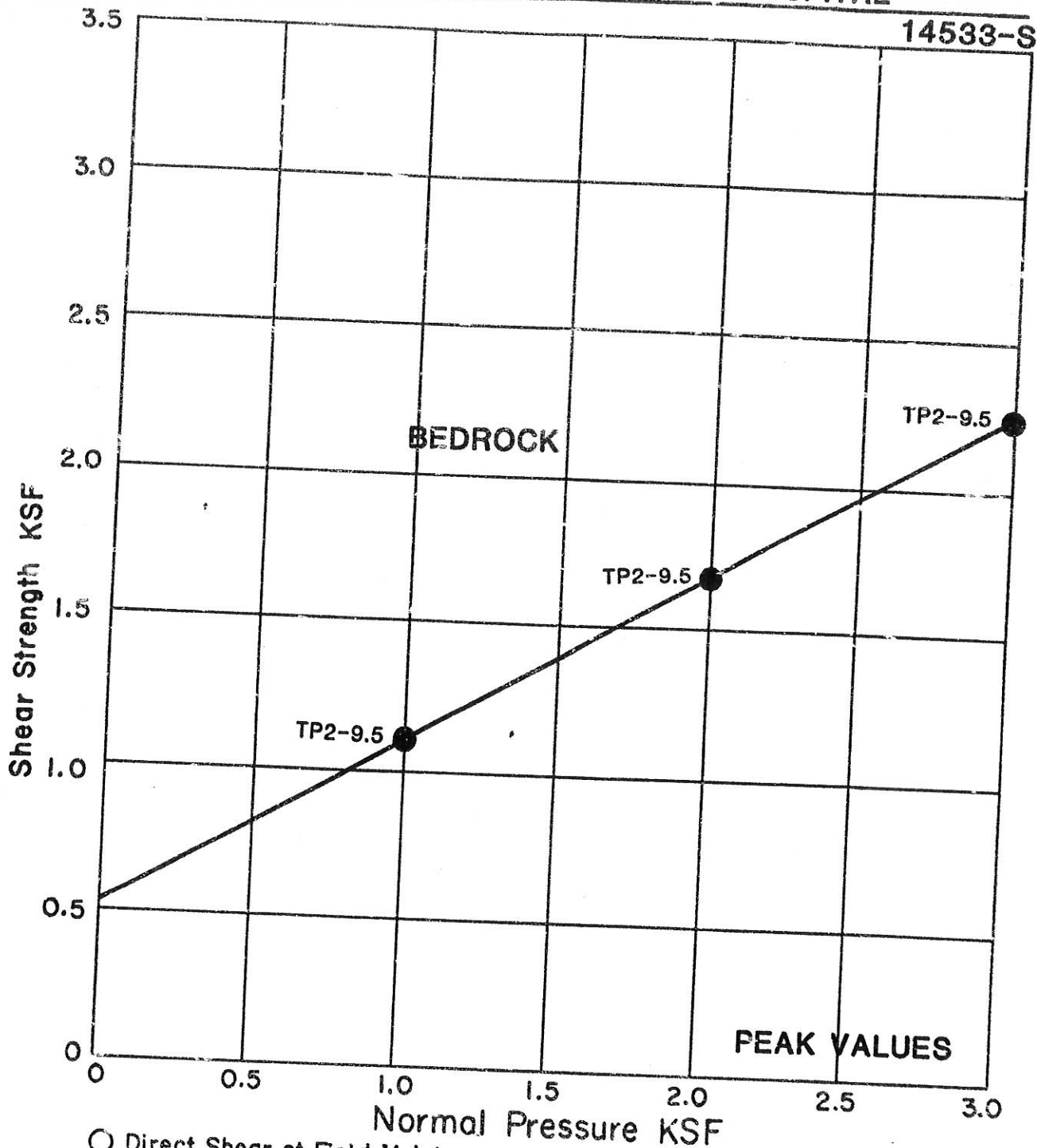
<u>Test Pit Number</u>	<u>Depth (Feet)</u>	<u>Description</u>
3	0 - 1	<u>FILL:</u> Gravelly Silt, medium brown, dry, loose, rootlets, pieces of brick
	1 - 6	<u>SOIL:</u> Sandy Silt, medium brown, slightly moist, moderately firm, rootlets, shale chips
	6 - 9	<u>BEDROCK:</u> Shale, brown and gray, thinly bedded, fractured, very weathered, slight carbonate staining, upper 2 feet highly weathered
End at 9 feet; No Water; No Caving; Fill to 1 foot Bedding - Horizontal		

NOTE: The stratification depth represents the approximate
boundary between earth types; the transition may be gradual.

SHEAR TEST DIAGRAM

Project TEMPLE COMMUNITY HOSPITAL

14533-S



- Direct Shear at Field Moisture
- Direct Shear, Saturated
- Unconfined Compression Test
- ⊕ Vane Shear Test
- Penetrometer

W(BEFORE TEST) W(AFTER TEST)
41.2% 45.0%

$$\gamma_d = 76.4 \text{ PCF}$$

KOVACS-BYER and ASSOCIATES Inc.

PLATE B

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

GEOLOGY AND SOILS REPORT APPROVAL LETTER

August 7, 2017

LOG # 94632-02
SOILS/GEOLOGY FILE - 2
LAN

To: Vincent P. Bertoni, AICP, Advisory Agency
Department of City Planning
c/o Nuri Cho (nuri.cho@lacity.org)
200 N. Spring Street, 7th Floor, Room 750

From: Jesus Adolfo Acosta, Grading Division Chief
Department of Building and Safety

PROPOSED LEGAL: Vesting Tentative Tract VTT-74377, Lot 1 with 221 residential condominium units
CURRENT LEGAL: FOREST PARK SUBDIVISION NO. 2 (MP 11-150/151), Lots FR LT A, 21, 22, 23, 24, VAC ORD 25315 & 25316, VAC 84-29791 (3)
LOCATION: 235 N. Hoover Street (aka 3411, 3419, 3425, 3433 & 3441 W. Council Street and 234 N. Commonwealth Place)

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Response Report	173002-01	07/13/2017	LGC Valley, Inc.
Oversized Documents	``	``	``

<u>PREVIOUS REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Dept. Review Letter	94632-01	05/30/2017	LADBS
Addendum/Response Report	173002-01	03/24/2017	LGC Valley, Inc.
Laboratory Test Report	17-059-004	02/28/2017	EGLAB, Inc.
Dept. Correction Letter	94632	09/20/2016	LADBS
Geology/Soils Report	A9391-06-01	03/23/2016	Geocon West, Inc.

The Grading Division of the Department of Building and Safety has reviewed Vesting Tentative Tract VTT-74377 with Los Angeles Department of City Planning receipt stamp dated 03/16/2017 and the referenced reports that provide recommendations for the proposed demolition of all existing site structures and construction of a 6-story multi-family residential structure with 2 levels of subterranean parking, retaining walls, 1.5H:1V bedrock cut slopes and 2H:1V fill slopes. The proposed structures are located on the top of a ridge that descends up to approximately 100 feet to the north, east and west at gradients as steep as 0.75H:1V per the consultants.

The earth materials at the subsurface exploration locations consist of up to 13 feet of uncertified fill underlain by colluvium and Puente Formation siltstone, sandstone, claystone and shale bedrock. Bedding is variable at low angles up to 15 degrees per the consultants. Traces of oil and five feet of possible slope wash was observed by previous consultants. The current consultants recommend to support the proposed structures on conventional and/or drilled-pile foundations bearing on properly placed fill or competent bedrock, but not both.

235 N. Hoover Street (aka 3411, 3419, 3425, 3433 & 3441 W. Council Street and 234 N. Commonwealth Place)

The site is located in a designated seismically induced landslide hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The above reports include an acceptable seismic slope stability analysis and the requirements of the 2017 City of Los Angeles Building Code have been satisfied.

The Tentative Tract VTT-74377 and the referenced reports are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2017 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The entire site shall be brought up to the current Code standard (7005.9).
2. All recommendations of the reports by LGC Valley, Inc. dated 03/24/2017 and 07/13/2017 signed by Basil Hattar, GE 2734, and Susan M. Berger, CEG 2069 in addition to the referenced reports by other consultants, which are in addition to or more restrictive than the conditions contained herein shall also be incorporated into the plans for the project. (7006.1)
3. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
4. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support and/or retaining of slopes adjoining to public way (3307.3.2).
5. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required (7006.6). The consent shall be included as part of the final plans.
6. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).
7. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
8. A grading permit shall be obtained (106.1.2).
9. All graded, brushed or bare slopes shall be planted with low-water consumption, native-type plant varieties to protect slopes against erosion (7012).
10. All existing and new graded fill slopes shall be no steeper than 2H:1V (7011.2).
11. All existing and new graded bedrock cut slopes shall be no steeper than 1.5H:1V, as recommended.

12. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.
13. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
14. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).
15. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of three feet whichever is greater (7011.3).
16. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
17. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
18. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).
19. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).
20. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
21. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
22. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the

subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

23. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit (3307.3.2).
24. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
25. Unsurcharged temporary excavations shall be trimmed back at a gradient not exceeding 1:1, as recommended.
26. Shoring shall be designed for the lateral earth pressures specified in the section titled "Shoring-Soldier Pile Design and Installation" starting on page 31 of the 03/23/2016 report; all surcharge loads shall be included into the design.
27. Shoring shall be designed for a maximum lateral deflection of ½ inch where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation, as recommended.
28. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
29. All foundations shall derive entire support from properly placed fill or competent bedrock but not both, as recommended and approved by the geologist and soils engineer by inspection.
30. Foundations adjacent to a descending slope steeper than 3:1 (horizontal to vertical) in gradient shall be a minimum distance of one-third the vertical height of the slope but need not exceed 40 feet measured horizontally from the footing bottom to the face of the slope (1808.7.2). Where the slope is steeper than 1:1, the required setback shall be measured from an imaginary plane 45 degrees to the horizontal, projected upward from the toe of the slope.
31. Buildings adjacent to ascending slopes steeper than 3H:1V in gradient shall be setback from the toe of the slope a level distance measured perpendicular to slope contours equal to one-half the vertical height of the slope, but need not exceed 15 feet (1808.7.1). Where the slope is steeper than 1:1, the toe of the slope shall be assumed to be at the intersection of a horizontal plane drawn from the top of the foundation and a plane drawn tangent to the slope at an angle of 45 degrees to the horizontal.
32. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.

33. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3).
34. Pile caisson and/or isolated foundation ties are required by LAMC Sections 91.1809.13 and/or 91.1810.3.13. Exceptions and modification to this requirement are provided in Information Bulletin P/BC 2014-030.
35. Pile and/or caisson shafts shall be designed for a lateral load of 1000 pounds per linear foot of shaft exposed to fill, soil and weathered bedrock per P/BC 2014-050.
36. The design passive pressure shall be neglected for a portion of the pile with a horizontal setback distance less than five feet from fill, soil or weathered bedrock.
37. Existing uncertified fill shall not be used for lateral support of deep foundations (1810.2.1).
38. Slabs placed on approved compacted fill shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
39. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
40. The seismic design shall be based on a Site Class C, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
41. Retaining/Basement walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls Design" starting on page 26 of the 03/23/2016 report. Note: Where two separate stacked retaining walls (the upper wall surcharges the lower wall) are proposed, the lower of the 2 walls shall be designed for the combined height of the 2 walls. As an alternative a supplemental report shall be submitted to the Grading Division containing recommendations for design earth pressures due to surcharge from the upper wall. All surcharge loads shall be included into the design.
42. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 28 of the 03/23/2016 report (1803.5.12).

Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures. The height of a stacked retaining wall shall be considered as the summation of the heights of each wall.
43. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
44. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).

45. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
46. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
47. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
48. The structure shall be connected to the public sewer system per P/BC 2014-027.
49. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer (7013.10).
50. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
51. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).
52. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008 & 1705.6).
53. All friction pile or caisson drilling and installation shall be performed under the inspection and approval of the geologist and soils engineer. The geologist shall indicate the distance that friction piles or caissons penetrate into competent bedrock in a written field memorandum. (1803.5.5, 1704.9)
54. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
55. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; underpinning; pile installation; protection fences; and, dust and traffic control will be scheduled (108.9.1).
56. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6).
57. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the

235 N. Hoover Street (aka 3411, 3419, 3425, 3433 & 3441 W. Council Street and 234 N. Commonwealth Place)

conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

58. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

 
CLJ/DRE:clj/dre

Log No. 94632-02
213-482-0480

cc: Pinacle 360 Hoover, LLC, Owner
LGC Valley, Inc., Project Consultant
LA District Office



LGC Valley, Inc.

Geotechnical Consulting

***SUPPLEMENTAL INVESTIGATION AND
RESPONSE TO REVIEW COMMENTS
CITY OF LOS ANGELES, GEOLOGY AND SOILS REPORT
CORRECTION LETTER DATED
SEPTEMBER 20, 2016 (LOG#94632),
235 N. HOOVER STREET,
CITY OF LOS ANGELES, CALIFORNIA***

Site Address: 235 N. Hoover Street (aka 3411, 3419, 3425, 3433 &
3441 W. Council Street and 234 N. Commonwealth Place)

Tract: Forest Park Subdivision No. 2 (MP 11-150/151)

Lots: FR LT A, 21, 22, 23, 24, VAC ORD 25315 & 25316,
VAC 84-29791 (3)

Dated: March 24, 2017

Project No. 173002-01

Prepared For:

***PINNACLE 360 HOOVER, LLC
C/O LATERRA DEVELOPMENT, LLC
1880 Century Park East, Suite 600
Los Angeles, California 90067***



LGC Valley, Inc.

Geotechnical Consulting

March 24, 2017

Project No. 173002-01

Mr. Justin Fleming
Pinnacle 360 Hoover, LLC
c/o LaTerra Development, LLC
1880 Century Park East, Suite 600
Los Angeles, California 90067

Subject: Supplemental Investigation and Response to Review Comments, City of Los Angeles, Geology and Soils Report Correction Letter Dated September 20, 2016 (Log#94632), 235 N. Hoover Street, City of Los Angeles, California

Site Address: 235 N. Hoover Street (aka 3411, 3419, 3425, 3433 & 3441 W. Council Street and 234 N. Commonwealth Place)

Tract: Forest Park Subdivision No. 2 (MP 11-150/151)

Lots: FR LT A, 21, 22, 23, 24, VAC ORD 25315 & 25316, VAC 84-29791 (3)

Introduction

In accordance with your request, LGC Valley, Inc. (LGC) is providing this supplemental investigation and response to review comments by the City of Los Angeles, geology and soils report correction letter, dated September 20, 2016, (Log # 94632). LGC is providing the supplemental investigation and responses to review comments from the City of Los Angeles which address the GEOCON West, Inc. (Geocon) report, dated March 23, 2016. A copy of the Review Sheet is attached at the end of the text of this document.

This response also includes updated geotechnical recommendations for site construction, as necessary.

Based on our review of the latest project plans, the proposed project consists of a 6-story multi-family structure with 2 levels of subterranean parking with a retaining wall north of the proposed structure of up to 12 feet in height. The proposed project has been revised from the one reported on in the referenced Geocon 2016 report. The proposed second level of subterranean has been extended to generally match the footprint of the first subterranean level. The attached Plate 1B, Geotechnical Map shows the updated lower level subterranean footprint.

Engineer-of-Record

LGC has reviewed the information presented in the geotechnical reports prepared by GEOCON West, Inc., (GEOCON) and Kovacs-Byer with respect to the subject site and accepts responsibility as geotechnical engineer of record. LGC accepts, and concurs with the prior information, except where modified herein.

LGC has reviewed the laboratory test data, procedures and results performed by EGLAB, Inc. (EGL) with respect to the subject site and concurs with and accepts responsibility as geotechnical engineer of record for their work (laboratory testing).

Supplemental Subsurface Investigation and Laboratory Testing

Our supplemental subsurface investigation, per the recommendations of the referenced Geocon report, consisted of the excavation of two large-diameter borings and two hand dug test pits. The borings extended to depths of 81 and 55 feet below existing ground surface. Hand dug test pits ranged from 4 to 4.5 feet in depth. The approximate locations of the borings and test pits are shown on the Geotechnical Maps, Plates 1A, 1B, and 1C. The borings were sampled and logged under the supervision of a geologist from LGC.

During the subsurface investigation, representative bulk and relatively undisturbed samples were collected for laboratory testing. Laboratory testing was performed by EGLAB, Inc. (EGL), a City of Los Angeles approved testing lab. Laboratory testing was performed on representative soil samples and included maximum density and optimum moisture content, and direct shear testing. A summary of the test procedures and printouts of the laboratory test results are presented in Appendix C.

GEOTECHNICAL CONDITIONS SUMMARY

Regional Geology

The site is located within the Hollywood (7 1/2 minute) quadrangle within the Los Angeles Basin. Local bedrock knobs occur in the area with surrounding deep alluvium in the lowland areas. According to Dibblee (1991), an anticlinal feature trends toward the northwest with the axis situated approximately 3000 feet to the northeast of the site. Therefore, the site is situated on the southwest limb of an anticline with regional dips anticipated to be toward the southwest.

Site-Specific Geology

The site is underlain by artificial fill (undocumented), colluvial soils and bedrock assigned to a Tertiary Unnamed Shale by Dibblee (1991) or the Puente Formation of Lamar (1970) and Others. A brief description of each unit is as follows:

Artificial Fills (Af)

Artificial fills present on the site are not known to be documented. Fills are associated with the existing structures and parking lots. The fill encountered consisted of light yellow brown, silty fine sands and dark brown, clays that were loose to medium dense and contained construction debris. Maximum depth of fill is anticipated to be less than 8 feet. All existing fill should be removed and recompacted, as necessary.

Colluvium (Qcol)

Colluvium is a surficial soil that is present on original ground surfaces. We encountered colluvium having a maximum thickness of three feet. GEOCON indicates colluvium up to 14 feet deep and labels the northern slope area as fill/colluvium. The basis of their interpretation is from LCA borings, which were excavated prior to the hospital construction, which involved excavation of that area.

The colluvium consists of dark brown silty clays that are moist, loose and contain roots and pores. All colluvium should be removed and replaced as compacted fill as necessary.

Puente Formation (Tp)

The Puente Formation bedrock consists of thinly laminated sandstones, siltstones and claystones that are typically damp to moist, dense to hard and contain carbonate nodules and gypsum. Cemented sandstone beds are present and significant gypsum growth along bedding was observed. At depth, the materials are dark gray mudstones that are massive and hard. Overall, the bedrock may be characterized as massive despite the interlaminated sands, silts and clays. There were no distinct beds, except for the cemented sandstone bed. No significant planes of weakness were observed that will remain after excavation to proposed grades or that will adversely impact the site.

Geologic Structure

Geologic structure of the underlying bedrock is relatively flat-lying. Bedding angles vary in direction and seem indiscriminate; however, the general area appears to be on the southwest limb of a northwest trending anticlinal feature with the axis located to the east of the site. The local strike variation is believed to be because of warping due to gypsum growth and very minor folding within the formation.

Groundwater

Groundwater or seepage was not encountered in the current borings which extended to 81 feet.

Surface Water

Based on our review of local maps, sheet flow is currently in all directions. Surface water runoff relative to project design is the purview of the project civil engineer but will be directed away from planned structures into approved drainage devices.

Laboratory Testing and Shear Strengths

During our supplemental investigation, representative bulk samples and relatively undisturbed ring samples were collected from the bucket augers and were used for laboratory testing. Laboratory testing was performed on representative soil samples and included moisture & density, maximum dry density and optimum moisture, and direct shear testing. Laboratory testing was performed by EGLAB, Inc. (EGL), a city of Los Angeles approved testing laboratory. LGC has reviewed the laboratory test data, procedures and results provided by EGL with respect to the subject site and concur with and accepts responsibility as geotechnical engineer of record for their work (laboratory testing). A discussion of the tests performed and printout of the laboratory test results are presented in Appendix C.

Puente Formation (Tp) Shear Strengths

Representative soil samples from depths ranging from 40 to 70 feet from the bucket auger borings were generally used to perform laboratory testing to evaluate the general characteristics of the site soils and to determine their shear strengths for global slope stability. A discussion of the tests performed and a summary of the results are presented in Appendix C. Composite plots were developed for the residual and peak shear strengths for the Puente Formation (Tp) soils. The lowest bound of the test results were considered for the shear strength values. Although the observed bedrock was found to be dense,

dense, massive, and no landslide planes or weak along bedding planes were found, the residual/ultimate strength was used for an along-bedding condition between 0 and 10 degrees, and the peak strength was used for the cross-bedding strength. The individual shear test results including the shear stress vs deformation curves, which shows the leveling off of the shear stress at higher deformations is included in Appendix C. Composite plots are included in Appendix C. The results of the direct shear testing for use in global slope stability indicated a residual shear strength equal to a cohesion of 400 psf and a friction angle of 27 degrees, and a peak strength equal to a cohesion of 750 psf and a friction angle of 28 degrees.

A direct shear test was performed at a depth of 10 feet which was utilized to determine the shear strength values to use for surficial stability analysis. The results of the testing on the upper Puente Formation soils indicated a cohesion of 300 psf and a friction angle of 24 degrees.

Engineered Fill Shear Strengths

Representative samples of materials to be utilized as engineered fill were remolded at 90% relative compaction and subjected to direct shear testing. The results of the testing on representative on site soils to be used as fills indicated a cohesion of 100 psf and a friction angle of 30 degrees.

Slope Stability

A total of nine geologic cross sections were developed for review of the site. Cross-sections A-A', I-I', E-E', G-G', and H-H' were developed to review the northern slope which descends from the site down to an existing hotel on Temple Street. The northern slope ranges in height from 40 to 70 feet in height (based on Navigate LA topography and GISNET3 topography) with slope angles as steep as 0.75H:1V. Cross-sections A-A', E-E', I-I', and H-H' were analyzed to review the global static and pseudostatic stability of the northern slope.

Cross-Section B-B' was developed to show the geologic condition in an east-west direction across the site including an existing wall and slope, and shows the proposed wall and finish grades. No stability analysis was considered necessary for this slope.

Cross-Sections C-C' and F-F' were developed to show the existing and proposed conditions of the southern slope descending to Council Street. No stability analysis was considered necessary for this slope.

Cross-Section D-D' was developed to show the existing and proposed conditions of the eastern slope descending to Hoover Street. No stability analysis was considered necessary for this slope.

Although the observed bedrock was found to be dense, massive, and no landslide planes or weak along bedding planes were found, the residual/ultimate strength was used for an along-bedding condition between 0 and 10 degrees (cohesion 400 psf and 27° phi), and the peak strength (cohesion 750 psf and 28° phi) was used for the cross-bedding strength.

Generally, slope stability analyses were conducted using the computer program Slope W. The Bishop's Method was used to analyze rotational failure modes. A coefficient of horizontal acceleration using a K_h of 0.322g (FS of 1.0) was used to evaluate the pseudostatic stability analyses.

Static and pseudostatic slope stability calculations were considered for rotational mode of failure. Based on the slope stability analysis, the static and pseudostatic analysis resulted in a factor of safety (FOS) greater than a 1.5 and 1.0, respectively. Based on the slope stability analysis no mitigation for global stability is required. Foundations for proposed retaining walls and the proposed building should be deepened to achieve the California Building Code setback for foundations from descending slopes.

Surficial slope stability analysis was performed for cut bedrock slopes with slope gradients ranging from 0.75H:1V to 1.5H:1V using a shear strength of cohesion of 300 psf and a friction angle of 24 degrees. Based on surficial stability analysis, slopes with gradients of steeper than 1.5H:1V have a Factor of Safety of less than 1.5, slopes of 1.5H:1V slope gradient and flatter have Factors of Safety of greater than 1.5. Slopes steeper than a slope gradient of 1.5H:1V slope are considered surficially unstable and are subject to erosion and surficial slumps.

RESPONSE TO REVIEW COMMENTS

Comment No. 1

Identify all non-conforming conditions and provide recommendations to bring the entire site into conformance with the current Code standard (7005.9). Note: This shall include but not be limited to removal and/or support of all existing non-conforming graded slopes and, underpinning/replacement of all existing foundations to remain where not in conformance with current Code standards. Please be aware that all existing graded slopes steeper than 2H:1V will be considered as non-conforming. The Department will allow cut slopes evaluated as stable with the required minimum factor of safety of 1.5 for gross and surficial stability and exposing hazard-free geology, up to a maximum horizontal to vertical slope gradient of 1.5H:1V (33 degrees) on private property and up to a maximum horizontal to vertical slope gradient of 1H:1V (45 degrees) for street cuts.

Response to Comment No. 1

Non-conforming slopes exist along the north and east property boundaries. Proposed grading and or building construction will reduce the slope heights within the property boundary. A retaining wall is planned along the northern and eastern sides of the property. Along the northern property boundary, the retaining wall is planned at property line or up to 20 feet back from property line. Along the eastern property boundary, the retaining wall is located approximately 34 feet back from property line.

Based on slope stability analysis as discussed above, the northern slope descending to the existing hotel or Temple Street was analyzed and was found to have a global static and pseudostatic slope stability factor of safety of greater than 1.5 and 1.0, respectively. Slopes steeper than a 1.5H:1V slope gradient were found to have a surficial stability factor of safety of less than 1.5. A planned retaining wall along the property line or up to 20 feet from the property line will reduce the potential for surficial stability issues.

Comment No. 2

Provide the recommended additional site exploration as discussed in section 8.25 of the 03/23/2016 referenced report.

Response to Comment No. 2

Hand auger borings were excavated in the western portion of the site and in the southern portion of the site (at the corner of Council Street and Hoover Street) to determine the depths of surficial soils. Hand Auger Borings (HA-1 and HA-2) are depicted on the Geotechnical Map, Plate 1. Based on the hand auger borings HA-1 and HA-2, depth to bedrock was found to be 3.5 to 4 feet below the existing grade. Logs of the borings are attached in Appendix B.

The supplemental investigation included two bucket auger borings LGC-B1 and LGC-B2 excavated, where possible based on site access, to obtain additional geologic data for the site including the northern slope. The obtained additional geologic data was used to develop site cross-sections used for slope stability analysis of the northern slope.

Comment No. 3

Include for review purposes a complete copy (including exploration logs, geologic map, cross sections and lab data) of the previous reports (Leroy Crandal and Associates; Kovacs-Byer and Associates; Mactec Engineering and Consulting, Inc.; Slosson & Associates) discussed and the Department review letters.

Response to Comment No. 3

LGC has been unable to locate the Leroy Crandal and Associates (LCA), Mactec Engineering and Slosson & Associates reports. The only information we have regarding these reports is what has been discussed in the GEOCON (March 23, 2016) report. We use the LCA borings for geologic structure representation; however, we have no information regarding how the data was obtained in 18 and 20-inch diameter borings. Additionally, we cannot confirm locations or elevations of those borings. Data is presented for information only.

Site History

A chronology of prior work performed at the site that is deemed pertinent to the proposed construction is as follows and is based on data retrieved from the City of Los Angeles files:

2016 – GEOCON investigated the site by drilling two large diameter borings. Their report summarized several reports that could not be found by this office. For example, the Leroy Crandal and Associates (LCA), Mactec Engineering and Slosson & Associates reports. The report lacked required slope stability analyses and other pertinent data and the City provided a correction letter (September 20, 2016, Log # 94632).

1992 – City of Los Angeles Approval (January 14, 1992, Log # 27000) approved the Kovacs-Byer reports for the Diesel storage tank.

1991 – Kovacs-Byer and Associates, Inc., performed field investigation and reports for a diesel storage tank. The reports included slope stability analyses and recommended that the tank pad be placed on pile foundation systems to meet setback criteria from the descending slope to the north.

Adjacent Site, 165 N. Hoover Street:

1989 – City approved the RSA reports for adjacent apartment building located at 165 N. Hoover Street.

1988 - RSA Associates, Inc. investigated 165 N. Hoover Street for an apartment building. Bedding angles encountered were less than ten degrees. Data is shown for reference only.

The site has a file history dating back to 1926. The site has had numerous buildings, alterations, repairs and additions through the years. The data is not specific to depths and locations of existing foundations systems.

We understand that existing pile foundation systems may be present at the site. However, the proposed project plans indicate two subterranean parking levels, we anticipate that the majority of the existing foundation systems will be removed. Once demolition activities expose the existing piles they will be evaluated for candidacy for remaining in place or for removal. It is our opinion that left in place piles below proposed basement foundations are not considered an issue for site design, provided the existing piles are removed to below future foundations.

Comment No. 4

The consultants shall provide a statement that referenced previous reports were reviewed, that they either concur with or do not concur with the findings contained therein, and that they will accept professional responsibility for the use of any data from others. Note: It appears that the consultants took responsibility for the Kovacs and Mactec report; however, they did not take responsibility for the LCA and Slosson reports.

Response to Comment No. 4

Acknowledged. We accept the data from prior reports (by Geocon West and Kovacs-Byer) that we were able to locate at the City of Los Angeles and which are referenced herein. Some data has been presented for reference only (i.e. LCA, 1971 borings and mapping along the slope faces. The current borings were drilled to verify the general interpretation presented by GEOCON. We disagree that the geologic interpretation should be generalized to horizontal bedding; however, the bedrock is essentially a homogeneous material with no significant weak bedding planes or features that would require engineering analyses as translational failure modes.

Comment No. 5

Provide a chronology history of the Tentative Tract (TT) Map(s) and a description of the proposed project associated with the TT that was (were) filed with the Los Angeles Department of City Planning. Provide copies of all City Planning correspondence in relation to the filed TT Map(s).

Response to Comment No. 5

Application History

The Vesting Tentative Tract Map application (VTT-74377) was originally filed on August 29, 2016. Updated application materials were submitted on November 4, 2016. The map application was deemed complete by operation of law on December 5, 2016. The City subsequently issued a letter dated January 11, 2017 that confirmed that the application had been deemed complete and entitlements vested.

Project Description

The Project is a multi-family development containing 221 dwelling units in an approximately 260,000 square foot, four-story building with two levels of subterranean parking. The maximum overall height will be 61 feet, exclusive of exempt rooftop projections such as elevator shafts. The Project includes 18 affordable housing units. Various residential amenities will be provided. Construction of the Project requires demolition of the existing approximately 96,500 square foot vacant hospital that currently occupies the Project Site.

Comment No. 6

Provide a geologic map that is based upon the proposed VTT-74377, conceptual grading and site development plans, to illustrate all proposed and existing contours relative to the planned grading and/or construction, along with all off-site slopes and conditions which could adversely affect the stability or safety of the site (7003.2).

Response to Comment No. 6

Geotechnical Maps have been prepared based on the latest grading and development plans. Plate 1a shows the existing condition onsite, Plate 1b shows the proposed building footprint and design, and Plate 1C shows the existing condition and proposed design and the off-site slope topography developed from GISNET3. Nine (9) new Geologic Cross Sections A-A' through I-I', Plates 2a and 2b, have been prepared showing the pertinent existing and proposed grades. Cross-sections A-A', E-E', H-H', and I-I' were considered the most critical from a slope stability standpoint and were analyzed.

Comment No. 7

Please check the geologic attitudes on the current geologic map and provide a summary of how and by whom the attitudes were collected. Where are the LCA (1967) attitudes shown on the geologic map from as there were no attitudes on the boring logs in Appendix C? How were the LCA (1971) attitudes collected from 18-20-inch diameter bucket auger borings? Were the geologic attitudes on Temple Street and Silver Lake Boulevard collected by Geocon or others? Note: Several of the Geocon attitudes appear to be mis-plotted on the geologic map as well as the LCA (1971) attitudes.

Response to Comment No. 7

We cannot verify how or by whom geologic attitudes were collected by LCA because we cannot find that report. The 1967 LCA borings were not located on the plans as they did not provide pertinent data for the current site conditions. We do not know how attitudes were collected in 18-20-inch diameter borings.

We do not know what company collected the Geologic attitudes along Temple Street and Silver Lake Boulevard. Bedrock is exposed on the slopes and overall bedrock appears to be near surface beneath the grass overgrowth. The attitudes are shown for reference. Our observation of the slopes indicate similar structural orientations.

As a part of this study LGC excavated two additional bucket auger borings and that were down hole logged by an Engineering Geologist from this office, to confirm the general site attitudes to use for analysis.

Comment No. 8

Provide a geologic map and cross sections printed at a common engineering scale for review showing top and bottom of slopes; lithologic contacts; correctly plotted bedding, joint and shear attitudes; locations of surficial failures (minor rockfall, sluff and talus); existing, temporary excavation, and proposed topographic profiles; proposed structures and required Code setbacks (7006.3.2).

Response to Comment No. 8

Geotechnical Maps, Plate 1a shows the existing condition onsite, Plate 1b shows the proposed building footprint and design, and Plate 1C shows the existing condition and proposed design and the off-site topography developed from GISNET3, and nine (9) new Geologic Cross Sections A-A' through I-I', Plates 2a and 2b have been prepared showing the pertinent existing and proposed grades. A retaining wall is planned along or near the northern and eastern property boundaries.

Comment No. 9

Provide geologic cross sections illustrating existing and proposed grades and structures through the highest, steepest and geologically critical sections.

Response to Comment No. 9

Nine new Geologic Cross Sections A-A' through I-I', Plate 2a and 2b have been prepared showing the pertinent existing and proposed grades along the highest, steepest and geologically critical locations.

Comment No. 10

Provide temporary and permanent ground water control recommendations. Note: The Department requires that in the event the proposed depth below grade of the lowest building finish floor level will be near or below historically highest ground water level or the current ground water level, temporary and permanent ground water control recommendations shall be provided.

Response to Comment No. 10

Geocon stated that historical groundwater level was 20 feet; however, the 20-foot contour line on the CGS Seismic Hazard Report (SHZR 026) is for the lowland alluvial plain nearly 100 feet below the elevation of the site. The site is situated on a bedrock hill. Groundwater may be perched in layers beneath the site but true groundwater in significant quantities are not anticipated. Our borings did not encounter any groundwater or seepage to a total depth of 81 feet. Therefore, no mitigation and temporary or permanent groundwater control is considered necessary for site construction or development.

Comment No. 11

The residual shear strength shall be utilized where potential slip along bedding planes is analyzed as required in Information Bulletin P/BC 2014-049. The residual shear strength is the lowest strength reached at high shear deformations. Provide justification that samples reached the residual strength. Provide plots of each re-shears performed or clarifications.

Response to Comment No. 11

As discussed above, additional shear strength testing was performed as a part of this supplemental investigation. The individual shear test results including the shear stress vs deformation curves, which shows the leveling off of the shear stress at higher deformations is included in Appendix C. Composite plots are included in Appendix C. Although the observed bedrock was found to be dense, massive, and no landslide planes or weak along bedding planes were found, the residual/ultimate strength was used for an along-bedding condition between 0 and 10 degrees (cohesion 400 psf and 27° phi).

Comment No. 12

Provide surficial stability analysis using appropriate shear strengths and soil thickness and indicate the evaluated factor of safety.

Response to Comment No. 12

Surficial slope stability analysis was performed for cut bedrock slopes with slope gradients ranging from 0.75H:1V to 1.5H:1V using a shear strength of cohesion of 300 psf and a friction angle of 24 degrees (from an undisturbed ring sample collected in bucket auger boring LGC-B1 at 10 feet). Based on hand auger borings HA-1 and HA-2 surficial soils were found to be 3.5 to 4 feet in thickness. Therefore, surficial stability analysis assumed a depth of 4 feet. Based on surficial stability analysis, slopes with gradients of steeper than 1.5H:1V have a Factor of Safety of less than 1.5, slopes of 1.5H:1V slope gradient and flatter have Factors of Safety of greater than 1.5. Slopes steeper than a slope gradient of 1.5H:1V slope are considered surficially unstable and are subject to erosion and surficial slumps.

Comment No. 13

Provide slope stability calculations performed along an assumed failure plane that yields the lowest factor of safety and shall be based on shear strength parameters which represents the weakest material on the site P/BC 2014-049.

Response to Comment No. 13

Although the observed bedrock was found to be dense, massive, and no landslide planes or weak along bedding planes were found, the residual/ultimate strength was used for an along-bedding condition between 0 and 10 degrees (cohesion 400 psf and 27° phi).

Cross-sections A-A', I'I', E-E', and H-H' were analyzed for the northern slope. Static and pseudostatic slope stability calculations were considered for rotational mode of failure. Based on the slope stability analysis, the static and pseudostatic analysis resulted in a factor of safety (FOS) greater than a 1.5 and 1.0, respectively. Based on the slope stability analysis no mitigation for global stability is required. Foundations for proposed retaining walls and the proposed building should be deepened to achieve the California Building Code setback for foundations from descending slopes.

Comment No. 14

Provide pseudo-static slope stability analysis in conformance with the most recent version of CGS Special Publication 117 (i.e. SP 117A), Guidelines for Evaluating and Mitigating Seismic Hazards in California (1803.7.2), and with the Department guidelines presented in the Memorandum dated 07/16/2014 (in the event the consultant does not have the memorandum, the reviewers could be contacted to send via email).

Response to Comment No. 14

Pseudostatic slope stability was performed in conformance with SP117A and the department guidelines to determine the appropriate K_{eq} considering a displacement of 5cm, and two-thirds of the site PGAm (0.965g). The calculated K_{eq} used in the slope stability analysis was 0.322g. Pseudostatic slope stability analysis results are included in Appendix C.

Comment No. 15

Revise lateral earth pressure for basement walls and other walls in which horizontal movement is restricted at the top so that they are designed for at-rest pressure in accordance to the Jaky Formula. Provide calculations to substantiate the recommendations.

Response to Comment No. 15

We concur where the horizontal movement is restricted at the top of the wall and the wall cannot yield under the applied load, the shear strength of the soil cannot be mobilized and the earth pressure will be higher. Such walls (basement walls) should be designed for “at-rest” conditions. On page 27 of the referenced report the at-rest pressure equivalent fluid pressure (pounds per cubic foot) is provided for up to 20 and up to 40 feet. We recommend that the at-rest equivalent fluid pressure of up to 40 feet be considered for the design of all basement walls. The provided equivalent value of 64 pcf is suitable for the basement wall design and is in accordance with the Jaky formula ($K_o = 1 - \sin \phi$). For this site, based on the friction angle of 28 degrees (from shear strength testing) the $K_o = 0.53$. Based on a soil unit weight of 120 pcf and the $K_o = 0.53$, the at-rest Equivalent fluid pressure is 63.6 pcf. Therefore, the provided value of 64 pcf should be used for all site basement walls.

Comment No. 16

The grading department does not allow the bearing to be both of engineered fill and bedrock. Revise the recommendations so that a uniform bearing material is recommended.

Response to Comment No. 16

We concur, all foundation systems must derive support from competent bedrock.

CONCLUSIONS AND RECOMMENDATIONS

Based on our geotechnical review and supplemental work, it is our conclusion that the site development proposed on the attached Geotechnical Maps (Plates 1A-1C) is feasible from a geotechnical standpoint, provided the recommendation included in the referenced Geocon report (March 23, 2016), and those recommendations included in this response report are incorporated into the project plans and specifications, and followed during site grading and construction.

Our geotechnical conclusions and recommendations are as follows:

- The site is within the City of Los Angeles and thus is subject to the Specifications and Guidelines set by the City; a Deputy Grading Inspector will be required for site grading activities working under the direction of the Project Engineer and Project Geologist
- Engineered fill shall meet the requirements of 90 percent relative compaction.
- Site bedrock and adjacent units are anticipated to be readily rippable with conventional earthwork machinery. Local areas of cemented soils were observed and production rates may drop in these localized areas.
- Groundwater was not encountered during our current supplemental investigation to a depth of 81 feet below the existing ground surface. Groundwater is not anticipated during subterranean excavations; historic groundwater contours are shown in lowland alluvial areas well below site grades. The subject site is in a hilly terrain. Therefore, no mitigation and temporary or permanent groundwater control is considered necessary for site construction or development.
- Retaining wall and building foundations should be founded into uniform soils (either all compacted fills or all bedrock).
- Deepened footings/caisson depths for the retaining walls and building walls adjacent to descending slopes should be designed per the 2016 CBC Section 1808.7.2 and Figure 1808.7.1, the building foundation constructed on or near a descending slope should be setback or deepened to provide a minimum footing setback equal to the total height of slope (H) divided by 3 (H/3). The footing setback should be a minimum of 5 feet for slopes up to 15 feet in height and vary up to 40 feet for slopes up to 120 feet in height. The footing setbacks should be measured from the edge of the footing to the competent materials on the outer slope face.
- The observed bedrock was found to be dense, massive, and no landslide planes or weak along bedding planes were found, the residual/ultimate strength was used for an along-bedding condition between 0 and 10 degrees (cohesion 400 psf and 27° phi), and the peak strength (cohesion 750 psf and 28° phi) was used for the cross-bedding strength. Based on the slope stability analysis, the site slopes are considered globally stable based on static and pseudostatic slope stability analysis.
- Site slope at a slope gradient of 1.5H:1V or flatter are surficially stable. Slopes steeper than 1.5H:1V have the potential for erosion and surficial slumps. Proposed retaining walls along or near the northern perimeter of the site will reduce this potential for site slopes.
- Basement walls should be designed for an Equivalent Fluid Pressure of 64 pcf.
- From a geotechnical perspective, the existing onsite soils are suitable for use as fill, provided they are relatively free from rocks (larger than 6 inches in maximum dimension), construction debris, and organic material.

LIMITATIONS

Our services were performed using the degree of care and skill ordinarily exercised, under similar circumstances, by reputable engineers and geologists practicing in this or similar localities. No other warranty, expressed or implied, is made as to the conclusions and professional advice included in this report. The samples taken and submitted for laboratory testing, the observations made and the in-situ field testing performed are believed representative of the entire project; however, soil and geologic conditions revealed by excavation may be different than our preliminary findings. If this occurs, the changed conditions must be evaluated by the project soils engineer and geologist and design(s) adjusted as required or alternate design(s) recommended.

This report is issued with the understanding that it is the responsibility of the owner, or of his/her representative, to ensure that the information and recommendations contained herein are brought to the attention of the architect and/or project engineer and incorporated into the plans, and the necessary steps are taken to see that the contractor and/or subcontractor properly implements the recommendations in the field. The contractor and/or subcontractor should notify the owner if they consider any of the recommendations presented herein to be unsafe.

The findings of this report are valid as of the present date. However, changes in the conditions of a property can and do occur with the passage of time, whether they be due to natural processes or the works of man on this or adjacent properties.

In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control.

CLOSURE

If you have any questions regarding our report, please contact this office. We appreciate this opportunity to be of service.

Respectfully submitted,

LGC VALLEY, INC.



Susan M. Berger, CEG 2069
Senior Project Geologist



Basil Hattar, GE 2734
Principal Engineer



SMB/BIH/

Distribution: (6) Addressee (Including 2-Bound/1-unbound and CD for city of LA submittal)

Attachments: City of Los Angeles Geology and Soils Report Correction Letter (dated September 20, 2016, Log No. 94632) (rear of text)

Appendix A – References

Appendix B – Boring Logs and Test Pit Logs

Appendix C – Laboratory Testing Results by EGLAB, Inc.

Appendix D – Slope Stability Analysis

Appendix E – General Earthwork and Grading Specifications for Rough Grading

Plates 1A, 1B, and 1C– Geotechnical Maps (Pocket)

Plates 2A and 2B– Cross Sections (Pocket)

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FRANK BUSH
GENERAL MANAGER

GEOLOGY AND SOILS REPORT CORRECTION LETTER

September 20, 2016

LOG # 94632
SOILS/GEOLOGY FILE - 2
LAN

Pinnacle 360 Hoover, LLC
1880 Century Park, Suite 600
Los Angeles, CA 90067

TRACT: FOREST PARK SUBDIVISION NO. 2 (MP 11-150/151)
LOTS: FR LT A, 21, 22, 23, 24, VAC ORD 25315 & 25316, VAC 84-29791 (3)
LOCATION: 235 N. Hoover Street (aka 3411, 3419, 3425, 3433 & 3441 W. Council Street and 234 N. Commonwealth Place)

CURRENT REFERENCE <u>REPORT/LETTER</u>	REPORT <u>No.</u>	DATE OF <u>DOCUMENT</u>	<u>PREPARED BY</u>
Geology/Soils Report	A9391-06-01	03/23/2016	Geocon West, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed demolition of all existing site structures and construction of a 6-story multi-family residential structure with 2 levels of subterranean parking and retaining walls up to 40 feet in height. The proposed structures are located on the top of a ridge that descends up to approximately 100 feet to the north, east and west at gradients as steep as 0.75H:1V per the consultants.

The earth materials at the subsurface exploration locations consist of up to 13 feet of uncertified fill underlain by colluvium and Puente Formation siltstone, sandstone, claystone and shale bedrock. Bedding is variable at low angles up to 15 degrees per the consultants. A 2 foot thick shear was observed in boring 1 and a fault with 2 mm of offset was observed at 18.5 feet in boring 2 by the consultants. Traces of oil and five feet of possible slope wash was observed by previous consultants. The consultants recommend to support the proposed structures on conventional, mat-type and/or drilled-pile foundations bearing on properly placed fill and/or competent bedrock.

The site is located in a designated seismically induced landslide hazard zone as shown on the Seismic Hazard Zones map issued by the State of California.

The review of the subject report cannot be completed because the stability or safety of the proposed development cannot be determined at this time. The review will be continued upon submittal of an addendum to the reports which includes, but need not be limited to, the following:

(Note: Numbers in parenthesis () refer to applicable sections of the 2014 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

235 N. Hoover Street (aka 3411, 3419, 3425, 3433 & 3441 W. Council Street and 234 N. Commonwealth Place)

1. Identify all non-conforming conditions and provide recommendations to bring the entire site into conformance with the current Code standard (7005.9). Note: This shall include but not be limited to removal and/or support of all existing non-conforming graded slopes and, underpinning/replacement of all existing foundations to remain where not in conformance with current Code standards. Please be aware that all existing graded slopes steeper than 2H:1V will be considered as non-conforming. The Department will allow cut slopes evaluated as stable with the required minimum factor of safety of 1.5 for gross and surficial stability and exposing hazard-free geology, up to a maximum horizontal to vertical slope gradient of 1.5H:1V (33 degrees) on private property and up to a maximum horizontal to vertical slope gradient of 1H:1V (45 degrees) for street cuts.
2. Provide the recommended additional site exploration as discussed in section 8.25 of the 03/23/2016 referenced report.
3. Include for review purposes a complete copy (including exploration logs, geologic map, cross-sections and lab data) of the previous reports (Leroy Crandal and Associates; Kovacs-Byer and Associates; Mactec Engineering and Consulting, Inc.; Slosson & Associates) discussed and the Department's review letters.
4. The consultants shall provide a statement that referenced previous reports were reviewed, that they either concur with or do not concur with the findings contained therein, and that they will accept professional responsibility for the use of any data from others. Note: It appears that the consultants took responsibility for the Kovacs and Mactec report; however, they did not take responsibility for the LCA and Slosson reports.
5. Provide a chronological history of the Tentative Tract (TT) Map(s) and a description of the proposed project associated with the TT that was (were) filed with the Los Angeles Department of City Planning. Provide copies of all City Planning correspondence in relation to the filed TT Map(s).
6. Provide a geologic map that is based upon the proposed VTT-74377, conceptual grading and site development plans, to illustrate all proposed and existing contours relative to the planned grading and/or construction, along with all off-site slopes and conditions which could adversely affect the stability or safety of the site (7006.3.2).
7. Please check the geologic attitudes on the current geologic map and provide a summary of how and by whom the attitudes were collected. Where are the LCA (1967) attitudes shown on the geologic map from as there were no attitudes on the boring logs in Appendix C? How were the LCA (1971) attitudes collected from 18- to 20-inch diameter bucket auger borings? Were the geologic attitudes on Temple Street and Silver Lake Boulevard collected by Geocon or others? Note: Several of the Geocon attitudes appear to be mis-plotted on the geologic map as well as the LCA (1971) attitudes.
8. Provide a geologic map and cross sections printed at a common engineering scale for review showing top and bottom of slopes; lithologic contacts; correctly plotted bedding, joint and shear attitudes; locations of surficial failures (minor rockfall, sluff and talus); existing, temporary excavation, and proposed topographic profiles; proposed structures and required Code setbacks. (7006.3.2)
9. Provide geological cross sections illustrating existing and proposed grades and structures through the highest, steepest and geologically critical sections.

235 N. Hoover Street (aka 3411, 3419, 3425, 3433 & 3441 W. Council Street and 234 N. Commonwealth Place)

10. Provide temporary and permanent ground water control recommendations. Note: The Department requires that in the event the proposed depth below grade of the lowest building finish floor level will be near or below the historically highest ground water level or the current ground water level, temporary and permanent ground water control recommendations shall be provided.
11. The residual shear strength shall be utilized where potential slip along bedding planes is analyzed as required in Information Bulletin P/BC 2014-049. The residual shear strength is the lowest strength reached at high shear deformations. Provide justification that samples reached the residual strength. Provide plots of each re-shears performed or clarifications.
12. Provide surficial stability analysis using appropriate shear strengths and soil thickness and indicate the evaluated factor of safety.
13. Provide slope stability calculations performed along an assumed failure plane that yields the lowest factor of safety and shall be based on shear strength parameters which represents the weakest material on the site. P/BC 2014-049
14. Provide pseudo-static slope stability analysis in conformance with the most recent version of CGS Special Publication 117 (i.e. SP 117A), Guidelines for Evaluating and Mitigating Seismic Hazards in California (1803.7.2), and with the Department guidelines presented in the Memorandum dated 07/16/2014 (in the event the consultant does not have the memorandum, the reviewers could be contacted to send it via email).
15. Revise lateral earth pressure for basement walls and other walls in which horizontal movement is restricted at the top so that they are designed for at-rest pressure in accordance to the Jaky Formula. Provide calculations to substantiate the recommendations.
16. The grading department does **not** allow the bearing to be both of engineered fill and bedrock. Revise the recommendations so that a uniform bearing material is recommended.

The geologist and soils engineer shall prepare a report containing the corrections indicated in this letter. The report shall be in the form of an itemized response. It is recommended that once all correction items have been addressed in a response report, to contact the report review engineer and/or geologist to schedule a verification appointment to demonstrate compliance with all the corrections. Do not schedule an appointment until all corrections have been addressed. Bring three copies of the response report, including one unbound wet-signed original for microfilming in the event that the report is found to be acceptable.



CASEY LEE JENSEN
Engineering Geologist Associate II



DAN RYAN EVANGELISTA
Structural Engineering Associate I

CLJ/DRE:clj/dre
Log No. 94632
213-482-0480

cc: Taylor Miller, David Evalns & Associates, Applicant
Geocon West, Inc., Project Consultant
LA District Office

APPENDIX A

References

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- _____, 1998, Seismic Hazard Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California, SHZR 026.
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- City of Los Angeles Building Code, 2014 Version
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APPENDIX B

LGC Boring Logs

Bucket Auger Borings - LGC-B1 and LGC-B2
Hand Auger Borings - HA1 and HA2

Geotechnical Boring Log LGC-B1

Date: 2/8/2017	Page: 1 of 3
Project Name: La Terra - Hoover	Project Number: 173002-01
Drilling Company: Tri-Valley	Type of Rig: Bucket Auger
Drive Weight: 0-26'=3390 lbs.; 26-52'= 2230 lbs.; 52-80'=1197 lbs.	Drop: 12" Hole Dia: 24"
Elevation of Top of Hole: 373	Hole Location:

Elevation (ft)	Depth (ft)	Graphic Log	Attitudes	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION
373	0								Logged By: <u>SMB, NLK, SNH</u> Sampled By: _____ Artificial Fill (af): Light yellow brown, silty fine SAND, moist, dense
368	5								Puente Formation (Tp): Light yellow brown, fine SANDSTONE, SILTSTONE and gray CLAYSTONE, damp, dense, minor iron staining, tight closed fractures, carbonate nodules, roots to 8 feet 18' Gypsum laminae become significant Light yellow brown, thinly laminated very fine SANDSTONE, SILTSTONE and gray CLAYSTONE, damp, dense, tight closed fractures 21.5' Clay bed, 1" thick, small bag sample taken downhole Frequent gypsum laminae, 0.2-0.5 inches thick
363	10		B N 15W	1	1 2				
358	15		B N30W 5SW						
353	20		B N45W 5SW	2	2 5	99.3	19.2		
			B N40W 10SW						
348	25								
343	30								

LGC

LGC VALLEY, INC.
GEOTECHNICAL CONSULTING

Geotechnical Boring Log LGC-B1

Date: 2/8/2017

Page: 2 of 3

Project Name: La Terra - Hoover

Project Number: 173002-01

Drilling Company: Tri-Valley

Type of Rig: Bucket Auger

Drive Weight: 0-26'=3390 lbs.; 26-52'= 2230 lbs.; 52-80'=1197 lbs.

Drop: 12" Hole Dia: 24"

Elevation of Top of Hole: 373

Hole Location:

Elevation (ft)	Depth (ft)	Graphic Log	Attitudes	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION
343	30			3	6 13	100.2	22.4		<p>Logged By: SMB, NLK, SNH</p> <p>Sampled By: _____</p> <p>Gray brown, SILTSTONE and CLAYSTONE, moist, dense, thinly laminated, gypsum</p> <p>33' significant increase in clay</p> <p>35' Fewer fractures below 28', iron staining</p>
338	35		B N20W 5SW						
333	40			4	7 9				<p>Rusty brown to gray, interbedded SANDSTONE, SILTSTONE and CLAYSTONE, moist, dense, iron staining, manganese, minor tight fractures</p>
328	45		B 0						44' Clay parting, horizontal bedding
			B N50E 4NW						
323	50			5	6 7	88.2	30.7		<p>Gray brown, CLAYSTONE, moist, dense, gypsum crystals along laminae, iron staining, tight fractures</p>
318	55		B N45W 5SW						<p>54' Significant gypsum crystals along laminae</p> <p>55' 1" thick gypsum seam</p> <p>Oxidized above</p>
313	60								57' color change to dark brown, unoxidized zone, no gypsum below this point

LGC

LGC VALLEY, INC.
GEOTECHNICAL CONSULTING

Geotechnical Boring Log LGC-B1

Date: 2/8/2017	Page: 3 of 3
Project Name: La Terra - Hoover	Project Number: 173002-01
Drilling Company: Tri-Valley	Type of Rig: Bucket Auger
Drive Weight: 0-26'=3390 lbs.; 26-52'= 2230 lbs.; 52-80'=1197 lbs.	Drop: 12" Hole Dia: 24"
Elevation of Top of Hole: 373	Hole Location:

Elevation (ft)	Depth (ft)	Graphic Log	Attitudes	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION
313	60			6	18 24				Logged By: SMB, NLK, SNH Sampled By: _____ Dark brown, CLAYSTONE, moist, very dense 61-63.5' White, cemented SANDSTONE bed, hard, (2.5 hours to core 2.5 feet)
308	65								Dark brown to black, sandy MUDSTONE, moist, dense, hard, strong petroleum odor
303	70			7	7 15				Blue gray to black, fine sandy MUDSTONE, moist, dense, strong petroleum odor
298	75								
293	80			8	13 16	105.9	22.1		Blue gray to black, fine sandy MUDSTONE moist, dense, strong petroleum odor
									TD 81' No groundwater, No caving
288	85								
283	90								

LGC

LGC VALLEY, INC.
GEOTECHNICAL CONSULTING

Geotechnical Boring Log LGC-B2

Date: 2/9/2017	Page: 1 of 2
Project Name: La Terra - Hoover	Project Number: 173002-01
Drilling Company: Tri-Valley	Type of Rig: Bucket Auger
Drive Weight: 0-26'= 3390 lbs.; 26-52'=2230 lbs.; 52-80'=1197 lbs.	Drop: 12" Hole Dia: 24"
Elevation of Top of Hole: 355	Hole Location:

Elevation (ft)	Depth (ft)	Graphic Log	Attitudes	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION
355	0								Logged By: <u>SMB, NLK, SNH</u> Sampled By: _____
350	5								Artificial Fill (af): Dark brown, CLAY, moist, firm 5-6' Loose, Construction debris: (i.e. brick fragments, glass, metal, unidentified green material infused sand)
									Colluvium (Qcol): Dark brown, CLAY, moist, loose, rootlets
345	10		B N35W 5SW	1	1	89.9	28.1		Puente Formation (TP): Light yellow brown, SANDSTONE, SILTSTONE and Gray CLAYSTONE, moist, dense, thinly laminated, gypsum laminae 10-15' Bulk Sample Abundant gypsum laminae, 0.13 inch thick 19.4' Bedding attitude, iron staining, gypsum laminae 3-4 inches apart Light yellow brown to gray brown, SANDSTONE, SILTSTONE and CLAYSTONE, moist, dense, thinly laminated, gypsum laminae, iron staining
340	15		B N20E 5SE	Bulk					
335	20		B N10W 5SW						
			B N25E 5SE	2	3				
330	25		B 0						
			B N30E 5SE						
325	30		B 0						28.5' CLAY parting, horizontal bedding

LGC

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Geotechnical Boring Log LGC-B2

Date: 2/9/2017	Page: 2 of 2
Project Name: La Terra - Hoover	Project Number: 173002-01
Drilling Company: Tri-Valley	Type of Rig: Bucket Auger
Drive Weight: 0-26'= 3390 lbs.; 26-52'=2230 lbs.; 52-80'=1197 lbs.	Drop: 12" Hole Dia: 24"
Elevation of Top of Hole: 355	Hole Location:

Elevation (ft)	Depth (ft)	Graphic Log	Attitudes	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION
325	30		B N20W 5SW	3	4 6	97.4	25.1		<p>Logged By: <u>SMB, NLK, SNH</u></p> <p>Sampled By: _____</p> <p>Orange brown to gray brown, SANDSTONE, SILTSTONE and CLAYSTONE, moist, dense, gypsum crystal dissemination, iron staining</p>
320	35								
			B N45W 2SW						Gypsum laminae
315	40			4	5 8				39' manganese on fracture faces
									Dark orange brown, SILTSTONE, damp, dense, tight fractures with manganese staining, iron staining,
310	45								40.7-40.8' White, cemented SANDSTONE bed, very hard
			B N20W 5SW						
									46.8' Dark brown, SANDSTONE, moist, dense, grades from coarse grained to very clayey
305	50								
300	55								TD 55', No Groundwater, No Caving
295	60								

LGC

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Geotechnical Boring Log HA-1

Date: 2/9/2017	Page: 1 of 1
Project Name: LaTerra - Hoover	Project Number: 173002-01
Drilling Company: Hand Auger LGC	Type of Rig: Hand Auger
Drive Weight: N/A	Drop: N/A Hole Dia: 2.5 inches
Elevation of Top of Hole: 367	Hole Location:

Elevation (ft)	Depth (ft)	Graphic Log	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION	Type of Test
								Logged By: NLK, SNH Sampled By:	
367	0							Artificial Fill (Af): Dark brown, CLAY, moist, loose, roots	
362	5							Unnamed SHALE (Tush): Light yellow brown, SHALE, moist, dense	
								TD 4'	
	10								
	15								
	20								
	25								
	30								

LGC

LGC VALLEY, INC.
GEOTECHNICAL CONSULTING

Geotechnical Boring Log HA-2

Date: 2/9/2017	Page: 1 of 1
Project Name: LaTerra - Hoover	Project Number: 173002-01
Drilling Company: Hand Auger LGC	Type of Rig: Hand Auger
Drive Weight: N/A	Drop: N/A Hole Dia: 2.5 inches
Elevation of Top of Hole: 346	Hole Location:

Elevation (ft)	Depth (ft)	Graphic Log	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION	Type of Test
								Logged By: NLK, SNH Sampled By:	
346	0							<u>Colluvium (Qcol):</u> Dark brown, CLAY, moist, loose, roots	
341	5							<u>Unnamed SHALE (Tush):</u> Light yellow brown, SHALE, moist, dense	
	10							TD 4.5'	
	15								
	20								
	25								
	30								

LGC

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Borings Logs and Test Pit Logs by Others

Borings:

GEOCON B1 and B2
LCA(1971) B1 through B5

Test Pits:

Kovacs-Byer TP-1 through TP-3

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 1 ELEV. (MSL.) <u>355</u> DATE COMPLETED <u>3/2/16</u> EQUIPMENT <u>BUCKET AUGER</u> BY: <u>SJB</u>	PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					MATERIAL DESCRIPTION			
2					ASPHALT: 2" BASE: 6" ARTIFICIAL FILL Sandy Clay, firm, slightly moist, dark brown mottled with light brown and yellowish brown, fine-grained, some silt, some brick fragments, some fine gravel.			
4	B1@3'			CL	COLLUVIUM Silty Clay, firm, slightly moist, brown to dark brown.	4	62.7	23.8
6	B1@6'				PUENTE FORMATION (Gradational Contact) Interbedded Siltstone and Sandstone with minor Claystone interbeds, light yellowish brown and gray, fine to amorphous, laminated to thinly bedded, soft, highly weathered, highly to moderately fractured.	5	85.9	20.1
8					- 6.5' large krotovina/rodent burrows			
10	B1@9'				- 9.0' increase in medium-grained sand, flat bedding laminated: N42W, 7SW	8	76.2	26.8
12	B1@12'				- 10.0'-11.0' discontinuous gypsum laminations along bedding, calcium carbonate nodules			
14					- 12.0' calcium carbonate along fractures	8	91.9	25.7
16	B1@15'				12.0'-14.0' gypsum more common along bedding and shale lams			
18	B1@18'				- 13.0' some discontinuous joints			
20					13.0'-15.0' shear: N5W, 84NE (variable dip)			
22	B1@21'				- 13.5' bedding: N76W, 5NE	8	90.0	30.4
24	B1@24'				- 15.0' increase in clay content, increase in oxidation mottling			
26					- 15.5' gypsum (laminated) along fracture planes			
28	B1@27'				- 17.0' thinly bedded (about 1"), increase in gypsum lams along bedding (6"-8" apart)	7	100.7	20.5
					- 18.5' gray with yellowish brown and oxidation mottling			
					- 20.5' bedding: N46E, 3SE, increase in gypsum with magnesite lams	6	95.1	28.0
					- 23.0' decrease in fractures			
					- 26.0' bedding: N12W to N37W, 2SE	13	99.1	24.3
						14	98.0	25.8

Figure A1,
Log of Boring 1, Page 1 of 2

A9391-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS					
	□	...	SAMPLING UNSUCCESSFUL	■	...
	▨	...	DISTURBED OR BAG SAMPLE	■	...
	■	...	STANDARD PENETRATION TEST	■	...
	■	...	CHUNK SAMPLE	▼	...
	■	...	DRIVE SAMPLE (UNDISTURBED)	▼	...
	■	...	WATER TABLE OR SEEPAGE		

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.







DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 1 ELEV. (MSL.) <u>355</u> DATE COMPLETED <u>3/2/16</u> EQUIPMENT <u>BUCKET AUGER</u> BY: <u>SJB</u>	PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
30	B1@30'				MATERIAL DESCRIPTION			
					Total depth of boring: 30.5 feet Fill to 1.5 feet. No groundwater encountered. No caving. Downhole and log by SJB/GAK. Kelly bar weights: 0'-24' = 2400 lbs, 24'-44' = 1550 lbs Backfilled with soil cuttings and tamped. Asphalt patched.	17	100.3	25.0

Figure A1,
Log of Boring 1, Page 2 of 2

A9391-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS	<input type="checkbox"/> ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
	 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 2 ELEV. (MSL.) <u>371</u> DATE COMPLETED <u>3/2/16</u> EQUIPMENT <u>BUCKET AUGER</u> BY: <u>SJB</u>	PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					MATERIAL DESCRIPTION			
2	BULK 1-3'				ASPHALT: 4" BASE: 6" ARTIFICIAL FILL Sandy Silt, firm, slightly moist, dark brown, fine-grained, abundant rootlets.			
6	B2@5.5'				PUEUNTE FORMATION (Undulatory contact) Interbedded Siltstone and Shale, light yellowish brown, fine to amorphous, laminated to thinly bedded, soft, highly weathered, highly fractured, well-bedded. - 4.5' large krotovina/rodent burrows - 5.5' some diatomaceous shale beds - 7.3' bedding: N25W, 2NE	8	86.5	17.8
10	B2@10.5'				Siltstone with lesser interbeds of Shale, yellowish brown, fine to amorphous, thinly bedded, soft, moderately weathered, moderately fractured, well-bedded. - 10.0' roots end, fractured, near vertical, infilled with gypsum and calcium carbonate	7	97.1	20.3
16	B2@15.5'				- 15.0' siltstone bed, light gray bedding: N41W, 6SW	7	97.7	22.7
18	B2@18.5'				- 17.0' sandstone bed (6" thick)			
20	B2@20.5'				- 18.5' well-bedded, micro fault, low angle, 2mm offset	9	99.9	18.2
22	B2@23'				- 20.5' bedding: N9W, 2SW	10	103.7	18.2
24	B2@26'				- 22.5' increase in thin shale beds, increase in minor sandy siltstone	8	97.6	25.2
26	B2@26'				- 24.5' bedding: N26E, 1-2NW			
28					Interbedded Sandy Siltstone and Shale, yellowish brown and light gray, fine to amorphous, soft to moderately hard, moderately to slightly weathered, moderately to slightly fractured, well-bedded, gypsum lams common along bedding.	16	95.8	26.9







Figure A2,
Log of Boring 2, Page 1 of 2

A9391-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS	□ ... SAMPLING UNSUCCESSFUL	▣ ... STANDARD PENETRATION TEST	■ ... DRIVE SAMPLE (UNDISTURBED)
	⊠ ... DISTURBED OR BAG SAMPLE	▤ ... CHUNK SAMPLE	▼ ... WATER TABLE OR SEEPAGE

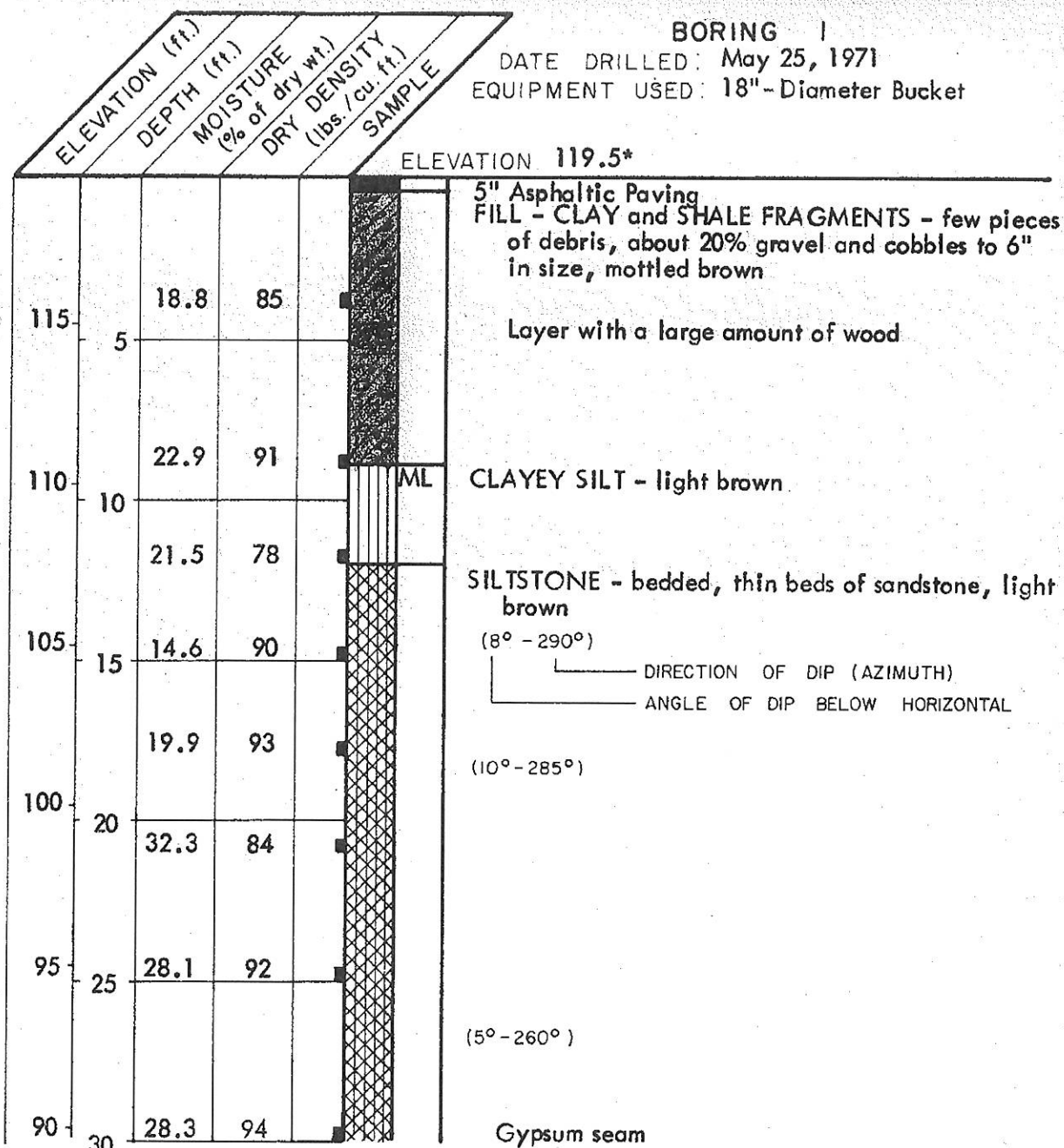
NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

A9391-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS		... SAMPLING UNSUCCESSFUL		... STANDARD PENETRATION TEST		... DRIVE SAMPLE (UNDISTURBED)
		... DISTURBED OR BAG SAMPLE		... CHUNK SAMPLE		... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



(CONTINUED ON FOLLOWING PLATE)

* Elevations refer to datum of reference drawing; see Plate 1.

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.1a

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs./cu. ft.)	SAMPLE
85	35	32.9	88	
80	40	26.9	96	
75	45	25.9	96	
70	50	21.8	100	
65	55			
60	60	14.8	113	

BORING 1 (CONTINUED)
 DATE DRILLED: May 25, 1971
 EQUIPMENT USED: 18"-Diameter Bucket

(2°-163°)

Petroleum odor, grey

(4°-245°)

(6°-273°)

Hard Sandstone layer
 (GAD AND CHOPPING BUCKET USED TO PENETRATE)
 Brown

(CONTINUED ON FOLLOWING PLATE)

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs. / cu. ft.)	SAMPLE
55	65	24.4	95	■
50	70	22.3	98	■
45	75	24.3	99	■
40	80	13.2	112	■
35	85	21.2	104	■

BORING 1 (CONTINUED)
 DATE DRILLED: May 25, 1971
 EQUIPMENT USED: 18"-Diameter Bucket

(4°-200°)

Dark grey

(2°-183°)

Cemented layer

NOTE: Slight water seepage at 76'. No caving.

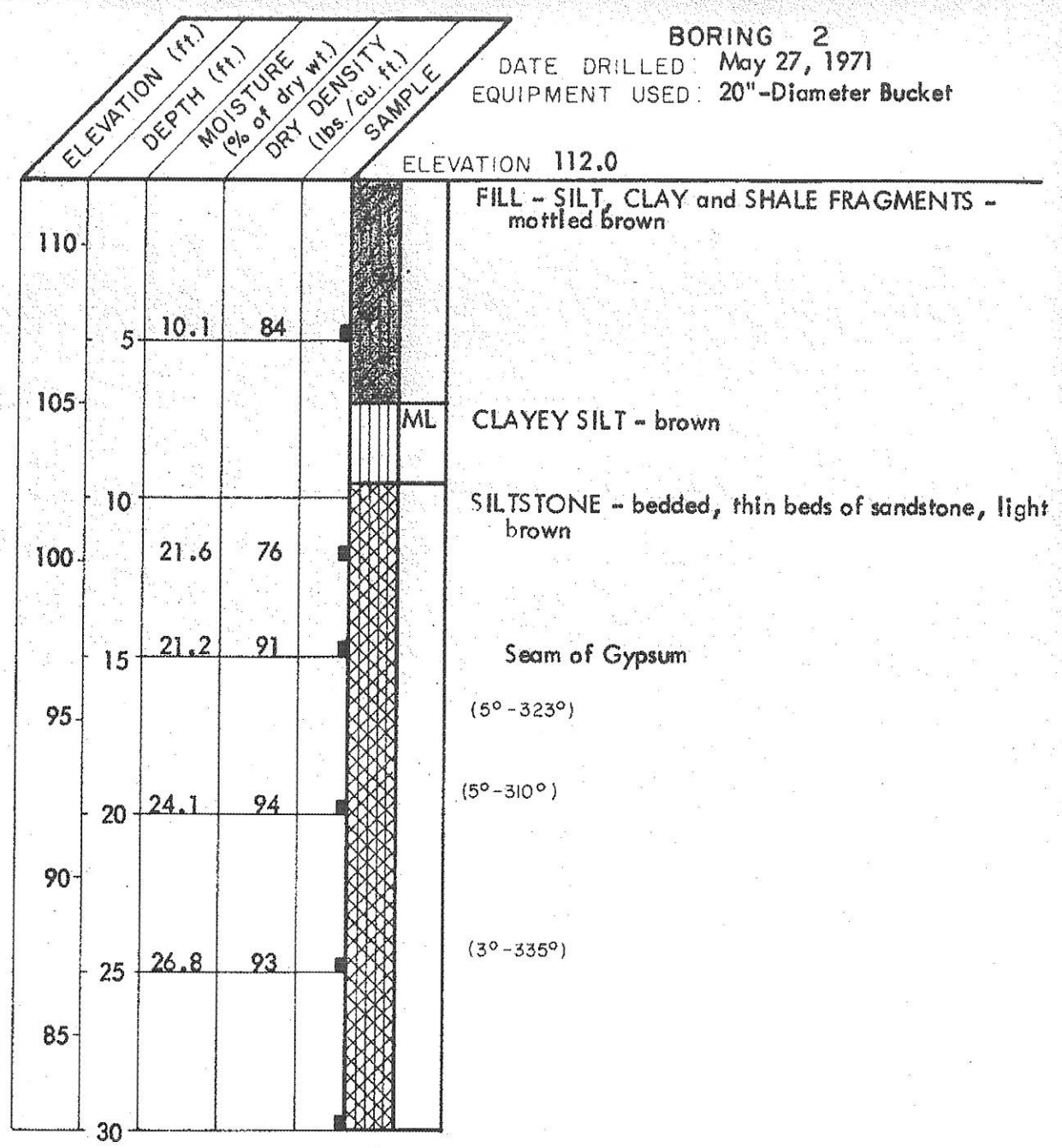
LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.1c

JOB 1-71-199 SITE: 9-2-76 ELEV 112.0

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



NOTE: Water not encountered. No caving.

LOG OF BORING

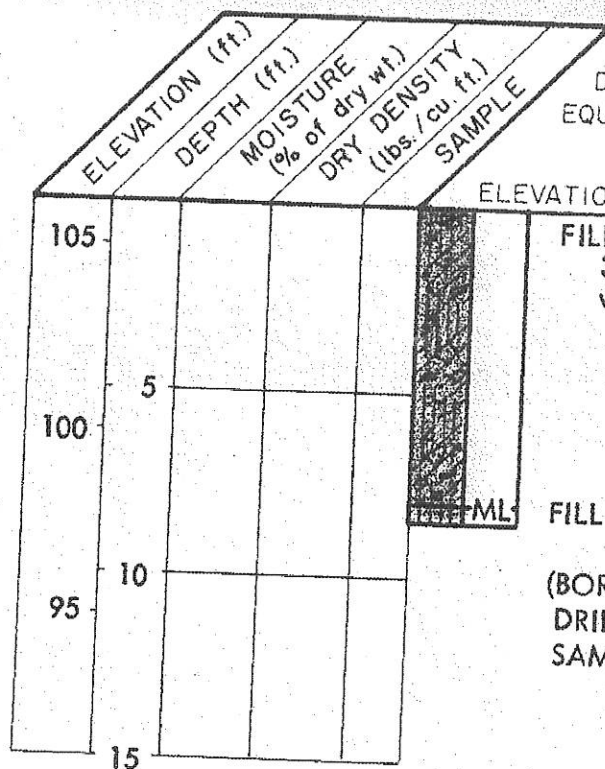
LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.2

JO A-195 ME - 9-71 UOE-8 CKD

NOTE

THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



BORING 2-A

DATE DRILLED: May 28, 1971
EQUIPMENT USED: 8" - Hand Auger

ELEVATION 106.1

FILL - SILT, CLAY and SHALE FRAGMENTS - about 30% debris (concrete, brick, tile, wire and wood), mottled brown

FILL - CLAYEY SILT - no debris (possibly natural)

(BORING TERMINATED DUE TO DIFFICULT DRILLING. TRIED AT TWO OTHER LOCATIONS - SAME RESULTS)

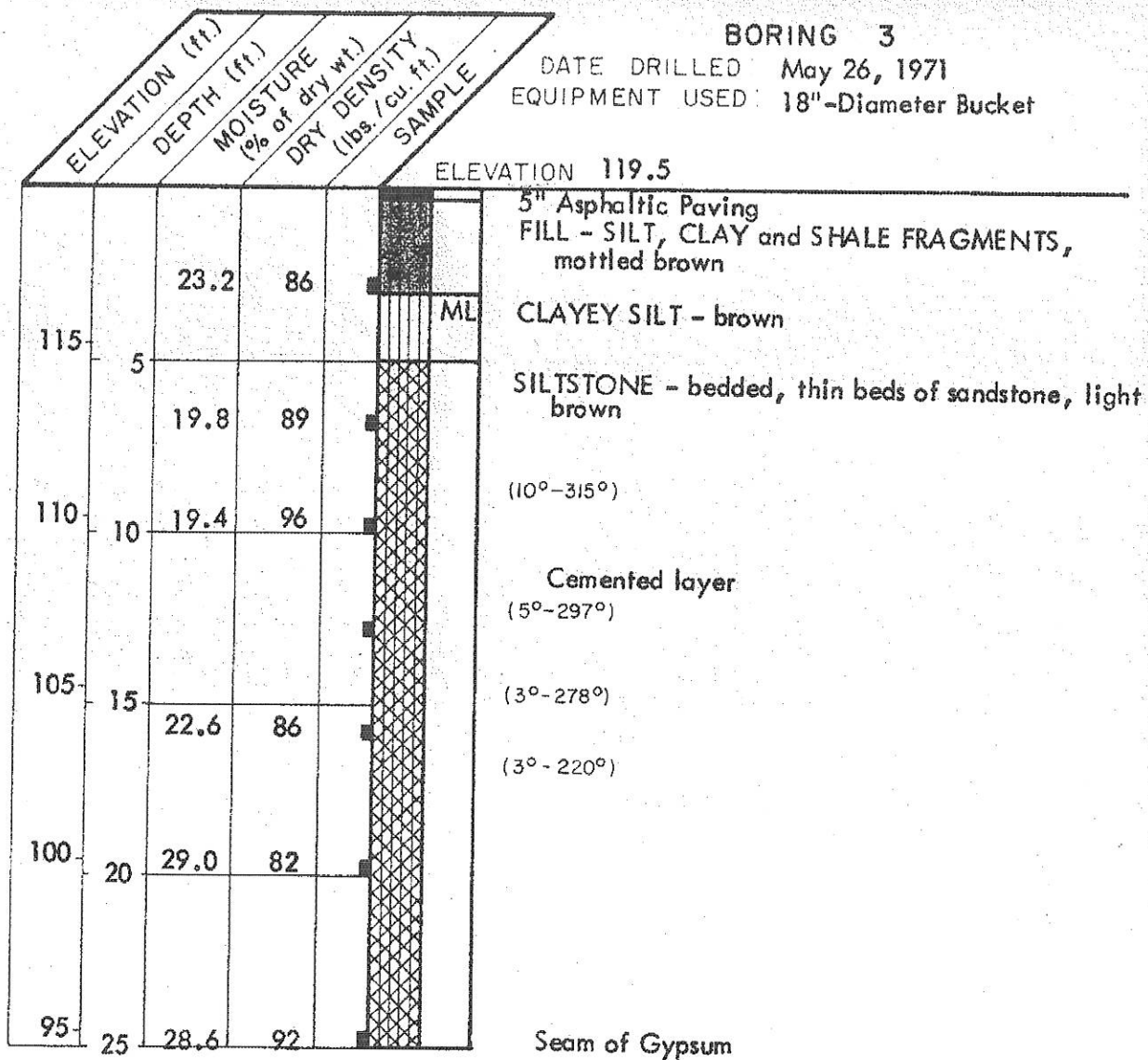
NOTE: Water not encountered. Raveling throughout.

LOG OF BORING

FIGURE A-1.2b

LEROY CRANDALL AND ASSOCIATES

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



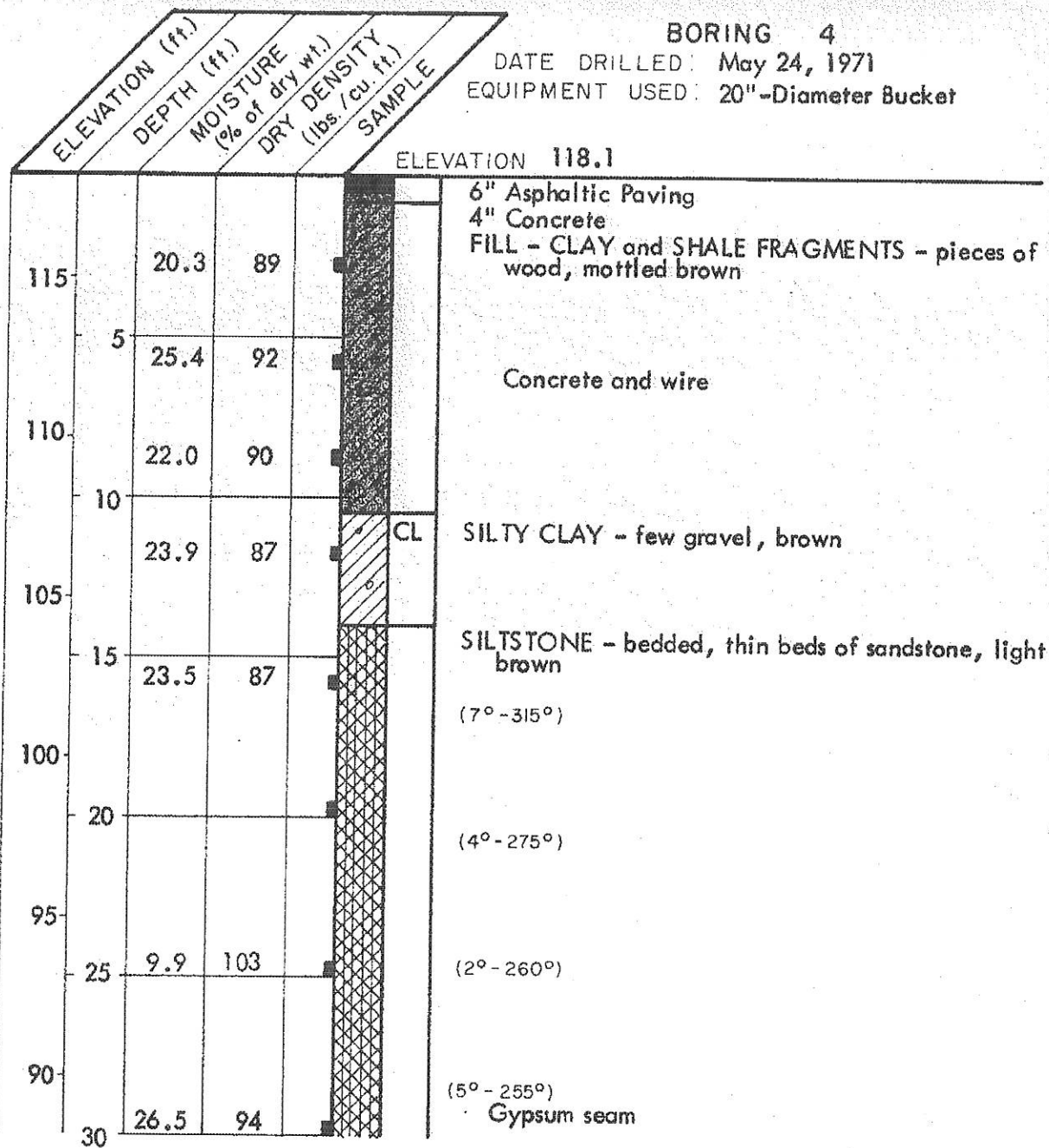
NOTE: Water not encountered. No caving.

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.3

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



(CONTINUED ON FOLLOWING PLATE)

LOG OF BORING

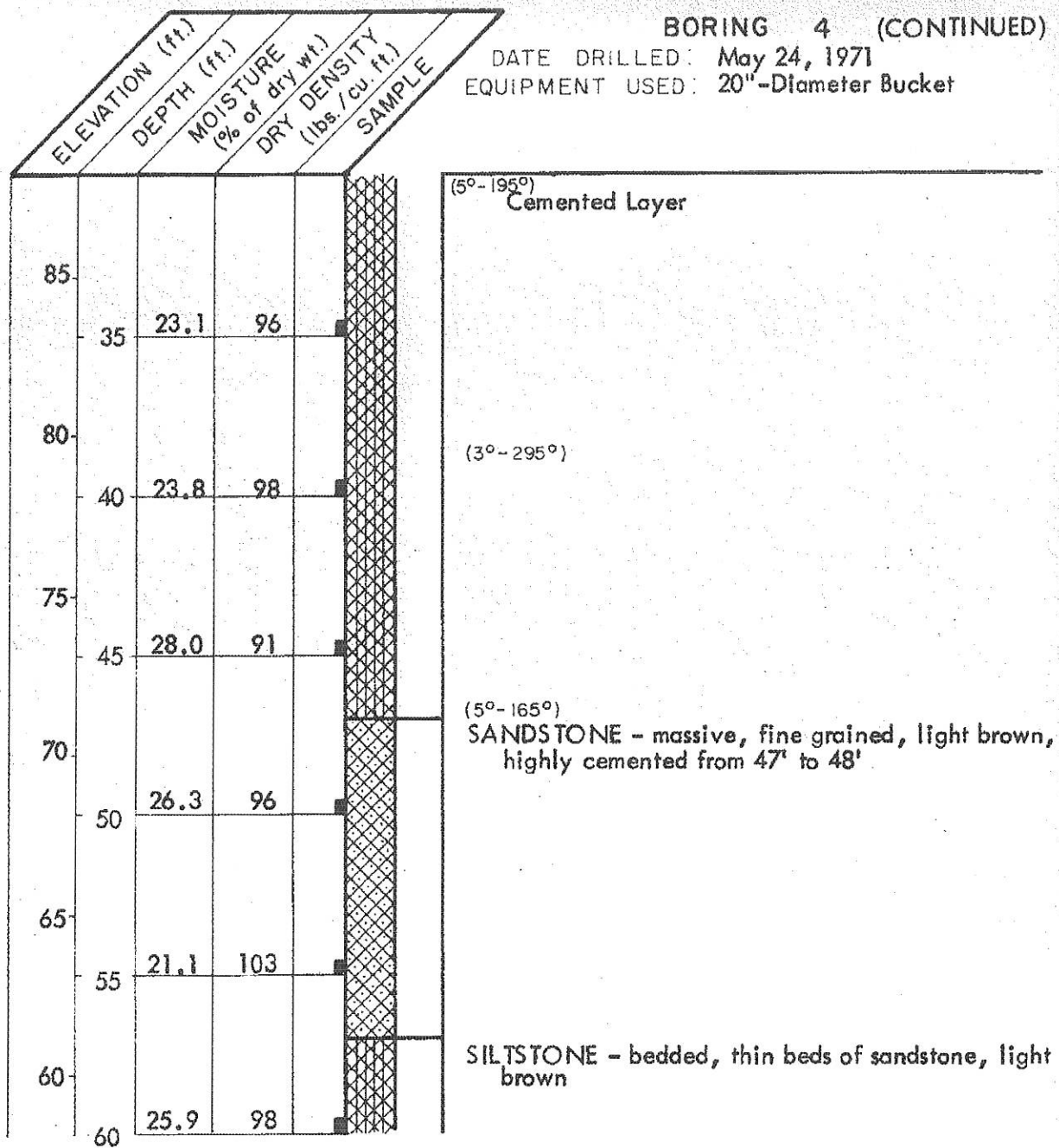
LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.4a

JOB A-71099 DATE 6-9-71

BY S.T.E. 1

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



(CONTINUED ON FOLLOWING PLATE)

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.4b

VC 1-7-99 TE 1-7-99 V.C.D.E. 3 2 1 0

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs./cu. ft.)	SAMPLE
55				
65	21.9	101		
50				
70	23.8	99		
45				
75	22.4	103		
40				
80	16.6	114		
35				
85	13.7	112		

BORING 4 (CONTINUED)
 DATE DRILLED: May 24, 1971
 EQUIPMENT USED: 20"-Diameter Bucket

Dark grey

(3° - 195°)

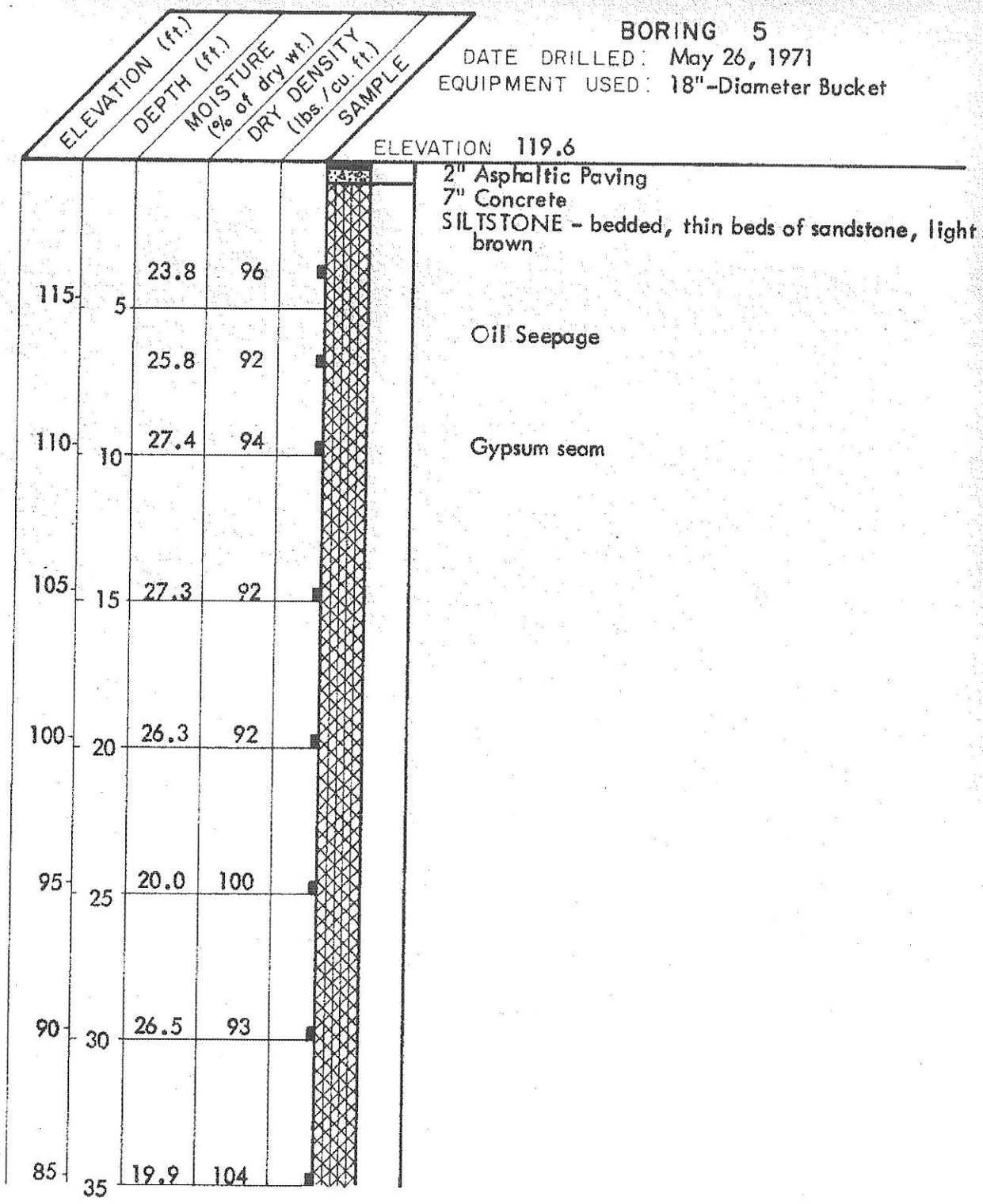
NOTE: Water not encountered. No caving.

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

JUL 1971 DATE 7-1-71

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



(CONTINUED ON FOLLOWING PLATE)



LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.5a

Job H-71019 DATE 6-9-71 BY J.N.E. 3 Ground

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

ELEVATION (ft.)	DEPTH (ft.)	MOISTURE (% of dry wt.)	DRY DENSITY (lbs / cu. ft.)	SAMPLE
80	40	23.4	101	
75	45	25.5	96	
70	50	24.5	98	
65	55	15.1	114	
60	60	17.7	109	
55	65	19.3	106	
50	70	21.9	102	

BORING 5 (CONTINUED)
DATE DRILLED May 26, 1971
EQUIPMENT USED 18"-Diameter Bucket

Cemented Layer

Dark grey

NOTE: Water not encountered. No caving.

LOG OF BORING

LEROY CRANDALL AND ASSOCIATES

FIGURE A-1.5b

September 3, 1991
KB 14533-S

TABLE I
LOG OF TEST PITS

<u>Test Pit Number</u>	<u>Depth (Feet)</u>	<u>Description</u>
1	0 - 2½	<u>FILL</u> : Sandy to Gravelly Silt, mottled medium and light brown, dry, slightly firm to loose, shale fragments
	2½ - 5½	<u>SOIL</u> : Sandy Silt, medium brown, slightly moist, firm, shale chips, occasional rootlets
	5½ - 9	<u>BEDROCK</u> : Shale, brown and gray, thinly bedded, moderately hard to soft, very weathered, slight carbonate staining, fractured
End at 9 feet; No Water; No Caving; Fill to 2½ feet Bedding N50E 16SE N40E 15SE		
2	0 - ½	<u>FILL</u> : Sandy Silt, light brown, dry, loose
	½ - 5	<u>SOIL</u> : Sandy Silt, medium brown, slightly moist, firm, rootlets, shale chips, slight carbonate staining
	5 - 9	<u>BEDROCK</u> : Shale, medium and light brown, thinly bedded, moderately fractured, very weathered, fractured, rootlets in upper 3'
	9 - 9½	upper 2-3 feet highly weathered, less fractured
End at 9½ feet; No Water; No Caving; Fill to ½ foot Bedding N60E 5SE		

(continued)

September 3, 1991

KB 14533-S

Page 2

TABLE I - LOG OF TEST PITS (continued)

Test Pit Number	Depth (Feet)	Description
3	0 - 1	<u>FILL</u> : Gravelly Silt, medium brown, dry, loose, rootlets, pieces of brick
	1 - 6	<u>SOIL</u> : Sandy Silt, medium brown, slightly moist, moderately firm, rootlets, shale chips
	6 - 9	<u>BEDROCK</u> : Shale, brown and gray, thinly bedded, fractured, very weathered, slight carbonate staining, upper 2 feet highly weathered
End at 9 feet; No Water; No Caving; Fill to 1 foot Bedding - Horizontal		

NOTE: The stratification depth represents the approximate
boundary between earth types; the transition may be gradual.

ENGINEERING GEOLOGY / SOILS & FOUNDATION ENGINEERING

11430 VENTURA BLVD., STUDIO CITY, CALIFORNIA 91604-3182 (818) 980-0825 (213) 877-2757 FAX (818) 980-1524

APPENDIX C

Laboratory Testing Results by EGLAB, Inc.

Laboratory testing was performed by EGLAB, Inc. The laboratory testing program was directed towards providing quantitative data relating to the relevant engineering properties of the soils. Samples considered representative of site conditions were tested in general accordance with American Society for Testing and Materials (ASTM) procedure and/or California Test Methods (CTM), where applicable. The following summary is a brief outline of the test type and the results are presented on the following pages. Previous direct shear testing of site soils was also performed by GSC.

LGC has reviewed the laboratory test data, procedures and results performed by EGL and GSC with respect to the subject site and concurs with and accepts responsibility as geotechnical engineer of record for their work (laboratory testing).

Moisture and Density Determination Tests: Moisture content (ASTM D2216) and dry density determinations (ASTM D2937) were performed on relatively undisturbed samples obtained from the test borings and/or trenches. The results of these tests are presented in the boring logs. Where applicable, only moisture content was determined from undisturbed or disturbed samples.

Soil Classification: Soils were classified according the Unified Soil Classification System (USCS) in accordance with ASTM Test Methods D2487 and D2488. This system uses relies on the Atterberg Limits and grain size distribution of a soil. The soil classifications (or group symbol) are shown on the laboratory test data, and boring logs.

Maximum Density Tests: The maximum dry density and optimum moisture content of typical materials were determined in accordance with ASTM D1557.

Direct Shear: Direct shear tests were performed on selected remolded and/or undisturbed samples, which were soaked for a minimum of 24 hours under a surcharge equal to the applied normal force during testing. After transfer of the sample to the shear box, and reloading the sample, pore pressures set up in the sample due to the transfer were allowed to dissipate for a period of approximately 1 hour prior to application of shearing force. The samples were tested under various normal loads, a motor-driven, strain-controlled, direct-shear testing apparatus at a strain rate of less than 0.001 to 0.5 inch per minute (depending upon the soil type). The previously performed testing by GSC and the current test result sheets are presented in this appendix. Composite plots were developed to determine the shear strengths for the different soil types used for slope stability analysis.

EGLAB, INC.,
11819 Goldring Road, Unit D, Arcadia, CA 91006
Ph: 626-263-3588; Fax: 626-263-3599; Email: ryan@eglab.com

February 28, 2017

LGC Valley, Inc.
28532 Constellation Rd.
Valencia, CA 91355

Attn: Mr. Basil Hattar

RE: LABORATORY TEST RESULTS/REPORT
Project Name: La Terra - Hoover
Project No: 173002-01
EGL Job No. 17-059-004

Dear Mr. Hattar:

We have completed the testing program conducted on samples from the above project. The tests were performed in accordance with testing procedures as follows:

TEST	METHOD
Moisture & Dry Density	ASTM D2937
Sieve & Hydrometer	ASTM D422
Atterberg Limits	ASTM D4318
Modified Proctor Compaction	ASTM D1557
Direct Shear	ASTM D3080

Enclosed is the Summary of Test Results. EGLAB, Inc. will accept responsibility for all lab work.

We appreciate the opportunity to provide testing services to LGC. Should you have any questions, please call the undersigned.

Sincerely yours,
EGLAB, Inc.


Ryan Jones, GE
President



SUMMARY OF LABORATORY TEST RESULTS

PROJECT NAME: La Terra - Hoover

EGLAB JOB NO.: 17-059-004

PROJECT NO.: 173002-01

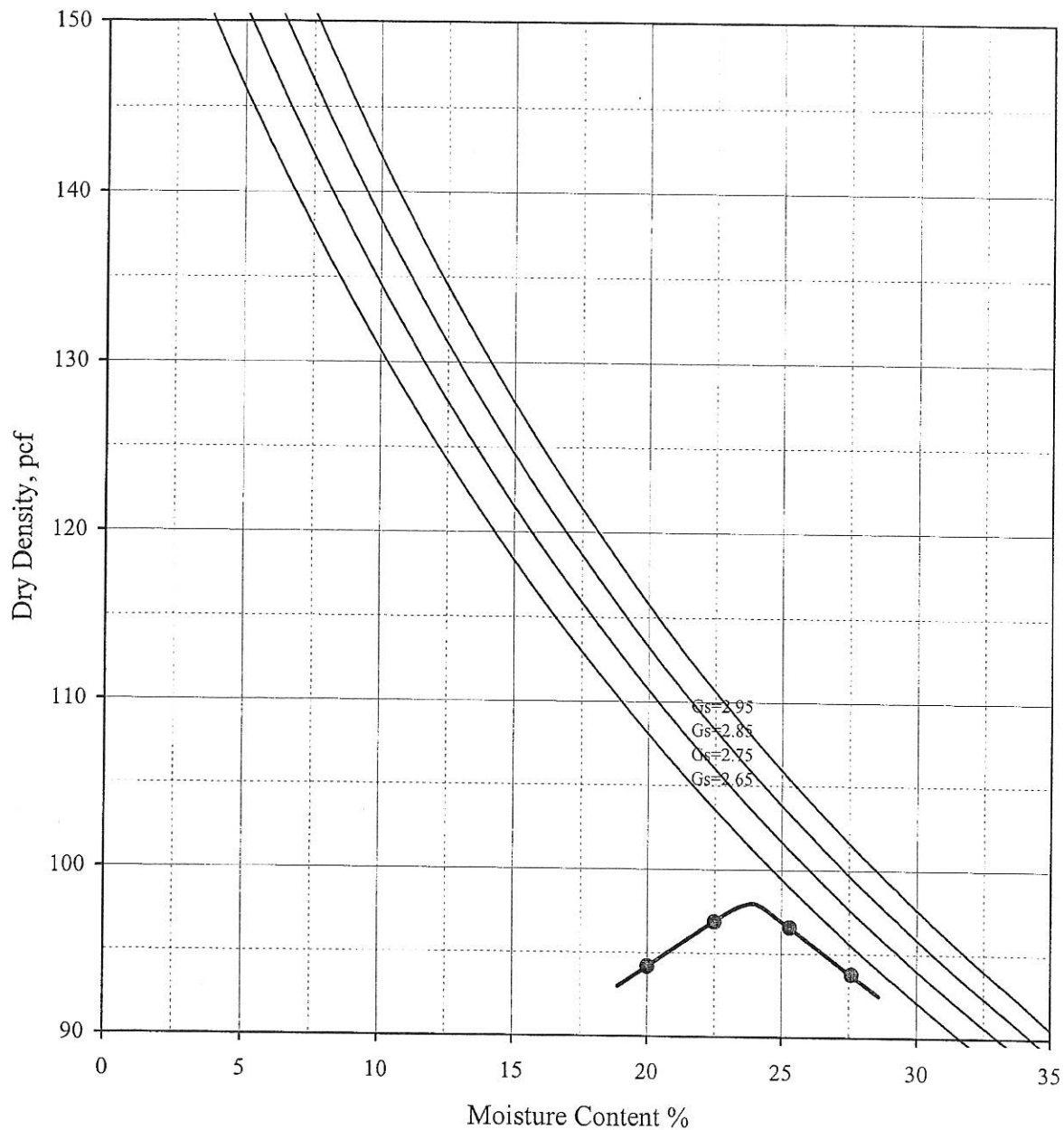
CLIENT: LGC Valley, Inc.

DATE: 2/23/2017

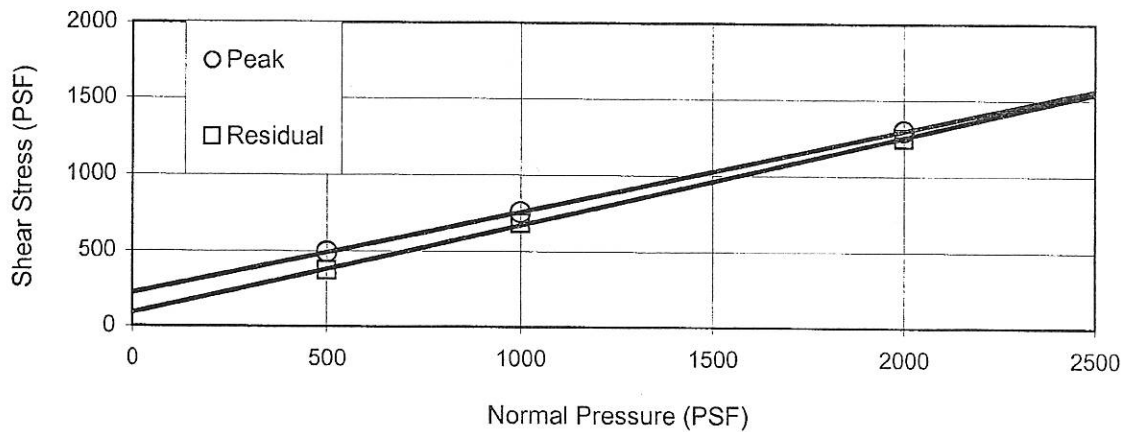
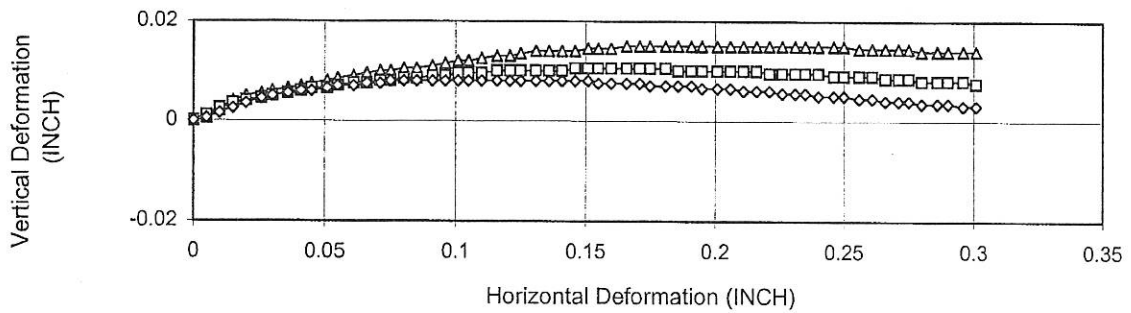
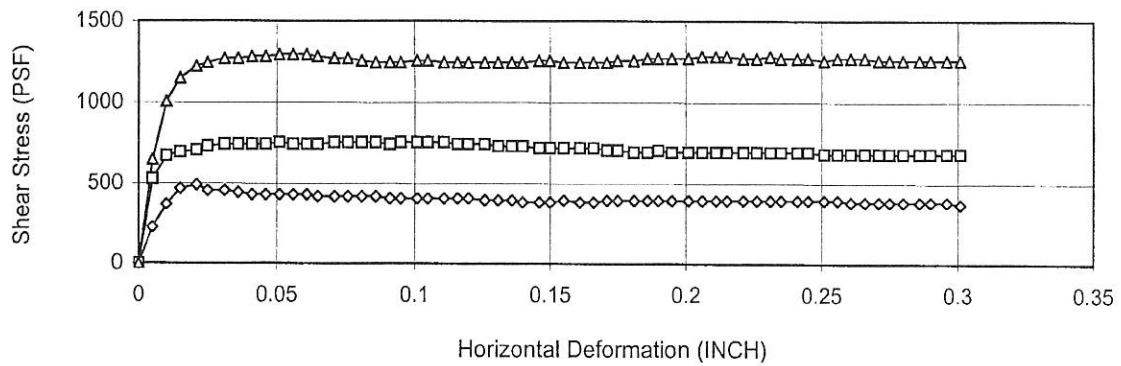
SUMMARIZED BY: JT

BORING NO.	SAMPLE NO.	DEPTH (ft)	MOISTURE CONTENT ASTM D2216 (%)	DRY DENSITY ASTM D2937 (PCF)	ATTERBERG LIMITS ASTM D4318 *(LL,PL,PI)
B-1	2	20.0	19.2	99.3	
B-1	Small Bag	21.5			
B-1	3	30.0	22.4	100.2	
B-1	5	50.0	30.7	88.2	
B-1	8	80.0	22.1	105.9	
B-2	1	10.0	28.1	89.9	
B-2	3	30.0	25.1	97.4	

*LL,PL,PI = LIQUID LIMIT, PLASTIC LIMIT, PLASTICITY INDEX



Maximum Dry Density = 98 pcf		Boring No: B-2	
Optimum Moisture Content = 24 %		Sample: Bulk	
EGLAB, INC.		Depth : 10-15 feet	
		Description : CL	
Modified Proctor (ASTM D1557)		Project Name:	La Terra - Hoover
		Client Name:	LGC Valley, Inc.
		Job No.:	173002-01
		EGLAB Project No.:	17-059-004
		Date :	Feb-17
		Figure	



Boring No.	Sample No.	Depth (ft)	Sample Type	Soil Type	Symbol	Cohesion (PSF)	Friction Angle
B-2	Bulk	10-20	Ring	CL	○	222	28
					□	90	30

Note: Sample was remolded to 90% maximum relative density and optimum moisture.

Maximum dry density: 98 pcf @ 24% optimum moisture.

Normal Stress (psf)	Initial Moisture (%)	Final Moisture (%)
500	24.0	36.9
1000	24.0	36.2
2000	24.0	36.7

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Client: LGC Valley, Inc.

Project No.: 173002-01

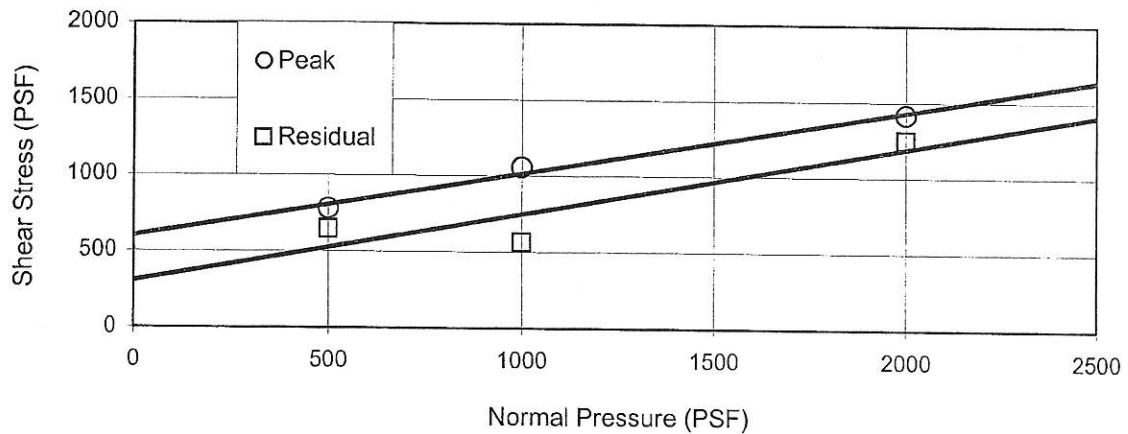
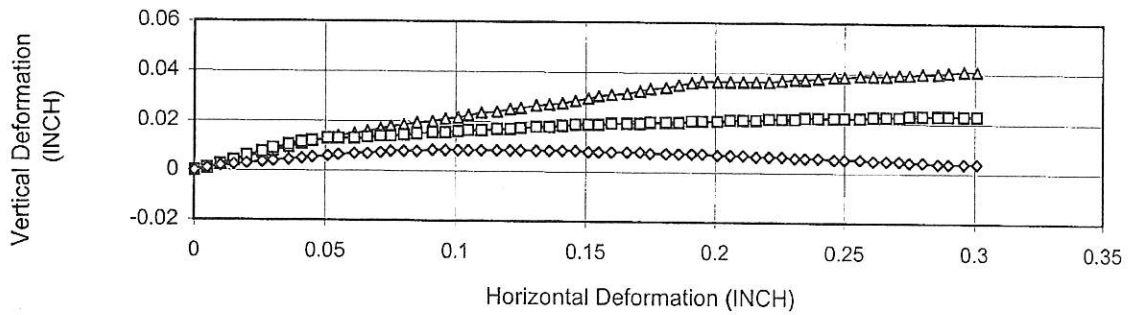
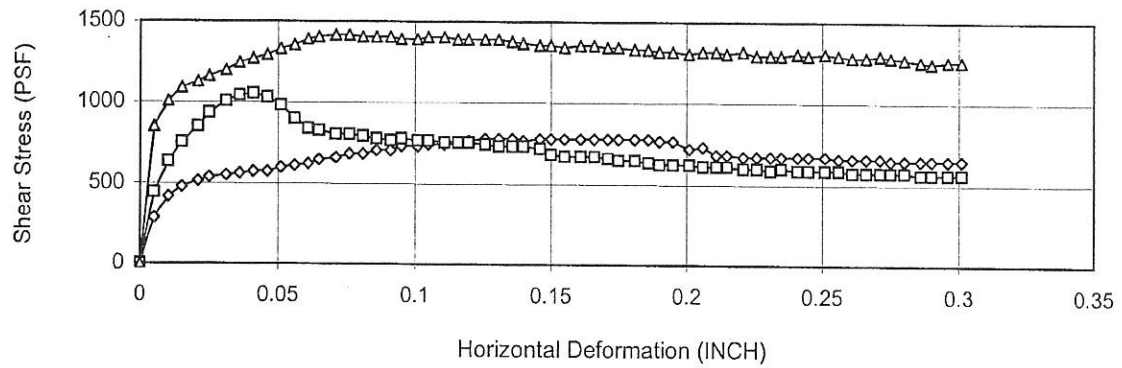
EGLAB Project No.: 17-059-004

DIRECT SHEAR

02/17

(ASTM D3080)

Figure



Boring No.	Sample No.	Depth (ft)	Sample Type	Soil Type	Symbol	Cohesion (PSF)	Friction Angle
B-1	1	10	Ring	CL	○	600	23
					□	306	24

Normal Stress (psf)	Initial Moisture (%)	Final Moisture (%)
500	21.0	36.4
1000	21.0	33.8
2000	21.0	32.6

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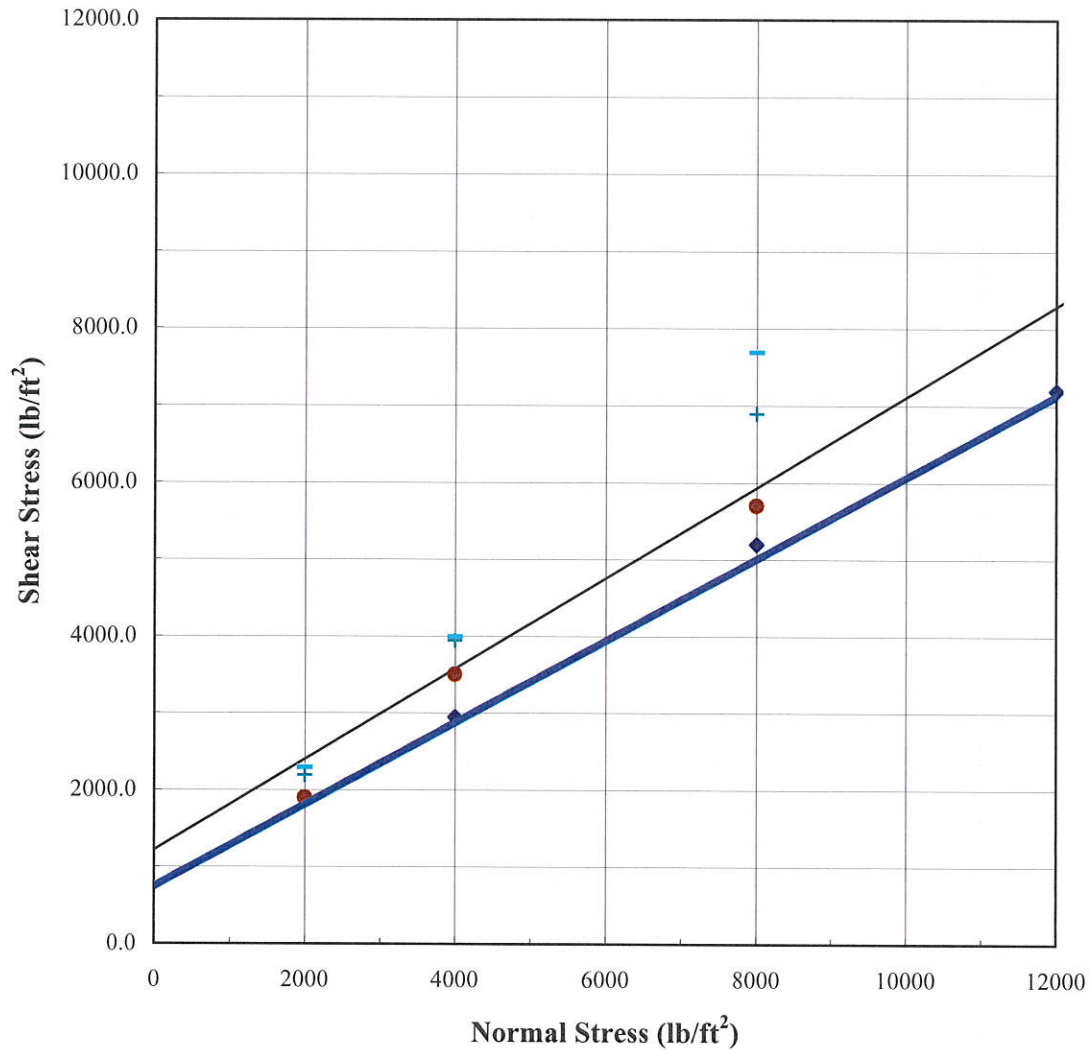
DIRECT SHEAR

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(ASTM D3080)

Figure

Tp Peak Strength



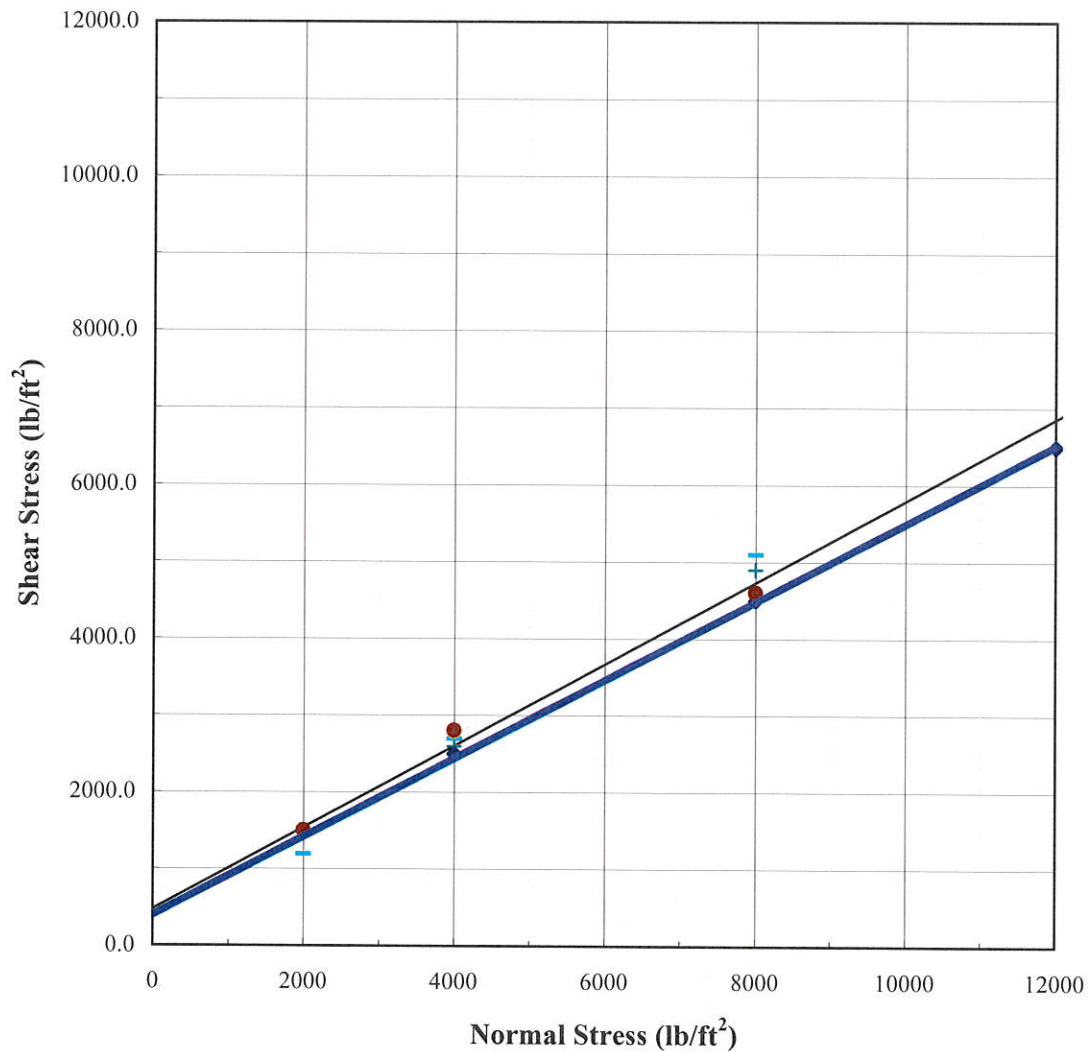
- Least-Squares Best Fit Line (c = 1220 lb/ft², phi = 31 degrees)
- + LGC 2017, B-1 @ 40', Tp - Peak
- LGC 2017, B-1 @ 60', Tp - Peak
- ◆ LGC 2017, B-1 @ 70', Tp - Peak
- LGC 2017, B-2 @ 40', Tp - Peak
- Line used in Analysis (C = 750 lb/ft², phi = 28 degrees)

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235 N. Hoover Street, Los Angeles, Ca

Project No: 173002-01
Drafted By: BIH
Date : 3/20/17



Tp Residual Strength



— Least-Squares Best Fit Line ($c = 475 \text{ lb/ft}^2$, $\phi = 28^\circ$)

+ LGC 2017, B-1 @ 40', Tp - Residual

— LGC 2017, B-1 @ 60', Tp - Residual

◆ LGC 2017, B-1 @ 70', Tp - Residual

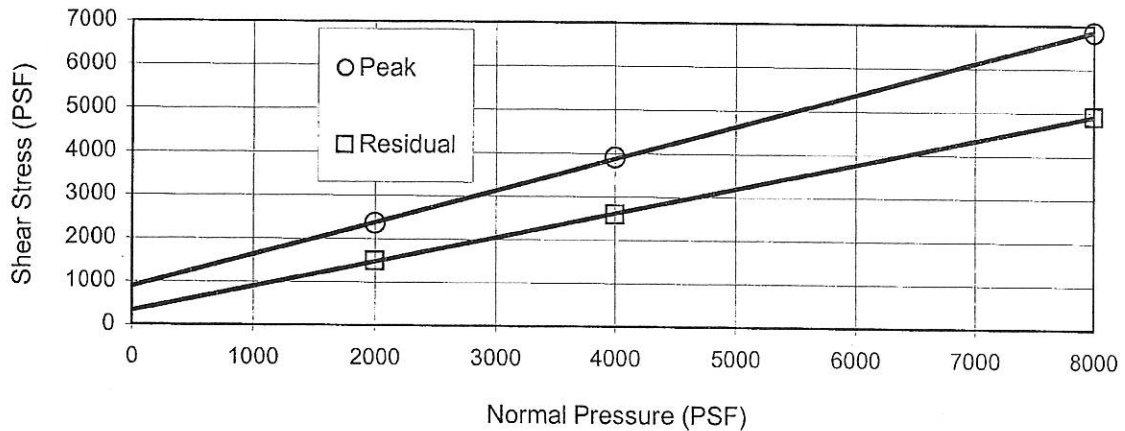
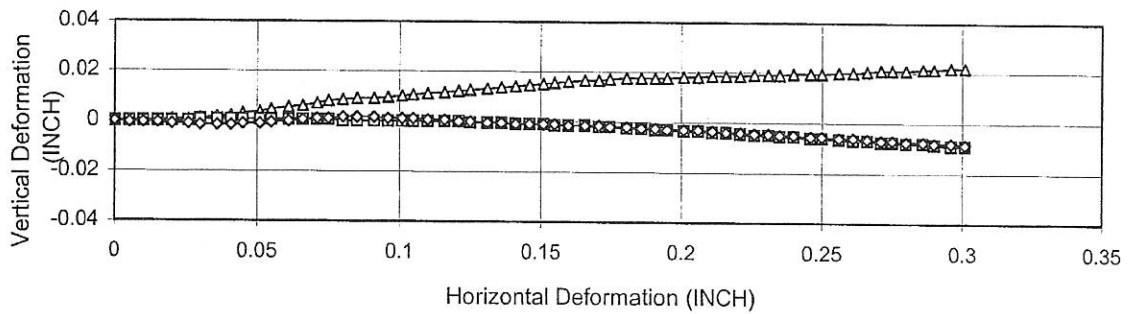
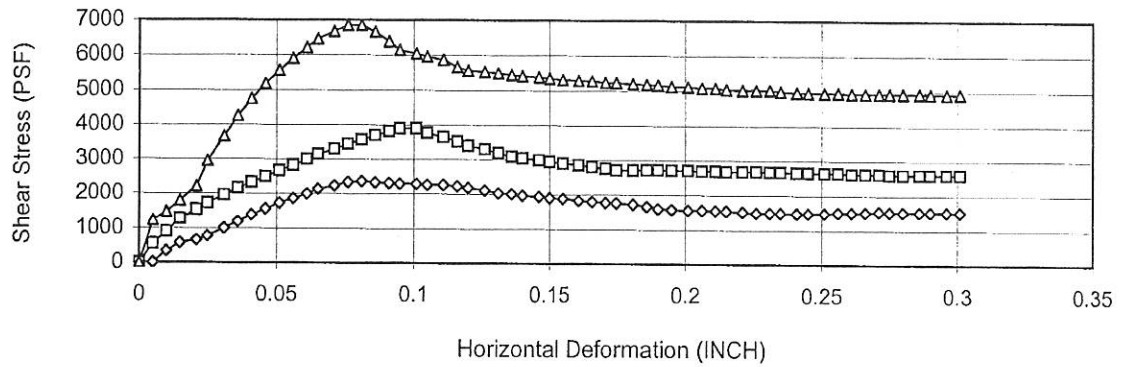
● LGC 2017, B-2 @ 40', Tp - Residual

— Line used in Analysis ($C = 400 \text{ lb/ft}^2$, $\phi = 27^\circ$)

DIRECT SHEAR TEST
235 N. Hoover Street, Los Angeles, Ca

Project No: **173002-01**
Drafted By: **BIH**
Date : **3/20/17**





Boring No.	Sample No.	Depth (ft)	Sample Type	Soil Type	Symbol	Cohesion (PSF)	Friction Angle
B-1	4	40	Ring	CL	○	889	37
					□	328	30

Normal Stress (psf)	Initial Moisture (%)	Final Moisture (%)
2000	31.0	35.8
4000	31.0	32.9
8000	31.0	27.7

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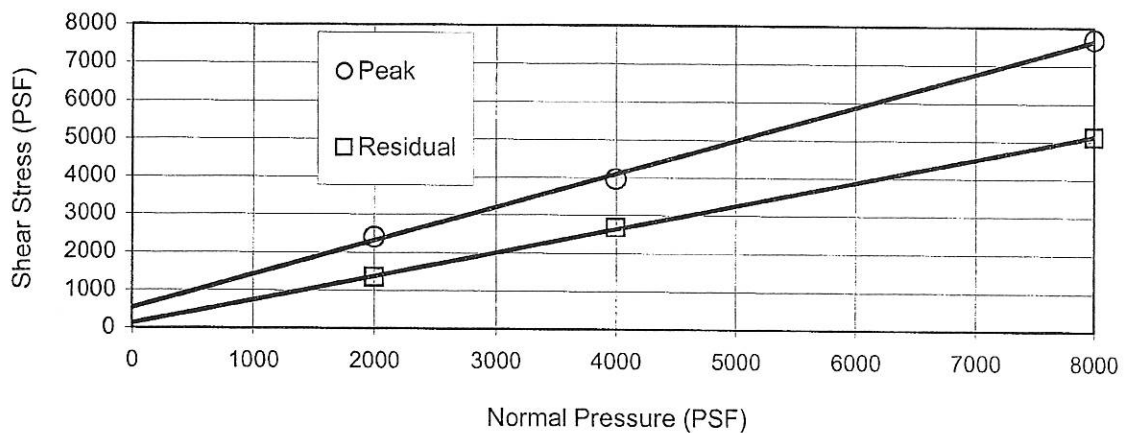
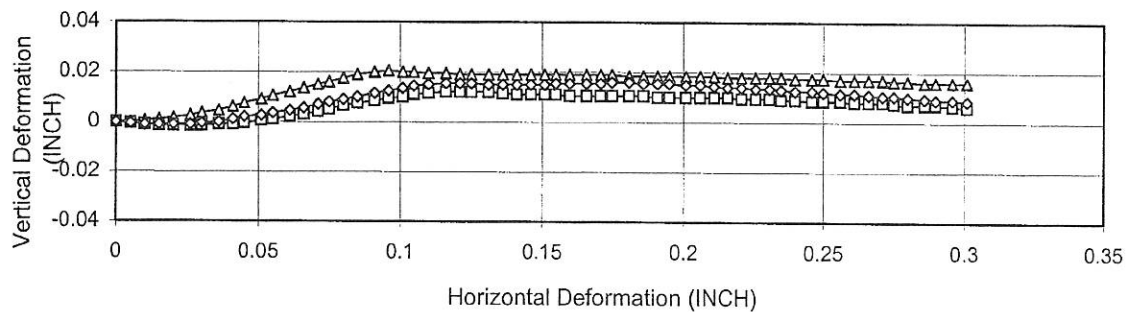
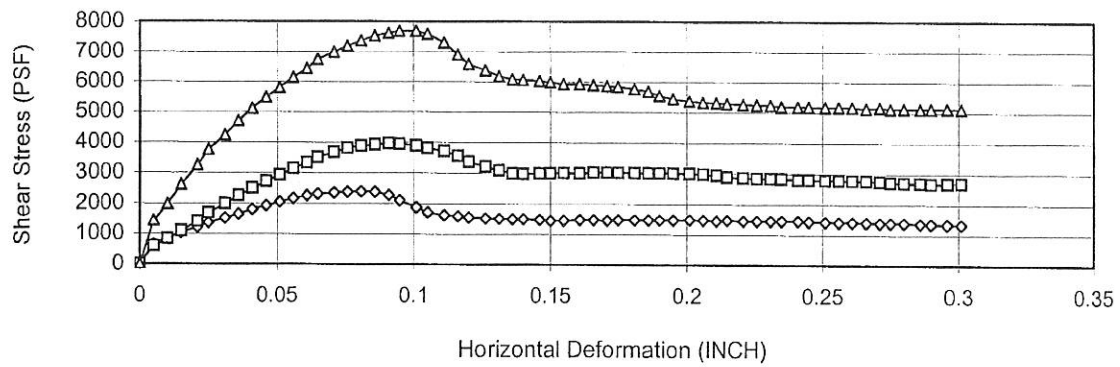
EGLAB Project No.: 17-059-004

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(ASTM D3080)

Figure



Boring No.	Sample No.	Depth (ft)	Sample Type	Soil Type	Symbol	Cohesion (PSF)	Friction Angle
B-1	6	60	Ring	SM	○	534	42
					□	120	32

Normal Stress (psf)	Initial Moisture (%)	Final Moisture (%)
2000	14.9	18.8
4000	14.9	17.7
8000	14.9	17.3

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Project No.: 173002-01

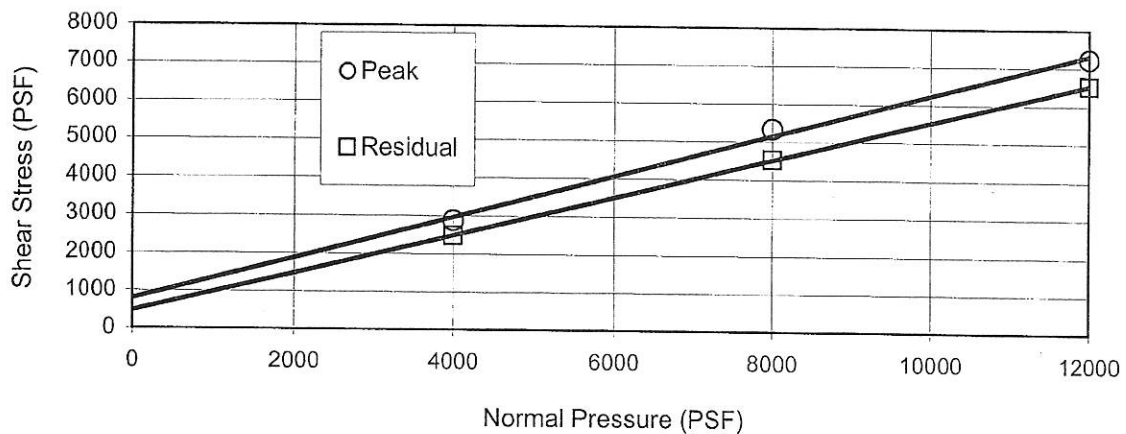
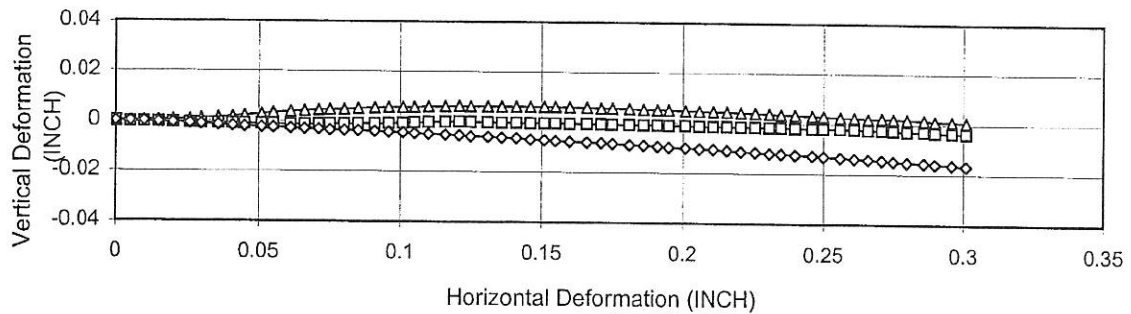
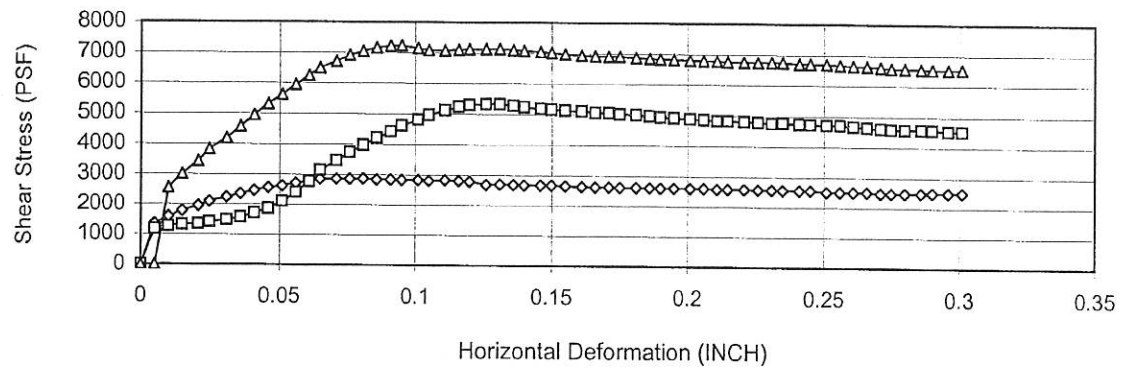
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Figure



Boring No.	Sample No.	Depth (ft)	Sample Type	Soil Type	Symbol	Cohesion (PSF)	Friction Angle
B-1	7	70	Ring	CL	○	792	29
					□	468	27

Normal Stress (psf)	Initial Moisture (%)	Final Moisture (%)
4000	22.2	26.8
8000	22.2	27.9
12000	22.2	21.8

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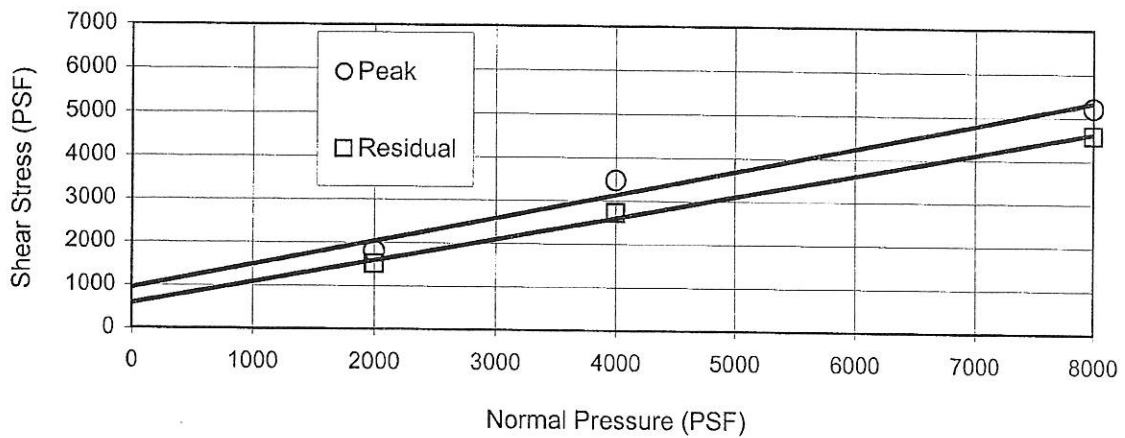
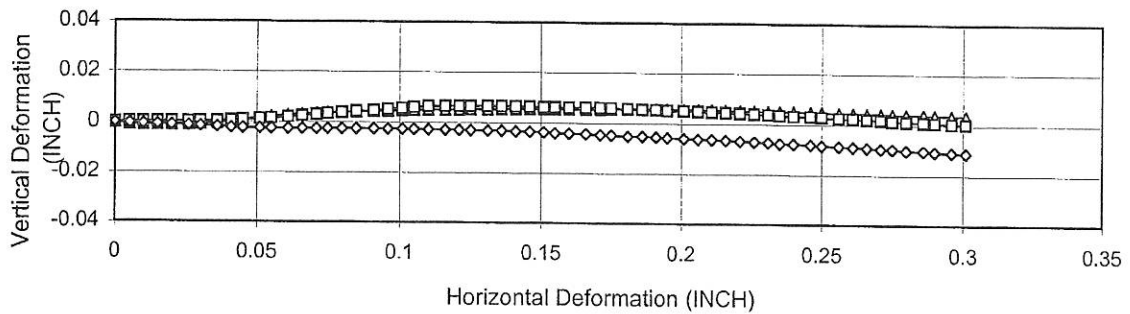
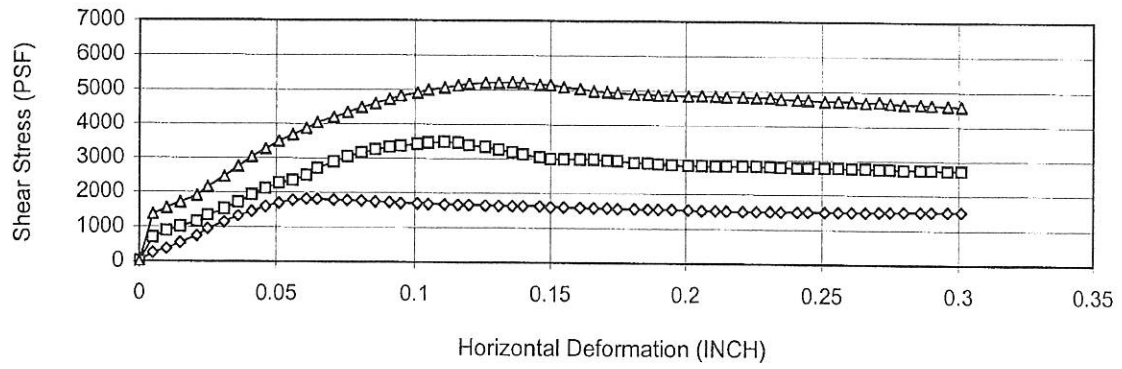
EGLAB Project No.: 17-059-004

DIRECT SHEAR

02/17

(ASTM D3080)

Figure



Boring No.	Sample No.	Depth (ft)	Sample Type	Soil Type	Symbol	Cohesion (PSF)	Friction Angle
B-2	4	40	Ring	CL	○	942	29
					□	582	27

Normal Stress (psf)	Initial Moisture (%)	Final Moisture (%)
2000	27.1	34.4
4000	27.1	36.2
8000	27.1	33.1

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Project Name: La Terra - Hoover

Client: LGC Valley, Inc.

Project No.: 173002-01

EGLAB Project No.: 17-059-004

DIRECT SHEAR

02/17

(ASTM D3080)

Figure

APPENDIX D

Slope Stability Analysis

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Figures

Stability Analyses; gross; static and pseudostatic
Surficial Stability Calculations

APPENDIX D

Slope Stability Analyses

1.0 Approach

- Slope stability analyses were conducted using the computer program Slope W. The Modified Bishop's Method was used to analyze rotational failure modes. A coefficient of horizontal acceleration, K_h of 0.322 (FS of 1.0) was used to evaluate the pseudostatic stability analyses. To calculate the K_h of 0.322, a PGAm of 0.873 and an f_{eq} of 0.34 (from SP117A) was used in the calculation.
- After a review of the latest grading plan and based on our supplemental investigation and review, four cross-sections (A-A', E-E', H-H', and I-I') were considered representative and critical with regards slope stability analysis.

2.0 Design Shear Strength

Direct shear testing was performed during the recent supplemental site investigations by LGC. Representative soil samples from depths ranging from 40 to 70 feet from the bucket auger borings were generally used to perform laboratory testing to evaluate the general characteristics of the site soils and to determine their shear strengths for global slope stability. Composite plots were developed for the residual and peak shear strengths for the Puente Formation (Tp) soils. The lowest bound of the test results were considered for the shear strength values. Although the observed bedrock was found to be dense, massive, and no landslide planes or weak along bedding planes were found, the residual/ultimate strength was used for an along-bedding condition between 0 and 10 degrees, and the peak strength was used for the cross-bedding strength. The individual shear test results including the shear stress vs deformation curves, which shows the leveling off of the shear stress at higher deformations is included in Appendix C. Composite plots are included in Appendix C. The results of the direct shear testing for use in global slope stability indicated a residual shear strength equal to a cohesion of 400 psf and a friction angle of 27 degrees, and a peak strength equal to a cohesion of 750 psf and a friction angle of 28 degrees.

A direct shear test was performed at a depth of 10 feet which was utilized to determine the shear strength values to use for surficial stability analysis. The results of the testing on the upper Puente Formation soils indicated a cohesion of 300 psf and a friction angle of 24 degrees.

Representative samples of materials to be utilized as engineered fill were remolded at 90% relative compaction and subjected to direct shear testing. The results of the testing on representative on site soils to be used as fills indicated a cohesion of 100 psf and a friction angle of 30 degrees.

TABLE D-1
Design Shear Strength Parameters for Slope Stability Analyses

Material	Cohesion (lb/ft ²)	Angle of Internal Friction (Degrees)	Saturated Bulk Density (lb/ft ³)
Engineered Fill (Af)	100	30	120
<i>Bedrock/Puente Formation (Tp)</i>			
Along Bedding	400	27	120
Cross Bedding	750	28	120
Surficial Stability	300	24	120

TABLE D-2
Summary of Slope Stability Analyses

No	Cross-Section	Condition	Factor of Safety	Remarks
1	A-A'	Global Stability, Static, Natural Slope	1.64	Modified Bishop Method
2	A-A'	Pseudostatic (kh=0.322)	1.04	Modified Bishop Method
3	E-E'	Global Stability, Static, Natural Slope	1.53	Modified Bishop Method
4	E-E'	Pseudostatic (kh=0.322)	1.03	Modified Bishop Method
5	H-H'	Global Stability, Static, Natural Slope	1.80	Modified Bishop Method
6	H-H'	Pseudostatic (kh=0.322)	1.18	Modified Bishop Method
7	I-I'	Global Stability, Static, Natural Slope	1.69	Modified Bishop Method
8	I-I'	Pseudostatic (kh=0.322)	1.14	Modified Bishop Method
9	Surficial Stability	0.75:1V Bedrock Slope	1.37	
10	Surficial Stability	1:1V Bedrock Slope	1.39	
11	Surficial Stability	1.25H:1V Bedrock Slope	1.47	
12	Surficial Stability	1.5H:1V Bedrock Slope	1.60	

Section A-A 4-26-17.gsz

Section A-A 4-26-17.gsz Run By: 4/26/2017 1:28:39 PM

1 - Circular

Name: Tp

Model: Anisotropic Fn.

Unit Weight: 120 pcf

Cohesion': 750 psf

Phi': 28 °

Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)

C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)

Materials

■ Tp
■ Fill

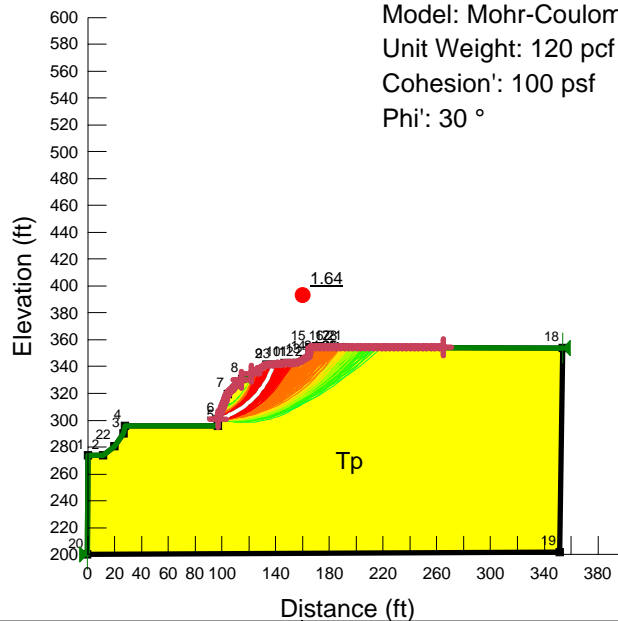
Name: Fill

Model: Mohr-Coulomb

Unit Weight: 120 pcf

Cohesion': 100 psf

Phi': 30 °



LGC

LGC Valley, Inc

GEOTECHNICAL CONSULTING

28532 Constellation Road, Valencia, CA 91355
Phone 661-702-8474, Fax 661-702-8475

**235 N. Hoover
Development Project
Los Angeles CA**

Project No: **173002-01**

Engineer: **BIH**

Date: **March 2017**

1 - Circular

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File Information

File Version: 8.15
Title: Static Slope Stability Analyses for 235 N. Hoover
Comments: Run By:
Last Edited By: Basil Hattar
Revision Number: 186
Date: 4/26/2017
Time: 1:28:39 PM
Tool Version: 8.15.5.11777
File Name: Section A-A 4-26-17.gsz
Directory: P:\FINAL PROJECTS\LaTERRA\Pinnacle 360 Hoover, LLC\Slope Stability\
Last Solved Date: 4/26/2017
Last Solved Time: 1:28:46 PM

Project Settings

Length(L) Units: Feet
Time(t) Units: Seconds
Force(F) Units: Pounds
Pressure(p) Units: psf
Strength Units: psf
Unit Weight of Water: 62.4 pcf
View: 2D
Element Thickness: 1

Analysis Settings

1 - Circular

Kind: SLOPE/W
Method: Bishop
Settings
PWP Conditions Source: (none)
Slip Surface
Direction of movement: Right to Left
Use Passive Mode: No
Slip Surface Option: Entry and Exit
Critical slip surfaces saved: 10
Resisting Side Maximum Convex Angle: 1 °
Driving Side Maximum Convex Angle: 5 °
Optimize Critical Slip Surface Location: No

Tension Crack
Tension Crack Option: (none)
F of S Distribution
F of S Calculation Option: Constant
Advanced
Number of Slices: 30
F of S Tolerance: 0.01
Minimum Slip Surface Depth: 0.1 ft

Materials

Tp

Model: Anisotropic Fn.
Unit Weight: 120 pcf
Cohesion': 750 psf
Phi': 28 °
Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)
C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)
Phi-B: 0 °

Fill

Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 100 psf
Phi': 30 °
Phi-B: 0 °

Slip Surface Entry and Exit

Left Projection: Range
Left-Zone Left Coordinate: (97.0327, 300.8327) ft
Left-Zone Right Coordinate: (114.3346, 330.05454) ft
Left-Zone Increment: 50
Right Projection: Range
Right-Zone Left Coordinate: (121.6497, 334.67746) ft
Right-Zone Right Coordinate: (264.8868, 354.18619) ft
Right-Zone Increment: 50
Radius Increments: 8

Slip Surface Limits

Left Coordinate: (-0.2979, 200.08108) ft
Right Coordinate: (353.8735, 353.84379) ft

Seismic Coefficients

Horz Seismic Coef.: 0
Vert Seismic Coef.: 0

Anisotropic Strength Functions

27° (Tp Along Bedding 0°-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.964
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.964)
Data Point: (10, 0.964)
Data Point: (10.1, 1)

400 pcf (Tp Along Bedding 0-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.533
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.533)
Data Point: (10, 0.533)
Data Point: (10.1, 1)

Points

	X (ft)	Y (ft)
Point 1	0.2006	273.8356
Point 2	11.7614	273.77771
Point 3	26.9211	290.02718
Point 4	27.8484	295.89995
Point 5	96.9583	295.58575
Point 6	97.0341	300.93337
Point 7	104.241	319.55478

Point 8	115.1861	330.9403
Point 9	132.9502	341.21123
Point 10	146.7903	342.3228
Point 11	151.9236	342.24476
Point 12	156.2471	342.69077
Point 13	161.3405	345.46933
Point 14	165.0196	347.76992
Point 15	165.1048	354.45637
Point 16	178.7758	354.30731
Point 17	183.1456	354.20816
Point 18	353.8735	353.84379
Point 19	351.5755	201.8046
Point 20	-0.2979	200.08108
Point 21	192.2344	354.46574
Point 22	19.8128	280.45817
Point 23	138.8061	341.42417
Point 24	175.1668	347.2597
Point 25	188.8123	347.78099
Point 26	188.6896	343.67201
Point 27	168.4821	342.26147
Point 28	188.79	354.36812
Point 29	188.5492	347.77094

Regions

	Material	Points	Area (ft²)
Region 1	Tp	1,2,22,3,4,5,6,7,8,9,23,10,11,12,27,26,25,29,28,21,18,19,20	46,285
Region 2	Fill	13,14,24,29,25,26,27,12	133.06
Region 3	Fill	24,14,15,16,17,28,29	161.02

Current Slip Surface

Slip Surface: 60

F of S: 1.64
Volume: 629.08094 ft³
Weight: 75,489.713 lbs
Resisting Moment: 4,557,310.9 lbs-ft
Activating Moment: 2,778,880.1 lbs-ft
F of S Rank (Analysis): 1 of 23,409 slip surfaces
F of S Rank (Query): 1 of 2,000 slip surfaces
Exit: (97.032673, 300.8327) ft
Entry: (138.25861, 341.40426) ft
Radius: 60.068133 ft
Center: (80.717148, 358.6426) ft

Slip Slices

	X (ft)	Y (ft)	PWP (psf)	Base Normal Stress (psf)	Frictional Strength (psf)	Cohesive Strength (psf)
Slice 1	97.033387	300.8329	0	-112.15166	-59.632094	750
Slice 2	97.75479	301.04629	0	68.796795	36.579905	750
Slice 3	99.19617	301.49251	0	413.13009	219.66517	750
Slice 4	100.63755	301.9789	0	747.2138	397.30062	750
Slice 5	102.07893	302.50651	0	1,070.9281	569.42256	750
Slice 6	103.52031	303.07652	0	1,384.1172	735.94816	750
Slice 7	104.92507	303.67353	0	1,568.1444	833.79714	750
Slice 8	106.29321	304.29672	0	1,626.2895	864.71346	750
Slice 9	107.66134	304.96201	0	1,678.1707	892.29917	750
Slice 10	109.02948	305.67099	0	1,723.6266	916.46854	750
Slice 11	110.39762	306.42544	0	1,762.4715	937.12274	750
Slice 12	111.76576	307.22737	0	1,794.4917	954.14816	750
Slice	113.13389	308.07903	0	1,819.4418	967.41435	750

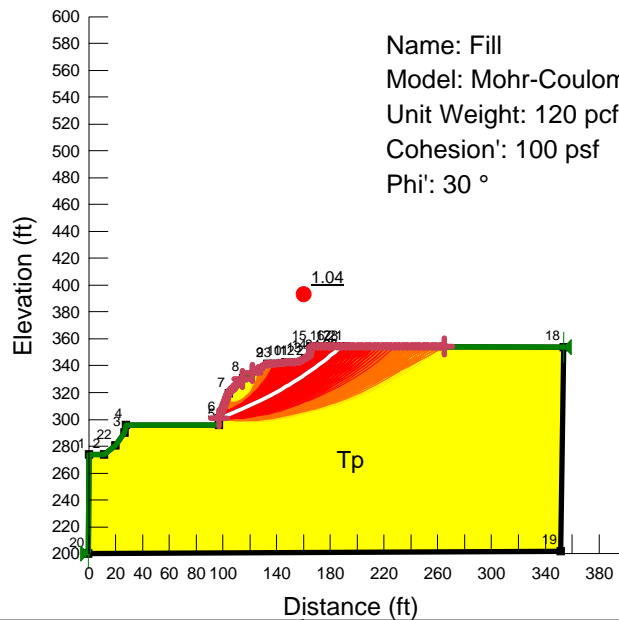
13						
Slice 14	114.50203	308.98298	0	1,837.04	976.77148	750
Slice 15	115.86933	309.94153	0	1,816.2301	965.70665	750
Slice 16	117.2358	310.95793	0	1,757.6995	934.58541	750
Slice 17	118.60227	312.03656	0	1,692.1838	899.75009	750
Slice 18	119.96874	313.18187	0	1,619.2885	860.99095	750
Slice 19	121.33521	314.39903	0	1,538.5558	818.06462	750
Slice 20	122.70168	315.69418	0	1,449.4509	770.68669	750
Slice 21	124.06815	317.07462	0	1,351.3432	718.52194	750
Slice 22	125.43462	318.5492	0	1,243.4819	661.17106	750
Slice 23	126.80109	320.12876	0	1,124.9614	598.15257	750
Slice 24	128.16756	321.82688	0	994.67326	528.87716	750
Slice 25	129.53403	323.66093	0	851.23621	452.61032	750
Slice 26	130.9005	325.65373	0	692.88941	368.41583	750
Slice 27	132.26697	327.83638	0	517.32377	275.06593	750
Slice 28	133.61375	330.21435	0	297.62184	158.24834	750
Slice 29	134.94086	332.84367	0	33.865172	18.006431	750
Slice 30	136.26796	335.85596	0	-252.91466	-134.47711	750
Slice 31	137.59506	339.43894	0	-569.91355	-303.02841	750

Section A-A 4-26-17.gsz Run By: 4/26/2017 1:53:56 PM

Horz Seismic Coef.: 0.322

C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)

 Fill

 $\Phi': 30^\circ$ 

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**235 N. Hoover
Development Project
Los Angeles CA**

Date: **March 2017**

1 - Circular seismic

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File Information

File Version: 8.15
Title: Static Slope Stability Analyses for 235 N. Hoover
Comments: Run By:
Last Edited By: Basil Hattar
Revision Number: 188
Date: 4/26/2017
Time: 1:53:56 PM
Tool Version: 8.15.5.11777
File Name: Section A-A 4-26-17.gsz
Directory: P:\FINAL PROJECTS\LaTERRA\Pinnacle 360 Hoover, LLC\Slope Stability\
Last Solved Date: 4/26/2017
Last Solved Time: 1:54:01 PM

Project Settings

Length(L) Units: Feet
Time(t) Units: Seconds
Force(F) Units: Pounds
Pressure(p) Units: psf
Strength Units: psf
Unit Weight of Water: 62.4 pcf
View: 2D
Element Thickness: 1

Analysis Settings

1 - Circular seismic

Kind: SLOPE/W
Method: Bishop
Settings
PWP Conditions Source: (none)
Slip Surface
Direction of movement: Right to Left
Use Passive Mode: No
Slip Surface Option: Entry and Exit
Critical slip surfaces saved: 10
Resisting Side Maximum Convex Angle: 1 °
Driving Side Maximum Convex Angle: 5 °
Optimize Critical Slip Surface Location: No

Tension Crack
Tension Crack Option: (none)
F of S Distribution
F of S Calculation Option: Constant
Advanced
Number of Slices: 30
F of S Tolerance: 0.01
Minimum Slip Surface Depth: 0.1 ft

Materials

Tp

Model: Anisotropic Fn.
Unit Weight: 120 pcf
Cohesion': 750 psf
Phi': 28 °
Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)
C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)
Phi-B: 0 °

Fill

Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 100 psf
Phi': 30 °
Phi-B: 0 °

Slip Surface Entry and Exit

Left Projection: Range
Left-Zone Left Coordinate: (97.0327, 300.8327) ft
Left-Zone Right Coordinate: (114.3346, 330.05454) ft
Left-Zone Increment: 50
Right Projection: Range
Right-Zone Left Coordinate: (121.6497, 334.67746) ft
Right-Zone Right Coordinate: (264.8868, 354.18619) ft
Right-Zone Increment: 50
Radius Increments: 8

Slip Surface Limits

Left Coordinate: (-0.2979, 200.08108) ft
Right Coordinate: (353.8735, 353.84379) ft

Seismic Coefficients

Horz Seismic Coef.: 0.322
Vert Seismic Coef.: 0

Anisotropic Strength Functions

27° (Tp Along Bedding 0°-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.964
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.964)
Data Point: (10, 0.964)
Data Point: (10.1, 1)

400 pcf (Tp Along Bedding 0-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.533
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.533)
Data Point: (10, 0.533)
Data Point: (10.1, 1)

Points

	X (ft)	Y (ft)
Point 1	0.2006	273.8356
Point 2	11.7614	273.77771
Point 3	26.9211	290.02718
Point 4	27.8484	295.89995
Point 5	96.9583	295.58575
Point 6	97.0341	300.93337
Point 7	104.241	319.55478

Point 8	115.1861	330.9403
Point 9	132.9502	341.21123
Point 10	146.7903	342.3228
Point 11	151.9236	342.24476
Point 12	156.2471	342.69077
Point 13	161.3405	345.46933
Point 14	165.0196	347.76992
Point 15	165.1048	354.45637
Point 16	178.7758	354.30731
Point 17	183.1456	354.20816
Point 18	353.8735	353.84379
Point 19	351.5755	201.8046
Point 20	-0.2979	200.08108
Point 21	192.2344	354.46574
Point 22	19.8128	280.45817
Point 23	138.8061	341.42417
Point 24	175.1668	347.2597
Point 25	188.8123	347.78099
Point 26	188.6896	343.67201
Point 27	168.4821	342.26147
Point 28	188.79	354.36812
Point 29	188.5492	347.77094

Regions

	Material	Points	Area (ft²)
Region 1	Tp	1,2,22,3,4,5,6,7,8,9,23,10,11,12,27,26,25,29,28,21,18,19,20	46,285
Region 2	Fill	13,14,24,29,25,26,27,12	133.06
Region 3	Fill	24,14,15,16,17,28,29	161.02

Current Slip Surface

Slip Surface: 227

F of S: 1.04
Volume: 1,460.0755 ft³
Weight: 175,209.05 lbs
Resisting Moment: 39,188,133 lbs-ft
Activating Moment: 37,566,040 lbs-ft
F of S Rank (Analysis): 1 of 23,409 slip surfaces
F of S Rank (Query): 1 of 2,000 slip surfaces
Exit: (97.032673, 300.8327) ft
Entry: (188.36668, 354.35612) ft
Radius: 286.67448 ft
Center: (0.24950145, 570.67576) ft

Slip Slices

	X (ft)	Y (ft)	PWP (psf)	Base Normal Stress (psf)	Frictional Strength (psf)	Cohesive Strength (psf)
Slice 1	97.033387	300.83296	0	-212.08249	-112.76626	750
Slice 2	98.835825	301.49308	0	193.42679	102.84685	750
Slice 3	102.43927	302.84038	0	983.62087	523.00049	750
Slice 4	105.60914	304.06848	0	1,454.6524	773.4524	750
Slice 5	108.34541	305.16615	0	1,614.1866	858.27826	750
Slice 6	111.08169	306.2967	0	1,768.6723	940.41973	750
Slice 7	113.81796	307.46056	0	1,918.1047	1,019.8744	750
Slice 8	116.66644	308.70872	0	2,001.2378	1,064.077	750
Slice 9	119.62713	310.04462	0	2,018.6863	1,073.3546	750
Slice 10	122.58781	311.42122	0	2,031.6974	1,080.2727	750
Slice 11	125.54849	312.83916	0	2,040.264	1,084.8276	750
Slice 12	128.50918	314.29913	0	2,044.3775	1,087.0148	750
Slice	131.46986	315.80186	0	2,044.0274	1,086.8286	750

13						
Slice 14	134.41418	317.33931	0	1,964.2259	1,044.3974	750
Slice 15	137.34213	318.9118	0	1,806.346	960.45119	750
Slice 16	140.1368	320.4529	0	1,662.7902	884.12123	750
Slice 17	142.7982	321.95951	0	1,533.5569	815.40668	750
Slice 18	145.4596	323.50395	0	1,401.9609	745.43582	750
Slice 19	148.07362	325.05808	0	1,255.3682	667.49112	750
Slice 20	150.64028	326.62125	0	1,094.0898	581.73785	750
Slice 21	154.08535	328.78689	0	897.09036	476.9914	750
Slice 22	157.52045	330.99725	0	762.96878	405.67769	750
Slice 23	160.06715	332.68789	0	723.35969	384.61717	750
Slice 24	163.18005	334.81373	0	682.96623	363.13959	750
Slice 25	165.0622	336.1144	0	956.13296	508.38491	750
Slice 26	166.79345	337.34966	0	1,130.3942	601.04126	750
Slice 27	169.8582	339.56489	0	914.88537	486.45318	750
Slice 28	172.61041	341.61024	0	718.79602	382.19063	750
Slice 29	174.57665	343.09775	0	898.40924	518.69682	100
Slice 30	176.9713	344.96264	0	732.88642	423.13217	100
Slice 31	179.44592	346.91212	0	561.46656	324.16287	100
Slice	181.63082	348.68646	0	406.00321	234.40606	100

32						
Slice 33	184.45087	351.01873	0	210.09081	121.29599	100
Slice 34	187.06141	353.23472	0	32.680918	18.868337	100

Date: **March 2017**

1 - Circular

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Time: 2:54:48 PM
Tool Version: 8.15.5.11777
File Name: Section E 4-26-17.gsz
Directory: P:\FINAL PROJECTS\LaTERRA\Pinnacle 360 Hoover, LLC\Slope Stability\
Last Solved Date: 4/26/2017
Last Solved Time: 2:55:18 PM

Project Settings

Length(L) Units: Feet
Time(t) Units: Seconds
Force(F) Units: Pounds
Pressure(p) Units: psf
Strength Units: psf
Unit Weight of Water: 62.4 pcf
View: 2D
Element Thickness: 1

Analysis Settings

1 - Circular

Kind: SLOPE/W
Method: Bishop
Settings
PWP Conditions Source: (none)
Slip Surface
Direction of movement: Right to Left
Use Passive Mode: No
Slip Surface Option: Entry and Exit
Critical slip surfaces saved: 10
Resisting Side Maximum Convex Angle: 1 °
Driving Side Maximum Convex Angle: 5 °
Optimize Critical Slip Surface Location: No

Tension Crack
Tension Crack Option: (none)
F of S Distribution
F of S Calculation Option: Constant
Advanced
Number of Slices: 30
F of S Tolerance: 0.01
Minimum Slip Surface Depth: 0.1 ft

Materials

Tp

Model: Anisotropic Fn.
Unit Weight: 120 pcf
Cohesion': 750 psf
Phi': 28 °
Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)
C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)
Phi-B: 0 °

Fill

Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 100 psf
Phi': 30 °
Phi-B: 0 °

Slip Surface Entry and Exit

Left Projection: Range
Left-Zone Left Coordinate: (3.6167, 279.78713) ft
Left-Zone Right Coordinate: (66.79116, 311.96737) ft
Left-Zone Increment: 50
Right Projection: Range
Right-Zone Left Coordinate: (69.03096, 313.68216) ft
Right-Zone Right Coordinate: (208.61468, 353.42872) ft
Right-Zone Increment: 50
Radius Increments: 8

Slip Surface Limits

Left Coordinate: (0.0437, 279.58936) ft
Right Coordinate: (316.8952, 352.8341) ft

Seismic Coefficients

Horz Seismic Coef.: 0
Vert Seismic Coef.: 0

Anisotropic Strength Functions

27° (Tp Along Bedding 0°-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.964
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.964)
Data Point: (10, 0.964)
Data Point: (10.1, 1)

400 pcf (Tp Along Bedding 0-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.533
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.533)
Data Point: (10, 0.533)
Data Point: (10.1, 1)

Points

	X (ft)	Y (ft)
Point 1	0.0437	279.58936
Point 2	34.66847	281.50586
Point 3	51.5439	298.42053
Point 4	62.69197	308.82904
Point 5	80.64035	322.57027
Point 6	91.46313	330.99699
Point 7	94.08057	332.81589

Point 8	96.03256	334.23552
Point 9	101.3496	337.80415
Point 10	117.75997	348.89956
Point 11	117.83129	353.92725
Point 12	316.8952	352.8341
Point 13	316.8952	200.049
Point 14	0.066	200.1192
Point 15	120.74062	350.55949
Point 16	125.70223	350.64467
Point 17	125.40331	353.88567

Regions

	Material	Points	Area (ft²)
Region 1	Tp	1,2,3,4,5,6,7,8,9,10,15,16,17,12,13,14	43,080
Region 2	Fill	11,17,16,15,10	28.177

Current Slip Surface

Slip Surface: 10,841
F of S: 1.57
Volume: 2,756.8135 ft³
Weight: 330,817.63 lbs
Resisting Moment: 32,305,946 lbs-ft
Activating Moment: 20,586,078 lbs-ft
F of S Rank (Analysis): 103 of 23,409 slip surfaces
F of S Rank (Query): 103 of 500 slip surfaces
Exit: (37.202532, 284.04581) ft
Entry: (149.34908, 353.75417) ft
Radius: 127.95157 ft
Center: (35.415833, 411.98491) ft

Slip Slices

	X (ft)	Y (ft)	PWP (psf)	Base Normal Stress (psf)	Frictional Strength (psf)	Cohesive Strength (psf)
Slice 1	38.995203	284.09599	0	200.67042	102.2114	399.75
Slice 2	42.580545	284.24671	0	597.65116	304.41337	399.75

Slice 3	46.165887	284.49842	0	975.72939	496.98736	399.75
Slice 4	49.751229	284.85173	0	1,335.2431	680.10552	399.75
Slice 5	53.401912	285.31769	0	1,667.7658	849.47583	399.75
Slice 6	57.117935	285.90133	0	1,973.1302	1,005.0131	399.75
Slice 7	60.833958	286.59779	0	2,211.4408	1,175.8439	750
Slice 8	64.486808	287.39323	0	2,434.0288	1,294.1961	750
Slice 9	68.076484	288.28592	0	2,601.8304	1,383.4178	750
Slice 10	71.66616	289.2901	0	2,753.3829	1,463.9997	750
Slice 11	75.255836	290.40855	0	2,888.6087	1,535.9005	750
Slice 12	78.845512	291.64445	0	3,007.3758	1,599.0501	750
Slice 13	82.444147	293.00516	0	3,112.1964	1,654.7842	750
Slice 14	86.05174	294.49554	0	3,202.6484	1,702.8783	750
Slice 15	89.659333	296.1174	0	3,275.605	1,741.67	750
Slice 16	92.77185	297.61818	0	3,313.8646	1,762.0131	750
Slice 17	95.056565	298.78875	0	3,325.1861	1,768.0328	750
Slice 18	98.69108	300.81616	0	3,315.3758	1,762.8166	750
Slice 19	103.4009	303.61623	0	3,275.4748	1,741.6008	750
Slice 20	107.50349	306.30233	0	3,213.5509	1,708.6753	750
Slice 21	111.60608	309.22242	0	3,125.4082	1,661.809	750

Slice 22	115.70867	312.39715	0	3,009.5014	1,600.1803	750
Slice 23	117.79563	314.08102	0	3,175.71	1,688.5549	750
Slice 24	119.28596	315.37385	0	3,256.2749	1,731.3921	750
Slice 25	123.07197	318.83042	0	2,852.4933	1,516.6976	750
Slice 26	125.55277	321.17251	0	2,585.1614	1,374.5547	750
Slice 27	127.6728	323.37247	0	2,340.33	1,244.3755	750
Slice 28	131.61394	327.67246	0	1,874.7122	996.80216	750
Slice 29	135.55509	332.40034	0	1,383.4394	735.58777	750
Slice 30	139.49623	337.63854	0	864.16823	459.4864	750
Slice 31	143.43737	343.50567	0	314.23558	167.08202	750
Slice 32	147.37851	350.18415	0	-269.13748	-143.10294	750

Section E 4-26-17.gsz

Section E 4-26-17.gsz Run By: 4/26/2017 2:54:48 PM

1 - Circular Seismic

Horz Seismic Coef.: 0.322

Name: Tp

Model: Anisotropic Fn.

Unit Weight: 120 pcf

Cohesion': 750 psf

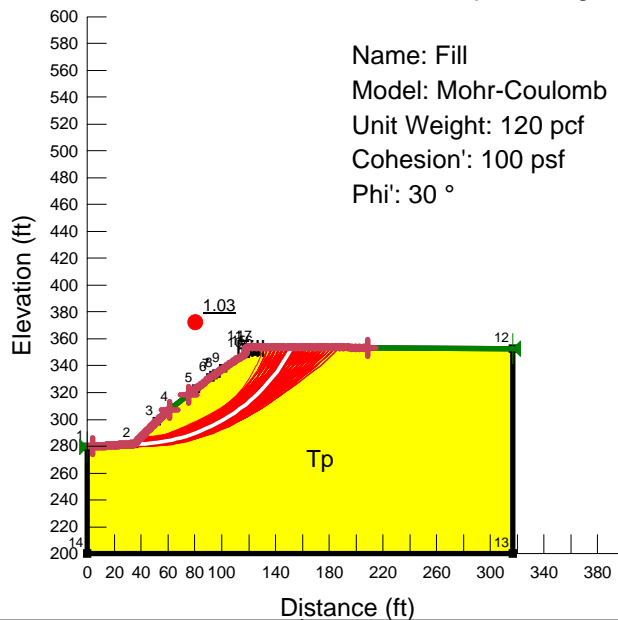
Phi': 28 °

Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)

C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)

Materials

■ Tp
■ Fill



Name: Fill

Model: Mohr-Coulomb

Unit Weight: 120 pcf

Cohesion': 100 psf

Phi': 30 °

LGC

LGC Valley, Inc

GEOTECHNICAL CONSULTING

28532 Constellation Road, Valencia, CA 91355
Phone 661-702-8474, Fax 661-702-8475

**235 N. Hoover
Development Project
Los Angeles CA**

Project No: **173002-01**

Engineer: **BIH**

Date: **March 2017**

1 - Circular Seismic

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Last Solved Date: 4/26/2017
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Project Settings

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Time(t) Units: Seconds
Force(F) Units: Pounds
Pressure(p) Units: psf
Strength Units: psf
Unit Weight of Water: 62.4 pcf
View: 2D
Element Thickness: 1

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1 - Circular Seismic

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Method: Bishop
Settings
PWP Conditions Source: (none)
Slip Surface
Direction of movement: Right to Left
Use Passive Mode: No
Slip Surface Option: Entry and Exit
Critical slip surfaces saved: 10
Resisting Side Maximum Convex Angle: 1 °
Driving Side Maximum Convex Angle: 5 °
Optimize Critical Slip Surface Location: No

Tension Crack
Tension Crack Option: (none)
F of S Distribution
F of S Calculation Option: Constant
Advanced
Number of Slices: 30
F of S Tolerance: 0.1
Minimum Slip Surface Depth: 0.1 ft

Materials

Tp

Model: Anisotropic Fn.
Unit Weight: 120 pcf
Cohesion': 750 psf
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Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)
C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)
Phi-B: 0 °

Fill

Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 100 psf
Phi': 30 °
Phi-B: 0 °

Slip Surface Entry and Exit

Left Projection: Range
Left-Zone Left Coordinate: (3.6167, 279.78713) ft
Left-Zone Right Coordinate: (60.972, 307.22318) ft
Left-Zone Increment: 50
Right Projection: Range
Right-Zone Left Coordinate: (75.28147, 318.46753) ft
Right-Zone Right Coordinate: (208.61468, 353.42872) ft
Right-Zone Increment: 50
Radius Increments: 8

Slip Surface Limits

Left Coordinate: (0.0437, 279.58936) ft
Right Coordinate: (316.8952, 352.8341) ft

Seismic Coefficients

Horz Seismic Coef.: 0.322
Vert Seismic Coef.: 0

Anisotropic Strength Functions

27° (Tp Along Bedding 0°-10°)

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Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.964)
Data Point: (10, 0.964)
Data Point: (10.1, 1)

400 pcf (Tp Along Bedding 0-10°)

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Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
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	X (ft)	Y (ft)
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Point 12	316.8952	352.8341
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Point 14	0.066	200.1192
Point 15	120.74062	350.55949
Point 16	125.70223	350.64467
Point 17	125.40331	353.88567

Regions

	Material	Points	Area (ft²)
Region 1	Tp	1,2,3,4,5,6,7,8,9,10,15,16,17,12,13,14	43,080
Region 2	Fill	11,17,16,15,10	28.177

Current Slip Surface

Slip Surface: 10,841
F of S: 1.03
Volume: 3,080.3467 ft³
Weight: 369,641.6 lbs
Resisting Moment: 34,180,347 lbs-ft
Activating Moment: 33,312,708 lbs-ft
F of S Rank (Analysis): 1 of 23,409 slip surfaces
F of S Rank (Query): 1 of 500 slip surfaces
Exit: (34.760746, 281.59835) ft
Entry: (152.3404, 353.73775) ft
Radius: 132.88793 ft
Center: (34.14993, 414.48488) ft

Slip Slices

	X (ft)	Y (ft)	PWP (psf)	Base Normal Stress (psf)	Frictional Strength (psf)	Cohesive Strength (psf)
Slice 1	36.858641	281.64113	0	237.55584	120.99897	399.75
Slice 2	41.054429	281.79307	0	697.94043	355.49567	399.75

Slice 3	45.250217	282.0781	0	1,129.8382	575.48261	399.75
Slice 4	49.446006	282.49711	0	1,534.1551	781.42128	399.75
Slice 5	53.401912	283.01231	0	1,876.8535	955.97456	399.75
Slice 6	57.117935	283.61046	0	2,162.4448	1,101.4404	399.75
Slice 7	60.833958	284.31742	0	2,359.9609	1,254.8135	750
Slice 8	64.486808	285.1192	0	2,560.3871	1,361.382	750
Slice 9	68.076484	286.01408	0	2,707.3377	1,439.517	750
Slice 10	71.66616	287.01632	0	2,838.139	1,509.0653	750
Slice 11	75.255836	288.12846	0	2,952.8477	1,570.057	750
Slice 12	78.845512	289.35345	0	3,051.469	1,622.4949	750
Slice 13	82.444147	290.69828	0	3,136.496	1,667.7045	750
Slice 14	86.05174	292.1674	0	3,207.64	1,705.5324	750
Slice 15	89.659333	293.76219	0	3,262.0962	1,734.4873	750
Slice 16	92.77185	295.23495	0	3,285.7172	1,747.0468	750
Slice 17	95.056565	296.38163	0	3,287.3294	1,747.9041	750
Slice 18	98.69108	298.36257	0	3,264.1646	1,735.5871	750
Slice 19	103.4009	301.09295	0	3,209.277	1,706.4028	750
Slice 20	107.50349	303.70399	0	3,137.146	1,668.0501	750
Slice 21	111.60608	306.53409	0	3,041.8355	1,617.3726	750

Slice 22	115.70867	309.60103	0	2,922.3279	1,553.8293	750
Slice 23	117.79563	311.22503	0	3,069.9255	1,632.3084	750
Slice 24	119.28596	312.46787	0	3,140.204	1,669.6761	750
Slice 25	123.07197	315.78216	0	2,759.6719	1,467.3436	750
Slice 26	125.55277	318.02411	0	2,509.5129	1,334.3317	750
Slice 27	127.60496	320.04869	0	2,290.3526	1,217.8021	750
Slice 28	131.41041	323.97631	0	1,878.4086	998.76757	750
Slice 29	135.21586	328.25098	0	1,450.4558	771.22105	750
Slice 30	139.02132	332.92761	0	1,005.6446	534.71071	750
Slice 31	142.82677	338.08068	0	543.14724	288.79651	750
Slice 32	146.63222	343.81562	0	62.319864	33.136059	750
Slice 33	150.43768	350.29094	0	-436.8843	-232.29551	750

Section H 4-26-17.gsz

Section H 4-26-17.gsz Run By: 4/26/2017 3:11:38 PM

Materials

■ Tp

1 - Circular

Name: Tp

Model: Anisotropic Fn.

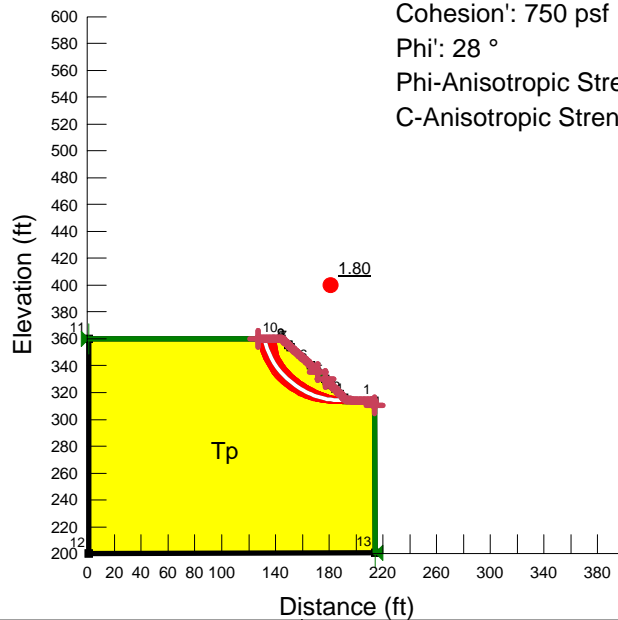
Unit Weight: 120 pcf

Cohesion': 750 psf

Phi': 28 °

Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)

C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)



LGC

LGC Valley, Inc

GEOTECHNICAL CONSULTING

28532 Constellation Road, Valencia, CA 91355
Phone 661-702-8474, Fax 661-702-8475

**235 N. Hoover
Development Project
Los Angeles CA**

Project No: **173002-01**

Engineer: **BIH**

Date: **March 2017**

1 - Circular

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File Information

File Version: 8.15
Title: Static Slope Stability Analyses for 235 N. Hoover
Comments: Run By:
Last Edited By: Basil Hattar
Revision Number: 184
Date: 4/26/2017
Time: 3:11:38 PM
Tool Version: 8.15.5.11777
File Name: Section H 4-26-17.gsz
Directory: P:\FINAL PROJECTS\LaTERRA\Pinnacle 360 Hoover, LLC\Slope Stability\
Last Solved Date: 4/26/2017
Last Solved Time: 3:12:01 PM

Project Settings

Length(L) Units: Feet
Time(t) Units: Seconds
Force(F) Units: Pounds
Pressure(p) Units: psf
Strength Units: psf
Unit Weight of Water: 62.4 pcf
View: 2D
Element Thickness: 1

Analysis Settings

1 - Circular

Kind: SLOPE/W
Method: Bishop
Settings
PWP Conditions Source: (none)
Slip Surface
Direction of movement: Left to Right
Use Passive Mode: No
Slip Surface Option: Entry and Exit
Critical slip surfaces saved: 10
Resisting Side Maximum Convex Angle: 1 °
Driving Side Maximum Convex Angle: 5 °
Optimize Critical Slip Surface Location: No

Tension Crack
Tension Crack Option: (none)
F of S Distribution
F of S Calculation Option: Constant
Advanced
Number of Slices: 30
F of S Tolerance: 0.01
Minimum Slip Surface Depth: 0.1 ft

Materials

Tip

Model: Anisotropic Fn.
Unit Weight: 120 pcf
Cohesion': 750 psf
Phi': 28 °
Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)
C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)
Phi-B: 0 °

Slip Surface Entry and Exit

Left Projection: Range
Left-Zone Left Coordinate: (127.08348, 360.0726) ft
Left-Zone Right Coordinate: (171.76722, 334.96387) ft
Left-Zone Increment: 50
Right Projection: Range
Right-Zone Left Coordinate: (176.87001, 329.85731) ft
Right-Zone Right Coordinate: (213.60791, 310.46233) ft
Right-Zone Increment: 50
Radius Increments: 8

Slip Surface Limits

Left Coordinate: (0.8279, 359.75247) ft
Right Coordinate: (214.41763, 200.71869) ft

Seismic Coefficients

Horz Seismic Coef.: 0
Vert Seismic Coef.: 0

Anisotropic Strength Functions

27° (Tp Along Bedding 0°-10°)

Model: [Spline Data Point Function](#)
Function: [Modifier Factor vs. Inclination](#)
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.964
Data Points: [Inclination \(°\)](#), [Modifier Factor](#)
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.964)
Data Point: (10, 0.964)
Data Point: (10.1, 1)

400 pcf (Tp Along Bedding 0-10°)

Model: [Spline Data Point Function](#)
Function: [Modifier Factor vs. Inclination](#)
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.533
Data Points: [Inclination \(°\)](#), [Modifier Factor](#)
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.533)
Data Point: (10, 0.533)
Data Point: (10.1, 1)

Points

	X (ft)	Y (ft)
Point 1	213.58433	313.65799
Point 2	191.00947	315.99435
Point 3	188.08085	318.85525
Point 4	181.33488	325.66893
Point 5	176.87001	329.85731
Point 6	166.48629	340.2487
Point 7	151.09429	353.85972
Point 8	149.37545	355.4098
Point 9	149.37366	355.52932
Point 10	144.52969	360.11684
Point 11	0.8279	359.75247

Point 12	1.17787	200.11692
Point 13	214.41763	200.71869
Point 14	192.82631	314.19005
Point 15	178.51348	328.31259

Regions

	Material	Points	Area (ft²)
Region 1	Tp	1,14,2,3,4,15,5,6,7,8,9,10,11,12,13	31,923

Current Slip Surface

Slip Surface: [2,059](#)
F of S: [1.80](#)
Volume: [1,046.5784](#) ft³
Weight: [125,589.41](#) lbs
Resisting Moment: [7,064,188.8](#) lbs-ft
Activating Moment: [3,917,171](#) lbs-ft
F of S Rank (Analysis): [1](#) of 23,409 slip surfaces
F of S Rank (Query): [1](#) of 500 slip surfaces
Exit: [\(192.73506, 314.28067\)](#) ft
Entry: [\(131.44906, 360.08367\)](#) ft
Radius: [59.603244](#) ft
Center: [\(189.45411, 373.79354\)](#) ft

Slip Slices

	X (ft)	Y (ft)	PWP (psf)	Base Normal Stress (psf)	Frictional Strength (psf)	Cohesive Strength (psf)
Slice 1	132.53911	356.49684	0	-474.7121	-252.4089	750
Slice 2	134.71921	350.36353	0	117.6655	62.563856	750
Slice 3	136.89932	345.77261	0	606.56635	322.51705	750
Slice 4	139.07943	342.00099	0	1,033.5373	549.54152	750
Slice 5	141.25953	338.77368	0	1,416.2757	753.04716	750
Slice 6	143.43964	335.94819	0	1,764.7118	938.3139	750

Slice 7	145.74068	333.31508	0	1,996.6586	1,061.6422	750
Slice 8	148.16267	330.84309	0	2,105.9235	1,119.7394	750
Slice 9	149.37455	329.67806	0	2,145.1163	1,140.5786	750
Slice 10	150.23487	328.92601	0	2,165.8298	1,151.5921	750
Slice 11	152.05629	327.39933	0	2,214.0496	1,177.231	750
Slice 12	153.98029	325.91117	0	2,250.1294	1,196.415	750
Slice 13	155.90429	324.54315	0	2,270.2895	1,207.1343	750
Slice 14	157.82829	323.28546	0	2,275.6473	1,209.9831	750
Slice 15	159.75229	322.13004	0	2,267.1182	1,205.4481	750
Slice 16	161.67629	321.07014	0	2,245.4571	1,193.9307	750
Slice 17	163.60029	320.10009	0	2,211.2891	1,175.7633	750
Slice 18	165.52429	319.21509	0	2,165.1316	1,151.2209	750
Slice 19	167.52466	318.38236	0	2,091.7081	1,112.1809	750
Slice 20	169.60141	317.60454	0	1,989.9307	1,058.0649	750
Slice 21	171.67815	316.91316	0	1,874.8766	996.88957	750
Slice 22	173.75489	316.30509	0	1,746.8254	928.80356	750
Slice 23	175.83164	315.77771	0	1,605.9798	853.9146	750
Slice 24	177.69175	315.36845	0	1,475.1529	784.3527	750
Slice 25	179.92418	314.97446	0	1,312.2402	697.73051	750

Slice 26	182.45921	314.613	0	1,103.0778	586.51688	750
Slice 27	184.70787	314.39028	0	890.55621	473.51714	750
Slice 28	186.95652	314.25328	0	662.93437	352.48846	750
Slice 29	189.54516	314.20836	0	386.47719	196.852	399.75
Slice 30	191.87227	314.24563	0	117.34472	59.769483	399.75

Section H 4-26-17.gsz

Section H 4-26-17.gsz Run By: 4/26/2017 3:11:38 PM

1 - Circular Seismic

Horz Seismic Coef.: 0.322

Name: Tp

Model: Anisotropic Fn.

Unit Weight: 120 pcf

Cohesion': 750 psf

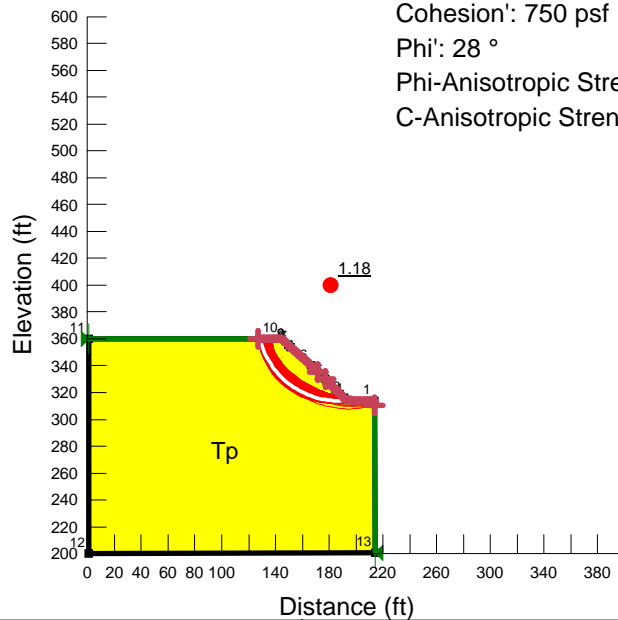
Phi': 28 °

Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)

C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)

Materials

■ Tp



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Phone 661-702-8474, Fax 661-702-8475

**235 N. Hoover
Development Project
Los Angeles CA**

Project No: **173002-01**
Engineer: **BIH**
Date: **March 2017**

1 - Circular Seismic

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File Information

File Version: 8.15
Title: Static Slope Stability Analyses for 235 N. Hoover
Comments: Run By:
Last Edited By: Basil Hattar
Revision Number: 184
Date: 4/26/2017
Time: 3:11:38 PM
Tool Version: 8.15.5.11777
File Name: Section H 4-26-17.gsz
Directory: P:\FINAL PROJECTS\LaTERRA\Pinnacle 360 Hoover, LLC\Slope Stability\
Last Solved Date: 4/26/2017
Last Solved Time: 3:12:13 PM

Project Settings

Length(L) Units: Feet
Time(t) Units: Seconds
Force(F) Units: Pounds
Pressure(p) Units: psf
Strength Units: psf
Unit Weight of Water: 62.4 pcf
View: 2D
Element Thickness: 1

Analysis Settings

1 - Circular Seismic

Kind: SLOPE/W
Method: Bishop
Settings
PWP Conditions Source: (none)
Slip Surface
Direction of movement: Left to Right
Use Passive Mode: No
Slip Surface Option: Entry and Exit
Critical slip surfaces saved: 10
Resisting Side Maximum Convex Angle: 1 °
Driving Side Maximum Convex Angle: 5 °
Optimize Critical Slip Surface Location: No

Tension Crack
Tension Crack Option: (none)
F of S Distribution
F of S Calculation Option: Constant
Advanced
Number of Slices: 30
F of S Tolerance: 0.01
Minimum Slip Surface Depth: 0.1 ft

Materials

Tip

Model: Anisotropic Fn.
Unit Weight: 120 pcf
Cohesion': 750 psf
Phi': 28 °
Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)
C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)
Phi-B: 0 °

Slip Surface Entry and Exit

Left Projection: Range
Left-Zone Left Coordinate: (127.08348, 360.0726) ft
Left-Zone Right Coordinate: (171.76722, 334.96387) ft
Left-Zone Increment: 50
Right Projection: Range
Right-Zone Left Coordinate: (176.87001, 329.85731) ft
Right-Zone Right Coordinate: (213.60791, 310.46233) ft
Right-Zone Increment: 50
Radius Increments: 8

Slip Surface Limits

Left Coordinate: (0.8279, 359.75247) ft
Right Coordinate: (214.41763, 200.71869) ft

Seismic Coefficients

Horz Seismic Coef.: 0.322
Vert Seismic Coef.: 0

Anisotropic Strength Functions

27° (Tp Along Bedding 0°-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.964
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.964)
Data Point: (10, 0.964)
Data Point: (10.1, 1)

400 pcf (Tp Along Bedding 0-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.533
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.533)
Data Point: (10, 0.533)
Data Point: (10.1, 1)

Points

	X (ft)	Y (ft)
Point 1	213.58433	313.65799
Point 2	191.00947	315.99435
Point 3	188.08085	318.85525
Point 4	181.33488	325.66893
Point 5	176.87001	329.85731
Point 6	166.48629	340.2487
Point 7	151.09429	353.85972
Point 8	149.37545	355.4098
Point 9	149.37366	355.52932
Point 10	144.52969	360.11684
Point 11	0.8279	359.75247

Point 12	1.17787	200.11692
Point 13	214.41763	200.71869
Point 14	192.82631	314.19005
Point 15	178.51348	328.31259

Regions

	Material	Points	Area (ft²)
Region 1	Tp	1,14,2,3,4,15,5,6,7,8,9,10,11,12,13	31,923

Current Slip Surface

Slip Surface: 682
F of S: 1.18
Volume: 1,198.591 ft³
Weight: 143,830.92 lbs
Resisting Moment: 7,186,532 lbs-ft
Activating Moment: 6,082,650.1 lbs-ft
F of S Rank (Analysis): 1 of 23,409 slip surfaces
F of S Rank (Query): 1 of 500 slip surfaces
Exit: (192.73506, 314.28067) ft
Entry: (128.17487, 360.07537) ft
Radius: 60.236809 ft
Center: (186.72811, 374.21722) ft

Slip Slices

	X (ft)	Y (ft)	PWP (psf)	Base Normal Stress (psf)	Frictional Strength (psf)	Cohesive Strength (psf)
Slice 1	129.19705	356.71534	0	-677.49797	-360.23206	750
Slice 2	131.2414	350.92073	0	-197.09579	-104.79769	750
Slice 3	133.28575	346.51425	0	218.78822	116.33176	750
Slice 4	135.33011	342.86654	0	593.36711	315.49889	750
Slice 5	137.37446	339.728	0	937.25629	498.34801	750
Slice 6	139.41881	336.96707	0	1,256.6997	668.19909	750

Slice 7	141.46316	334.5038	0	1,555.8223	827.24539	750
Slice 8	143.50751	332.28515	0	1,837.5468	977.04098	750
Slice 9	145.74068	330.10632	0	2,029.5942	1,079.1544	750
Slice 10	148.16267	327.97121	0	2,122.7426	1,128.6823	750
Slice 11	149.37455	326.96063	0	2,156.2506	1,146.4988	750
Slice 12	150.23487	326.30532	0	2,174.5053	1,156.205	750
Slice 13	152.19372	324.88114	0	2,220.5098	1,180.666	750
Slice 14	154.39258	323.41182	0	2,256.6549	1,199.8847	750
Slice 15	156.59143	322.07662	0	2,274.9874	1,209.6322	750
Slice 16	158.79029	320.86545	0	2,276.4844	1,210.4282	750
Slice 17	160.98915	319.76999	0	2,261.9228	1,202.6857	750
Slice 18	163.188	318.78338	0	2,231.9153	1,186.7304	750
Slice 19	165.38686	317.89988	0	2,186.9375	1,162.8153	750
Slice 20	167.52466	317.13394	0	2,116.732	1,125.4864	750
Slice 21	169.60141	316.47662	0	2,021.8208	1,075.0212	750
Slice 22	171.67815	315.90065	0	1,913.4394	1,017.3938	750
Slice 23	173.75489	315.40363	0	1,791.6488	952.63659	750
Slice 24	175.83164	314.98357	0	1,656.4357	880.74248	750
Slice 25	177.69175	314.66785	0	1,529.8774	813.45024	750

Slice 26	179.92418	314.38275	0	1,371.0608	729.00594	750
Slice 27	182.45921	314.14244	0	1,164.8058	619.33825	750
Slice 28	184.70787	314.02481	0	952.8874	506.65922	750
Slice 29	186.95652	313.99133	0	722.40005	367.95417	399.75
Slice 30	189.54516	314.06417	0	427.67803	217.83763	399.75
Slice 31	191.87227	314.20671	0	145.98628	74.358051	399.75

Section I-I 4-26-17.gsz

Section I-I 4-26-17.gsz Run By: 4/26/2017 3:58:44 PM

1 - Circular

Name: Tp

Model: Anisotropic Fn.

Unit Weight: 120 pcf

Cohesion': 750 psf

Phi': 28 °

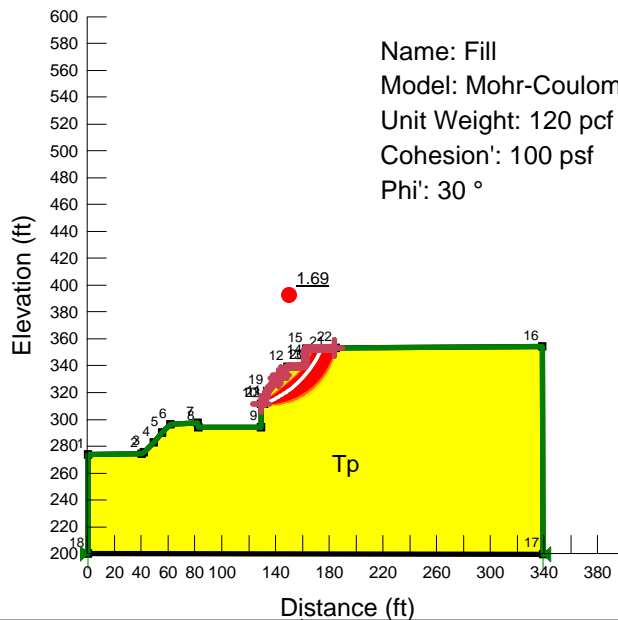
Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)

C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)

Materials

■ Tp

■ Fill



Name: Fill

Model: Mohr-Coulomb

Unit Weight: 120 pcf

Cohesion': 100 psf

Phi': 30 °

LGC

LGC Valley, Inc

GEOTECHNICAL CONSULTING

28532 Constellation Road, Valencia, CA 91355
Phone 661-702-8474, Fax 661-702-8475

**235 N. Hoover
Development Project
Los Angeles CA**

Project No: **173002-01**

Engineer: **BIH**

Date: **March 2017**

1 - Circular

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File Information

File Version: 8.15
Title: Static Slope Stability Analyses for 235 N. Hoover
Comments: Run By:
Last Edited By: Basil Hattar
Revision Number: 193
Date: 4/26/2017
Time: 3:58:44 PM
Tool Version: 8.15.5.11777
File Name: Section I-I 4-26-17.gsz
Directory: P:\FINAL PROJECTS\LaTERRA\Pinnacle 360 Hoover, LLC\Slope Stability\
Last Solved Date: 4/26/2017
Last Solved Time: 3:59:44 PM

Project Settings

Length(L) Units: Feet
Time(t) Units: Seconds
Force(F) Units: Pounds
Pressure(p) Units: psf
Strength Units: psf
Unit Weight of Water: 62.4 pcf
View: 2D
Element Thickness: 1

Analysis Settings

1 - Circular

Kind: SLOPE/W
Method: Bishop
Settings
PWP Conditions Source: (none)
Slip Surface
Direction of movement: Right to Left
Use Passive Mode: No
Slip Surface Option: Entry and Exit
Critical slip surfaces saved: 10
Resisting Side Maximum Convex Angle: 1 °
Driving Side Maximum Convex Angle: 5 °
Optimize Critical Slip Surface Location: No

Tension Crack
Tension Crack Option: (none)
F of S Distribution
F of S Calculation Option: Constant
Advanced
Number of Slices: 30
F of S Tolerance: 0.01
Minimum Slip Surface Depth: 0.1 ft

Materials

Tp

Model: Anisotropic Fn.
Unit Weight: 120 pcf
Cohesion': 750 psf
Phi': 28 °
Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)
C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)
Phi-B: 0 °

Fill

Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 100 psf
Phi': 30 °
Phi-B: 0 °

Slip Surface Entry and Exit

Left Projection: Range
Left-Zone Left Coordinate: (129.46457, 311.82601) ft
Left-Zone Right Coordinate: (142.15455, 330.79389) ft
Left-Zone Increment: 50
Right Projection: Range
Right-Zone Left Coordinate: (143.90956, 332.81619) ft
Right-Zone Right Coordinate: (184.06892, 352.93906) ft
Right-Zone Increment: 50
Radius Increments: 8

Slip Surface Limits

Left Coordinate: (0.38529, 200.25006) ft
Right Coordinate: (339.10033, 199.39472) ft

Seismic Coefficients

Horz Seismic Coef.: 0
Vert Seismic Coef.: 0

Anisotropic Strength Functions

27° (Tp Along Bedding 0°-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.964
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.964)
Data Point: (10, 0.964)
Data Point: (10.1, 1)

400 pcf (Tp Along Bedding 0-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.533
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.533)
Data Point: (10, 0.533)
Data Point: (10.1, 1)

Points

	X (ft)	Y (ft)
Point 1	0.39063	273.87751
Point 2	40.14494	274.25682
Point 3	41.94617	275.81356
Point 4	49.40308	282.9619
Point 5	55.79901	290.11547
Point 6	61.45492	296.44092
Point 7	82.2363	297.38259

Point 8	82.50549	294.05444
Point 9	128.98952	294.12786
Point 10	129.13575	311.83189
Point 11	131.87474	313.0445
Point 12	149.21132	338.92538
Point 13	162.24307	339.70145
Point 14	162.42496	343.91249
Point 15	162.78742	352.77991
Point 16	338.88696	354.09683
Point 17	339.10033	199.39472
Point 18	0.38529	200.25006
Point 19	133.71798	321.07247
Point 20	164.29487	339.62078
Point 21	179.57991	350.08978
Point 22	184.9098	352.94535
Point 23	131.56487	311.78846

Regions

	Material	Points	Area (ft²)
Region 1	Tp	1,2,3,4,5,6,7,8,9,10,23,11,19,12,13,20,21,22,16,17,18	42,557
Region 2	Fill	14,15,22,21,20,13	153

Current Slip Surface

Slip Surface: 2,210
F of S: 1.69
Volume: 507.00107 ft³
Weight: 60,840.128 lbs
Resisting Moment: 4,695,851.6 lbs-ft
Activating Moment: 2,770,780.4 lbs-ft
F of S Rank (Analysis): 1 of 23,409 slip surfaces
F of S Rank (Query): 1 of 2,000 slip surfaces
Exit: (131.57938, 311.84727) ft
Entry: (174.07638, 352.86433) ft
Radius: 72.761378 ft
Center: (106.64649, 380.20346) ft

Slip Slices

	X (ft)	Y (ft)	PWP	Base Normal	Frictional	Cohesive
--	--------	--------	-----	-------------	------------	----------

			(psf)	Stress (psf)	Strength (psf)	Strength (psf)
Slice 1	131.72706	311.90149	0	-86.587642	-46.039466	750
Slice 2	132.79636	312.3107	0	357.00036	189.82046	750
Slice 3	134.42222	312.95655	0	787.58444	418.76608	750
Slice 4	135.83071	313.55582	0	880.63347	468.24112	750
Slice 5	137.23919	314.19057	0	968.24483	514.82491	750
Slice 6	138.64768	314.86184	0	1,050.3274	558.46897	750
Slice 7	140.05616	315.57078	0	1,126.7768	599.11786	750
Slice 8	141.46465	316.31864	0	1,197.4747	636.70857	750
Slice 9	142.87314	317.1068	0	1,262.2867	671.16972	750
Slice 10	144.28162	317.93679	0	1,321.0612	702.42072	750
Slice 11	145.69011	318.81032	0	1,373.6275	730.37067	750
Slice 12	147.09859	319.72927	0	1,419.7927	754.91718	750
Slice 13	148.50708	320.69575	0	1,459.3399	775.9448	750
Slice 14	149.93531	321.7271	0	1,415.2916	752.52387	750
Slice 15	151.38328	322.82755	0	1,289.4288	685.60147	750
Slice 16	152.83125	323.98684	0	1,158.8791	616.18694	750
Slice 17	154.27922	325.2087	0	1,023.4599	544.1833	750
Slice 18	155.72719	326.4974	0	882.96961	469.48327	750

Slice 19	157.17517	327.85789	0	737.18473	391.96807	750
Slice 20	158.62314	329.29594	0	585.85749	311.50595	750
Slice 21	160.07111	330.81834	0	428.71286	227.95067	750
Slice 22	161.51908	332.43317	0	265.44543	141.13984	750
Slice 23	162.33401	333.37294	0	355.76343	189.16277	750
Slice 24	162.60619	333.69916	0	891.89684	474.22996	750
Slice 25	163.54115	334.86304	0	1,147.6218	610.20133	750
Slice 26	165.10276	336.89941	0	923.28983	490.92191	750
Slice 27	166.71853	339.17278	0	679.98278	361.55326	750
Slice 28	168.3343	341.64819	0	423.72261	225.29731	750
Slice 29	169.96455	344.39493	0	567.96271	327.91342	100
Slice 30	171.60928	347.48173	0	314.90147	181.80845	100
Slice 31	173.25401	350.98936	0	50.895349	29.384444	100

Section I-I 4-26-17.gsz

Section I-I 4-26-17.gsz Run By: 4/26/2017 3:58:44 PM

1 - Circular Seismic

Horz Seismic Coef.: 0.322

Name: Tp

Model: Anisotropic Fn.

Unit Weight: 120 pcf

Cohesion': 750 psf

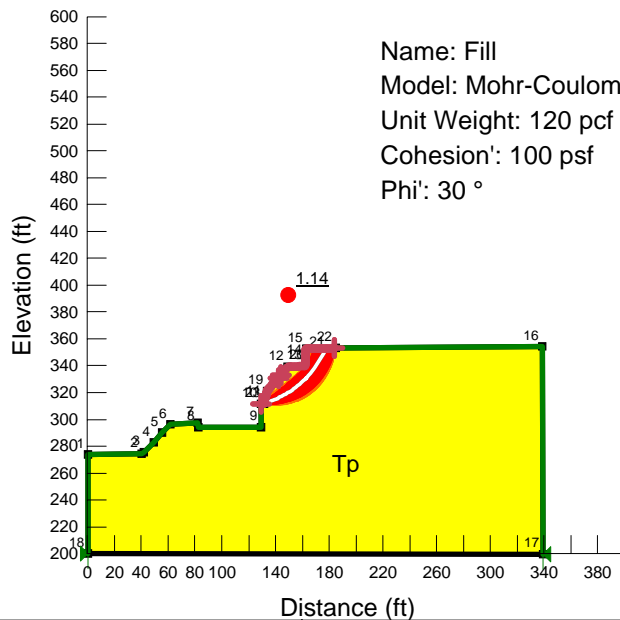
Phi': 28 °

Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)

C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)

Materials

■ Tp
■ Fill



Name: Fill

Model: Mohr-Coulomb

Unit Weight: 120 pcf

Cohesion': 100 psf

Phi': 30 °

LGC

LGC Valley, Inc

GEOTECHNICAL CONSULTING

28532 Constellation Road, Valencia, CA 91355
Phone 661-702-8474, Fax 661-702-8475

**235 N. Hoover
Development Project
Los Angeles CA**

Project No: **173002-01**
Engineer: **BIH**
Date: **March 2017**

1 - Circular Seismic

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File Information

File Version: 8.15
Title: Static Slope Stability Analyses for 235 N. Hoover
Comments: Run By:
Last Edited By: Basil Hattar
Revision Number: 193
Date: 4/26/2017
Time: 3:58:44 PM
Tool Version: 8.15.5.11777
File Name: Section I-I 4-26-17.gsz
Directory: P:\FINAL PROJECTS\LaTERRA\Pinnacle 360 Hoover, LLC\Slope Stability\
Last Solved Date: 4/26/2017
Last Solved Time: 4:00:39 PM

Project Settings

Length(L) Units: Feet
Time(t) Units: Seconds
Force(F) Units: Pounds
Pressure(p) Units: psf
Strength Units: psf
Unit Weight of Water: 62.4 pcf
View: 2D
Element Thickness: 1

Analysis Settings

1 - Circular Seismic

Kind: SLOPE/W
Method: Bishop
Settings
PWP Conditions Source: (none)
Slip Surface
Direction of movement: Right to Left
Use Passive Mode: No
Slip Surface Option: Entry and Exit
Critical slip surfaces saved: 10
Resisting Side Maximum Convex Angle: 1 °
Driving Side Maximum Convex Angle: 5 °
Optimize Critical Slip Surface Location: No

Tension Crack
Tension Crack Option: (none)
F of S Distribution
F of S Calculation Option: Constant
Advanced
Number of Slices: 30
F of S Tolerance: 0.01
Minimum Slip Surface Depth: 0.1 ft

Materials

Tp

Model: Anisotropic Fn.
Unit Weight: 120 pcf
Cohesion': 750 psf
Phi': 28 °
Phi-Anisotropic Strength Fn.: 27° (Tp Along Bedding 0°-10°)
C-Anisotropic Strength Fn.: 400 pcf (Tp Along Bedding 0-10°)
Phi-B: 0 °

Fill

Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 100 psf
Phi': 30 °
Phi-B: 0 °

Slip Surface Entry and Exit

Left Projection: Range
Left-Zone Left Coordinate: (129.25587, 311.82974) ft
Left-Zone Right Coordinate: (142.14653, 330.78466) ft
Left-Zone Increment: 50
Right Projection: Range
Right-Zone Left Coordinate: (143.90355, 332.80926) ft
Right-Zone Right Coordinate: (184.06892, 352.93906) ft
Right-Zone Increment: 50
Radius Increments: 8

Slip Surface Limits

Left Coordinate: (0.38529, 200.25006) ft
Right Coordinate: (339.10033, 199.39472) ft

Seismic Coefficients

Horz Seismic Coef.: 0.322
Vert Seismic Coef.: 0

Anisotropic Strength Functions

27° (Tp Along Bedding 0°-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.964
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.964)
Data Point: (10, 0.964)
Data Point: (10.1, 1)

400 pcf (Tp Along Bedding 0-10°)

Model: Spline Data Point Function
Function: Modifier Factor vs. Inclination
Curve Fit to Data: 100 %
Segment Curvature: 0 %
Y-Intercept: 0.533
Data Points: Inclination (°), Modifier Factor
Data Point: (-90, 1)
Data Point: (-0.1, 1)
Data Point: (0, 0.533)
Data Point: (10, 0.533)
Data Point: (10.1, 1)

Points

	X (ft)	Y (ft)
Point 1	0.39063	273.87751
Point 2	40.14494	274.25682
Point 3	41.94617	275.81356
Point 4	49.40308	282.9619
Point 5	55.79901	290.11547
Point 6	61.45492	296.44092
Point 7	82.2363	297.38259

Point 8	82.50549	294.05444
Point 9	128.98952	294.12786
Point 10	129.13575	311.83189
Point 11	131.87474	313.0445
Point 12	149.21132	338.92538
Point 13	162.24307	339.70145
Point 14	162.42496	343.91249
Point 15	162.78742	352.77991
Point 16	338.88696	354.09683
Point 17	339.10033	199.39472
Point 18	0.38529	200.25006
Point 19	133.71798	321.07247
Point 20	164.29487	339.62078
Point 21	179.57991	350.08978
Point 22	184.9098	352.94535
Point 23	131.56487	311.78846

Regions

	Material	Points	Area (ft²)
Region 1	Tp	1,2,3,4,5,6,7,8,9,10,23,11,19,12,13,20,21,22,16,17,18	42,557
Region 2	Fill	14,15,22,21,20,13	153

Current Slip Surface

Slip Surface: 2,237
F of S: 1.14
Volume: 608.6923 ft³
Weight: 73,043.075 lbs
Resisting Moment: 4,913,765.2 lbs-ft
Activating Moment: 4,305,197.8 lbs-ft
F of S Rank (Analysis): 1 of 23,409 slip surfaces
F of S Rank (Query): 1 of 2,000 slip surfaces
Exit: (131.59279, 311.90163) ft
Entry: (177.40613, 352.88923) ft
Radius: 72.347672 ft
Center: (110.83028, 381.20606) ft

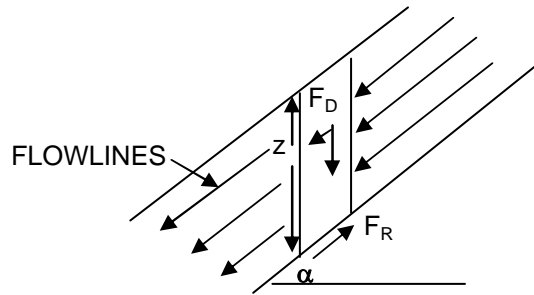
Slip Slices

	X (ft)	Y (ft)	PWP	Base Normal	Frictional	Cohesive
--	--------	--------	-----	-------------	------------	----------

			(psf)	Stress (psf)	Strength (psf)	Strength (psf)
Slice 1	131.73376	311.94418	0	-117.34993	-62.396067	750
Slice 2	132.79636	312.28044	0	318.13342	169.15454	750
Slice 3	134.49265	312.84228	0	748.52325	397.99687	750
Slice 4	136.04198	313.39844	0	852.42613	453.24301	750
Slice 5	137.59132	313.99492	0	949.54261	504.88076	750
Slice 6	139.14065	314.63279	0	1,039.8279	552.88631	750
Slice 7	140.68998	315.31326	0	1,123.2206	597.227	750
Slice 8	142.23932	316.03767	0	1,199.6417	637.86081	750
Slice 9	143.78865	316.8075	0	1,268.9933	674.7357	750
Slice 10	145.33799	317.6244	0	1,331.1571	707.78881	750
Slice 11	146.88732	318.49021	0	1,385.9928	736.94546	750
Slice 12	148.43665	319.407	0	1,433.3354	762.11798	750
Slice 13	149.93531	320.34357	0	1,398.7518	743.72955	750
Slice 14	151.38328	321.29883	0	1,285.2666	683.38835	750
Slice 15	152.83125	322.30518	0	1,168.3346	621.21454	750
Slice 16	154.27922	323.36528	0	1,047.8692	557.16192	750
Slice 17	155.72719	324.48216	0	923.77578	491.1803	750
Slice 18	157.17517	325.65925	0	795.9521	423.21524	750

Slice 19	158.62314	326.90046	0	664.28737	353.20786	750
Slice 20	160.07111	328.21031	0	528.66209	281.09462	750
Slice 21	161.51908	329.59403	0	388.94792	206.80728	750
Slice 22	162.33401	330.39726	0	480.89937	255.69873	750
Slice 23	162.60619	330.67514	0	983.88718	523.1421	750
Slice 24	163.54115	331.66275	0	1,232.1385	655.13964	750
Slice 25	165.00901	333.27183	0	1,052.9683	559.87319	750
Slice 26	166.43728	334.93727	0	872.95992	464.16102	750
Slice 27	167.86556	336.71095	0	687.12144	365.34895	750
Slice 28	169.29383	338.60643	0	495.05322	263.22446	750
Slice 29	170.72211	340.64088	0	296.30027	157.54565	750
Slice 30	172.15038	342.83656	0	90.345251	48.037422	750
Slice 31	173.57866	345.2232	0	-123.39564	-65.610625	750
Slice 32	175.07113	347.97309	0	212.63772	122.76645	100
Slice 33	176.62779	351.18344	0	6.2019078	3.5806732	100

SURFICIAL SLOPE STABILITY ANALYSIS



Project No.:

Case: 0.75H:1V Slope /Bedrock Slope

Depth of Saturation (ft), Z	=	4
Buoyant Unit Weight of Soil (pcf), γ_b	=	67.6
Total Unit Weight of Soil (pcf), γ_t	=	130
Slope Angle, α	=	53
Angle of Internal Friction, ϕ	=	24
Cohesion (psf), c	=	300

Force Tending To Cause Movement:

$$F_D = Z\gamma_t \sin 2\alpha / 2 = \mathbf{249.93 \text{ lb/ft}}$$

Force Tending To Resist Movement:

$$F_R = Z\gamma_b \cos^2 \alpha \tan \phi + (c) = \mathbf{343.60 \text{ lb/ft}}$$

$$\mathbf{F.S. :} \quad \frac{2Z\gamma_b \cos^2 \alpha \tan \phi + 2c}{Z\gamma_t \sin 2\alpha}$$

$$\mathbf{F.S. = 1.37}$$

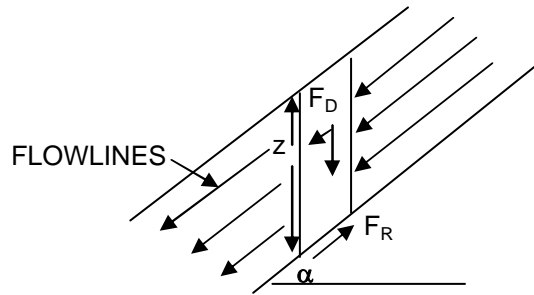
SURFICIAL STABILITY

Project Name : 235 N. Hoover

Project Number :173032-01

LGC

SURFICIAL SLOPE STABILITY ANALYSIS



Project No.:

Case: 1H:1V Slope /Bedrock Slope

Depth of Saturation (ft), Z	=	4
Buoyant Unit Weight of Soil (pcf), γ_b	=	67.6
Total Unit Weight of Soil (pcf), γ_t	=	130
Slope Angle, α	=	45
Angle of Internal Friction, ϕ	=	24
Cohesion (psf), c	=	300

Force Tending To Cause Movement:

$$F_D = Z\gamma_t \sin 2\alpha / 2 = 260.00 \text{ lb/ft}$$

Force Tending To Resist Movement:

$$F_R = Z\gamma_b \cos^2 \alpha \tan \phi + (c) = 360.19 \text{ lb/ft}$$

$$\text{F.S.} = \frac{2Z\gamma_b \cos^2 \alpha \tan \phi + 2c}{Z\gamma_t \sin 2\alpha}$$

$$\text{F.S.} = 1.39$$

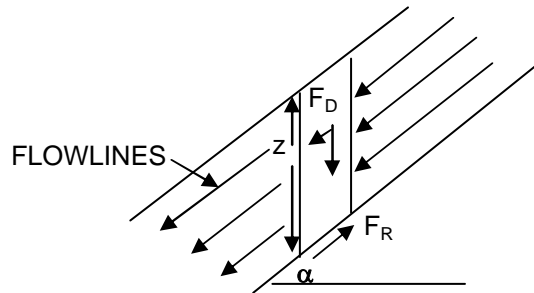
SURFICIAL STABILITY

Project Name : 235 N. Hoover

Project Number :173032-01

LGC

SURFICIAL SLOPE STABILITY ANALYSIS



Project No.:

Case: 1.25H:1V Slope /Bedrock Slope

Depth of Saturation (ft), Z	=	4
Buoyant Unit Weight of Soil (pcf), γ_b	=	67.6
Total Unit Weight of Soil (pcf), γ_t	=	130
Slope Angle, α	=	38.7
Angle of Internal Friction, ϕ	=	24
Cohesion (psf), c	=	300

Force Tending To Cause Movement:

$$F_D = Z\gamma_t \sin 2\alpha / 2 = 253.74 \text{ lb/ft}$$

Force Tending To Resist Movement:

$$F_R = Z\gamma_b \cos^2 \alpha \tan \phi + (c) = 373.33 \text{ lb/ft}$$

$$\text{F.S.} = \frac{2Z\gamma_b \cos^2 \alpha \tan \phi + 2c}{Z\gamma_t \sin 2\alpha}$$

$$\text{F.S.} = 1.47$$

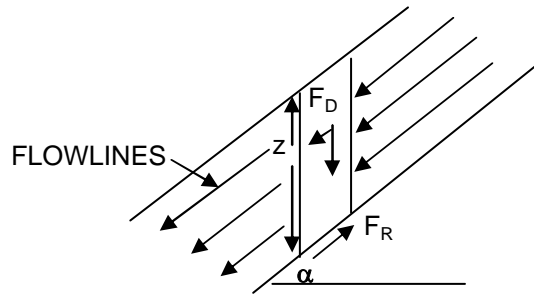
SURFICIAL STABILITY

Project Name : 235 N. Hoover

Project Number :173032-01

LGC

SURFICIAL SLOPE STABILITY ANALYSIS



Project No.:

Case: 1.5H:1V Slope /Bedrock Slope

Depth of Saturation (ft), Z	=	4
Buoyant Unit Weight of Soil (pcf), γ_b	=	67.6
Total Unit Weight of Soil (pcf), γ_t	=	130
Slope Angle, α	=	33.7
Angle of Internal Friction, ϕ	=	24
Cohesion (psf), c	=	300

Force Tending To Cause Movement:

$$F_D = Z\gamma_t \sin 2\alpha / 2 = 240.03 \text{ lb/ft}$$

Force Tending To Resist Movement:

$$F_R = Z\gamma_b \cos^2 \alpha \tan \phi + (c) = 383.33 \text{ lb/ft}$$

$$\text{F.S.} = \frac{2Z\gamma_b \cos^2 \alpha \tan \phi + 2c}{Z\gamma_t \sin 2\alpha}$$

$$\text{F.S.} = 1.60$$

SURFICIAL STABILITY

Project Name : 235 N. Hoover

Project Number :173032-01

LGC

APPENDIX E

LGC VALLEY, INC.

General Earthwork and Grading Specifications For Rough Grading

1.0 General

1.1 Intent: These General Earthwork and Grading Specifications are for the grading and earthwork shown on the approved grading plan(s) and/or indicated in the geotechnical report(s). These Specifications are a part of the recommendations contained in the geotechnical report(s). In case of conflict, the specific recommendations in the geotechnical report shall supersede these more general Specifications. Observations of the earthwork by the project Geotechnical Consultant during the course of grading may result in new or revised recommendations that could supersede these specifications or the recommendations in the geotechnical report(s).

1.2 The Geotechnical Consultant of Record: Prior to commencement of work, the owner shall employ a qualified Geotechnical Consultant of Record (Geotechnical Consultant). The Geotechnical Consultant shall be responsible for reviewing the approved geotechnical report(s) and accepting the adequacy of the preliminary geotechnical findings, conclusions, and recommendations prior to the commencement of the grading.

Prior to commencement of grading, the Geotechnical Consultant shall review the "work plan" prepared by the Earthwork Contractor (Contractor) and schedule sufficient personnel to perform the appropriate level of observation, mapping, and compaction testing.

During the grading and earthwork operations, the Geotechnical Consultant shall observe, map, and document the subsurface exposures to verify the geotechnical design assumptions. If the observed conditions are found to be significantly different than the interpreted assumptions during the design phase, the Geotechnical Consultant shall inform the owner, recommend appropriate changes in design to accommodate the observed conditions, and notify the review agency where required.

The Geotechnical Consultant shall observe the moisture-conditioning and processing of the subgrade and fill materials and perform relative compaction testing of fill to confirm that the attained level of compaction is being accomplished as specified. The Geotechnical Consultant shall provide the test results to the owner and the Contractor on a routine and frequent basis.

- 1.3 The Earthwork Contractor:** The Earthwork Contractor (Contractor) shall be qualified, experienced, and knowledgeable in earthwork logistics, preparation and processing of ground to receive fill, moisture-conditioning and processing of fill, and compacting fill. The Contractor shall review and accept the plans, geotechnical report(s), and these Specifications prior to commencement of grading. The Contractor shall be solely responsible for performing the grading in accordance with the project plans and specifications. The Contractor shall prepare and submit to the owner and the Geotechnical Consultant a work plan that indicates the sequence of earthwork grading, the number of “equipment” of work and the estimated quantities of daily earthwork contemplated for the site prior to commencement of grading. The Contractor shall inform the owner and the Geotechnical Consultant of changes in work schedules and updates to the work plan at least 24 hours in advance of such changes so that appropriate personnel will be available for observation and testing. . The Contractor shall not assume that the Geotechnical Consultant is aware of all grading operations.

The Contractor shall have the sole responsibility to provide adequate equipment and methods to accomplish the earthwork in accordance with the applicable grading codes and agency ordinances, these Specifications, and the recommendations in the approved geotechnical report(s) and grading plan(s). If, in the opinion of the Geotechnical Consultant, unsatisfactory conditions, such as unsuitable soil, improper moisture condition, inadequate compaction, insufficient buttress key size, adverse weather, etc., are resulting in a quality of work less than required in these specifications, the Geotechnical Consultant shall reject the work and may recommend to the owner that construction be stopped until the conditions are rectified. It is the contractor’s sole responsibility to provide proper fill compaction.

2.0 Preparation of Areas to be Filled

- 2.1 Clearing and Grubbing:** Vegetation, such as brush, grass, roots, and other deleterious material shall be sufficiently removed and properly disposed of in a method acceptable to the owner, governing agencies, and the Geotechnical Consultant.

The Geotechnical Consultant shall evaluate the extent of these removals depending on specific site conditions. Earth fill material shall not contain more than 1 percent of organic materials (by volume). No fill lift shall contain more than 10 percent of organic matter. Nesting of the organic materials shall not be allowed.

If potentially hazardous materials are encountered, the Contractor shall stop work in the affected area, and a hazardous material specialist shall be informed immediately for proper evaluation and handling of these materials prior to continuing to work in that area.

As presently defined by the State of California, most refined petroleum products (gasoline, diesel fuel, motor oil, grease, coolant, etc.) have chemical constituents that are considered to be hazardous waste. As such, the indiscriminate dumping or spillage of these fluids onto the ground may constitute a misdemeanor, punishable by fines and/or imprisonment, and shall not be allowed. The contractor is responsible for all hazardous waste relating to his work. The Geotechnical Consultant does not have expertise in this area. If hazardous waste is a concern, then the Client should acquire the services of a qualified environmental assessor.

- 2.2 Processing:** Existing ground that has been declared satisfactory for support of fill by the Geotechnical Consultant shall be scarified to a minimum depth of 6 inches. Existing ground that is not satisfactory shall be overexcavated as specified in the following section. Scarification shall continue until soils are broken down and free from oversize material and the working surface is reasonably uniform, flat, and free from uneven features that would inhibit uniform compaction.
- 2.3 Overexcavation:** In addition to removals and overexcavations recommended in the approved geotechnical report(s) and the grading plan, soft, loose, dry, saturated, spongy, organic-rich, highly fractured or otherwise unsuitable ground shall be overexcavated to competent ground as evaluated by the Geotechnical Consultant during grading.
- 2.4 Benching:** Where fills are to be placed on ground with slopes steeper than 5:1 (horizontal to vertical units), the ground shall be stepped or benched. Please see the Standard Details for a graphic illustration. The lowest bench or key shall be a minimum of 15 feet wide and at least 2 feet deep, into competent material as evaluated by the Geotechnical Consultant. Other benches shall be excavated a minimum height of 4 feet into competent material or as otherwise recommended by the Geotechnical Consultant. Fill placed on ground sloping flatter than 5:1 shall also be benched or otherwise overexcavated to provide a flat subgrade for the fill.
- 2.5 Evaluation/Acceptance of Fill Areas:** All areas to receive fill, including removal and processed areas, key bottoms, and benches, shall be observed, mapped, elevations recorded, and/or tested prior to being accepted by the Geotechnical Consultant as suitable to receive fill. The Contractor shall obtain a written acceptance from the Geotechnical Consultant prior to fill placement. A licensed surveyor shall provide the survey control for determining elevations of processed areas, keys, and benches.

3.0 Fill Material

- 3.1 General:** Material to be used as fill shall be essentially free from organic matter and other deleterious substances evaluated and accepted by the Geotechnical Consultant prior to placement. Soils of poor quality, such as those with unacceptable gradation, high expansion potential, or low strength shall be placed in areas acceptable to the Geotechnical Consultant or mixed with other soils to achieve satisfactory fill material.
- 3.2 Oversize:** Oversize material defined as rock, or other irreducible material with a maximum dimension greater than 8 inches, shall not be buried or placed in fill unless location, materials, and placement methods are specifically accepted by the Geotechnical Consultant. Placement operations shall be such that nesting of oversized material does not occur and such that oversize material is completely surrounded by compacted or densified fill. Oversize material shall not be placed within 10 vertical feet of finish grade or within 2 feet of future utilities or underground construction.
- 3.3 Import:** If importing of fill material is required for grading, proposed import material shall meet the requirements of Section 3.1. The potential import source shall be given to the Geotechnical Consultant at least 48 hours (2 working days) before importing begins so that its suitability can be determined and appropriate tests performed.

4.0 Fill Placement and Compaction

- 4.1 Fill Layers:** Approved fill material shall be placed in areas prepared to receive fill (per Section 3.0) in near-horizontal layers not exceeding 8 inches in loose thickness. The Geotechnical Consultant may accept thicker layers if testing indicates the grading procedures can adequately compact the thicker layers. Each layer shall be spread evenly and mixed thoroughly to attain relative uniformity of material and moisture throughout.
- 4.2 Fill Moisture Conditioning:** Fill soils shall be watered, dried back, blended, and/or mixed, as necessary to attain a relatively uniform moisture content at or slightly over optimum. Maximum density and optimum soil moisture content tests shall be performed in accordance with the American Society of Testing and Materials (ASTM Test Method D1557-12).
- 4.3 Compaction of Fill:** After each layer has been moisture-conditioned, mixed, and evenly spread, it shall be uniformly compacted to not less than 90 percent of maximum dry density (ASTM Test Method D1557-12). Compaction equipment shall be adequately sized and be either specifically designed for soil compaction or of proven reliability to efficiently achieve the specified level of compaction with uniformity.

- 4.4 Compaction of Fill Slopes:** In addition to normal compaction procedures specified above, compaction of slopes shall be accomplished by backrolling of slopes with sheepsfoot rollers at increments of 3 to 4 feet in fill elevation, or by other methods producing satisfactory results acceptable to the Geotechnical Consultant. Upon completion of grading, relative compaction of the fill, out to the slope face, shall be at least 90 percent of maximum density per ASTM Test Method D1557-12.
- 4.5 Compaction Testing:** Field tests for moisture content and relative compaction of the fill soils shall be performed by the Geotechnical Consultant. Location and frequency of tests shall be at the Consultant's discretion based on field conditions encountered. Compaction test locations will not necessarily be selected on a random basis. Test locations shall be selected to verify adequacy of compaction levels in areas that are judged to be prone to inadequate compaction (such as close to slope faces and at the fill/bedrock benches).
- 4.6 Frequency of Compaction Testing:** Tests shall be taken at intervals not exceeding 2 feet in vertical rise and/or 1,000 cubic yards of compacted fill soils embankment. In addition, as a guideline, at least one test shall be taken on slope faces for each 5,000 square feet of slope face and/or each 10 feet of vertical height of slope. The Contractor shall assure that fill construction is such that the testing schedule can be accomplished by the Geotechnical Consultant. The Contractor shall stop or slow down the earthwork construction if these minimum standards are not met.
- 4.7 Compaction Test Locations:** The Geotechnical Consultant shall document the approximate elevation and horizontal coordinates of each test location. The Contractor shall coordinate with the project surveyor to assure that sufficient grade stakes are established so that the Geotechnical Consultant can determine the test locations with sufficient accuracy. At a minimum, two grade stakes within a horizontal distance of 100 feet and vertically less than 5 feet apart from potential test locations shall be provided.

5.0 Subdrain Installation

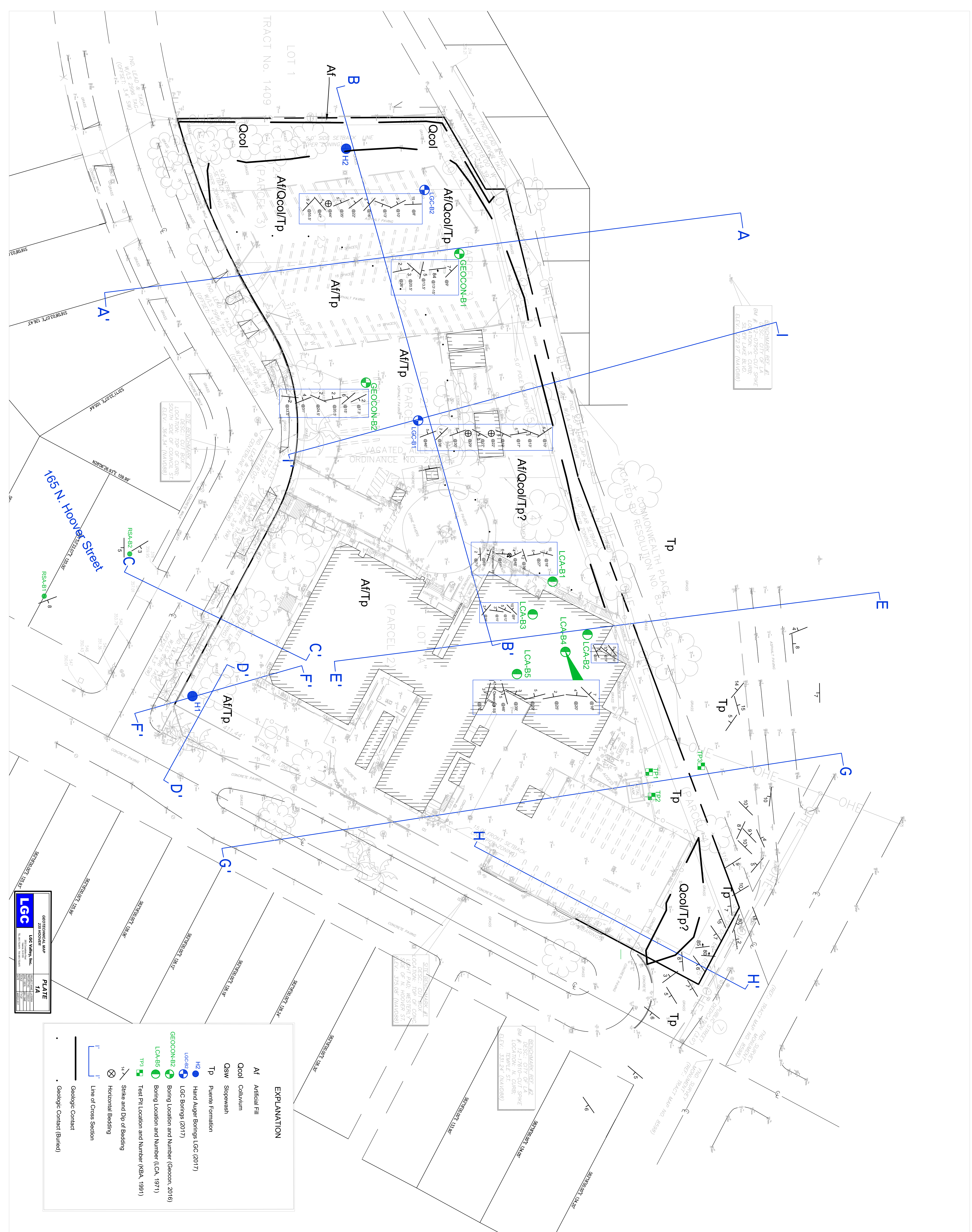
Subdrain systems shall be installed in accordance with the approved geotechnical report(s), the grading plan, and the Standard Details. The Geotechnical Consultant may recommend additional subdrains and/or changes in subdrain extent, location, grade, or material depending on conditions encountered during grading. All subdrains shall be surveyed by a land surveyor/civil engineer for line and grade after installation and prior to burial. Sufficient time should be allowed by the Contractor for these surveys.

6.0 Excavation

Excavations, as well as over-excavation for remedial purposes, shall be evaluated by the Geotechnical Consultant during grading. Remedial removal depths shown on geotechnical plans are estimates only. The actual extent of removal shall be determined by the Geotechnical Consultant based on the field evaluation of exposed conditions during grading. Where fill-over-cut slopes are to be graded, the cut portion of the slope shall be made, evaluated, and accepted by the Geotechnical Consultant prior to placement of materials for construction of the fill portion of the slope, unless otherwise recommended by the Geotechnical Consultant.

7.0 Trench Backfills

- 7.1** The Contractor shall follow all OHSA and Cal/OSHA requirements for safety of trench excavations.
- 7.2** All bedding and backfill of utility trenches shall be done in accordance with the applicable provisions of Standard Specifications of Public Works Construction. Bedding material shall have a Sand Equivalent greater than 30 ($SE > 30$). The bedding shall be placed to 1 foot over the top of the conduit and densified by jetting. Backfill shall be placed and densified to a minimum of 90 percent of maximum from 1 foot above the top of the conduit to the surface.
- 7.3** The jetting of the bedding around the conduits shall be observed by the Geotechnical Consultant.
- 7.4** The Geotechnical Consultant shall test the trench backfill for relative compaction. At least one test should be made for every 300 feet of trench and 2 feet of fill.
- 7.5** Lift thickness of trench backfill shall not exceed those allowed in the Standard Specifications of Public Works Construction unless the Contractor can demonstrate to the Geotechnical Consultant that the fill lift can be compacted to the minimum relative compaction by his alternative equipment and method.



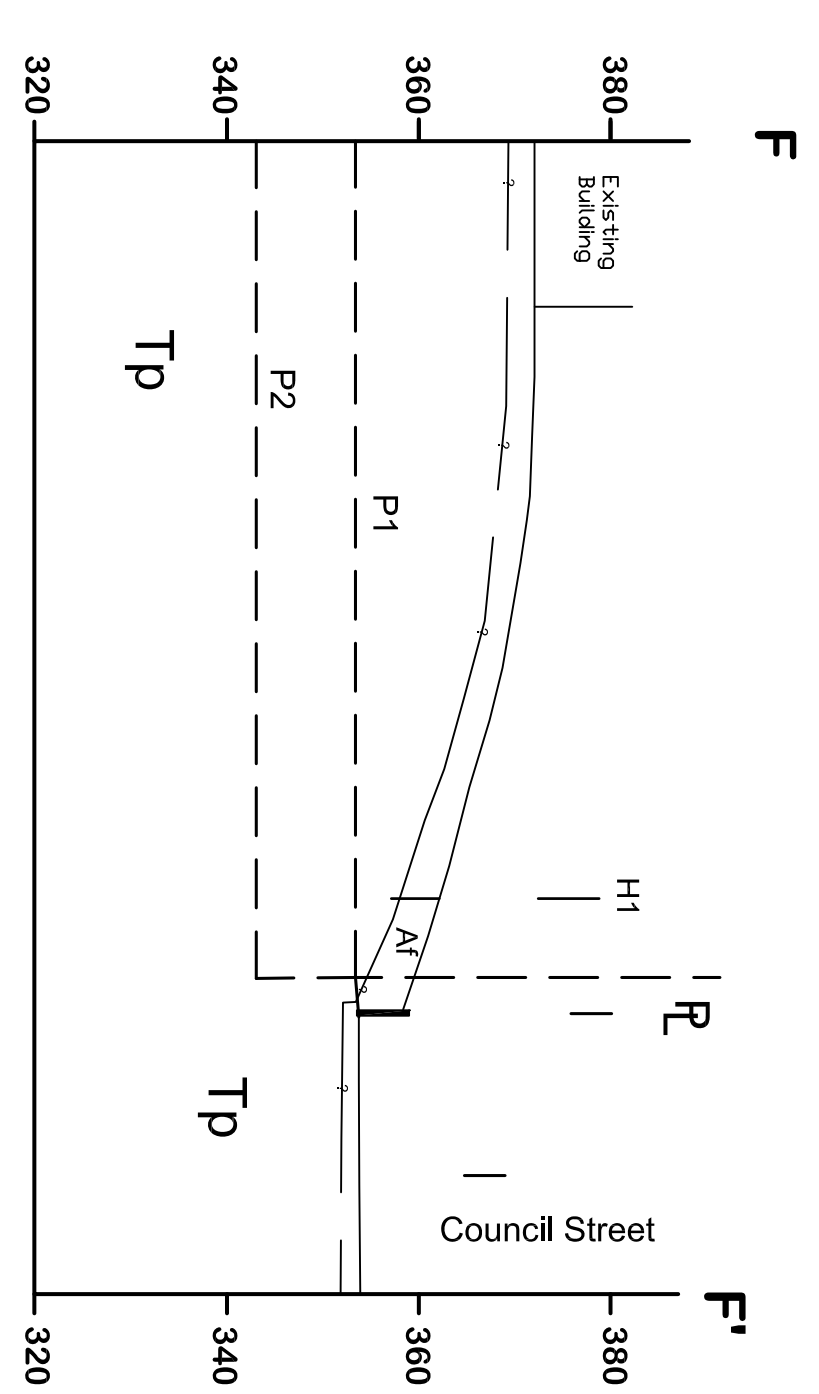
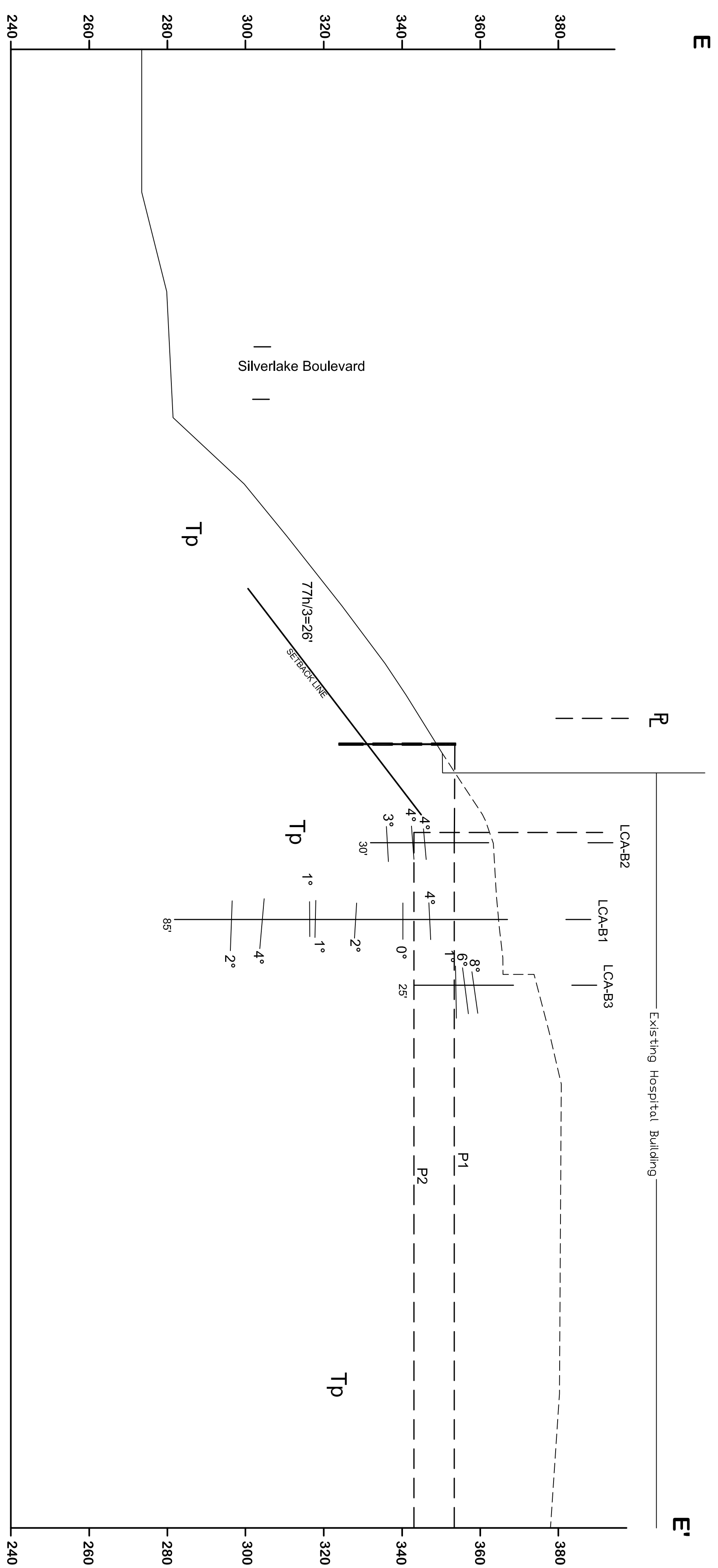
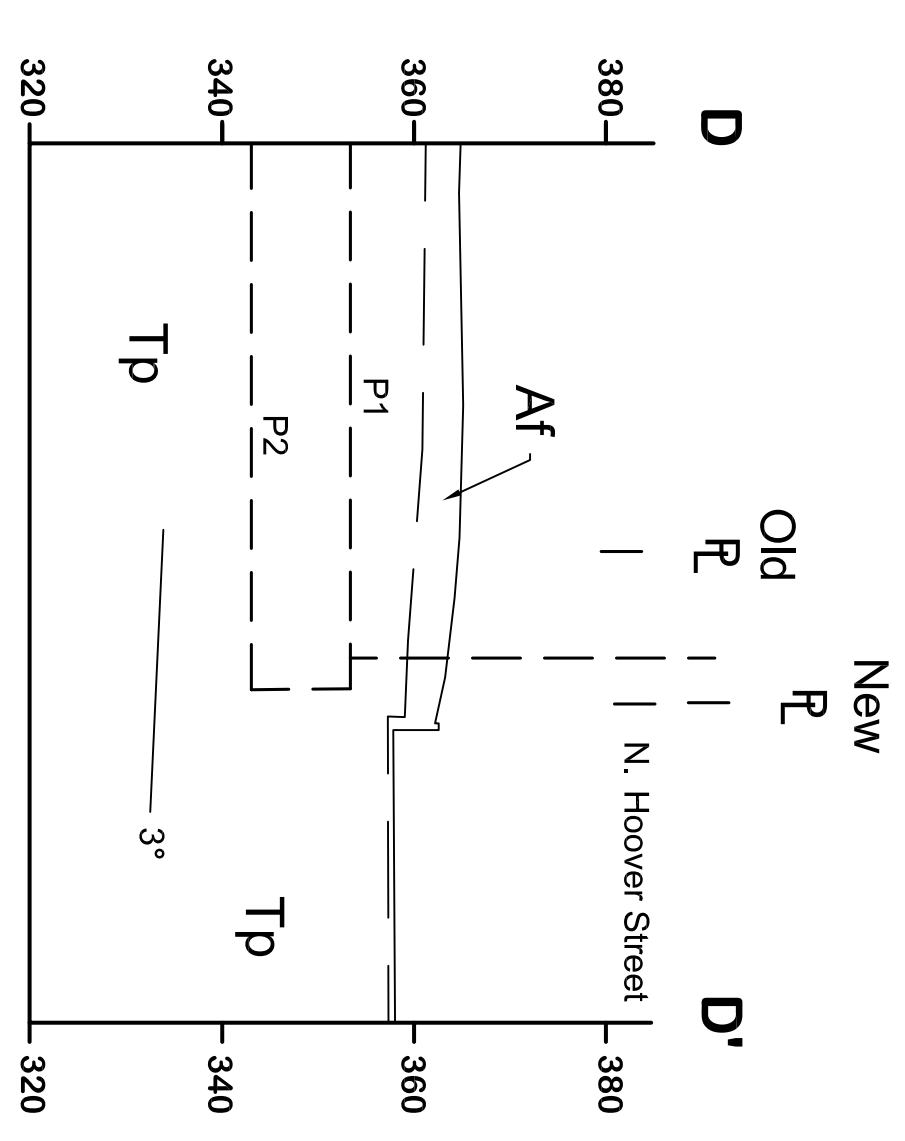
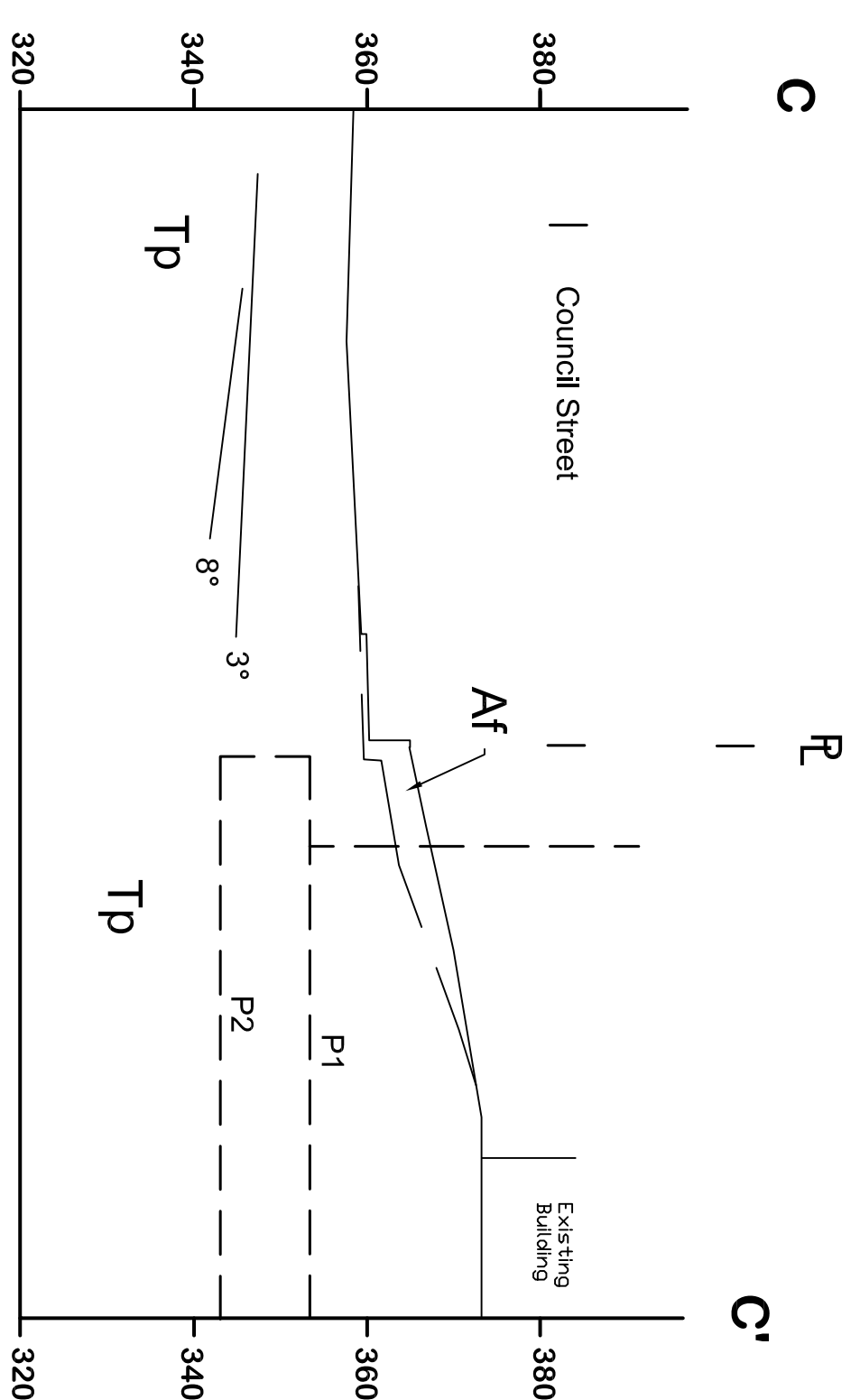
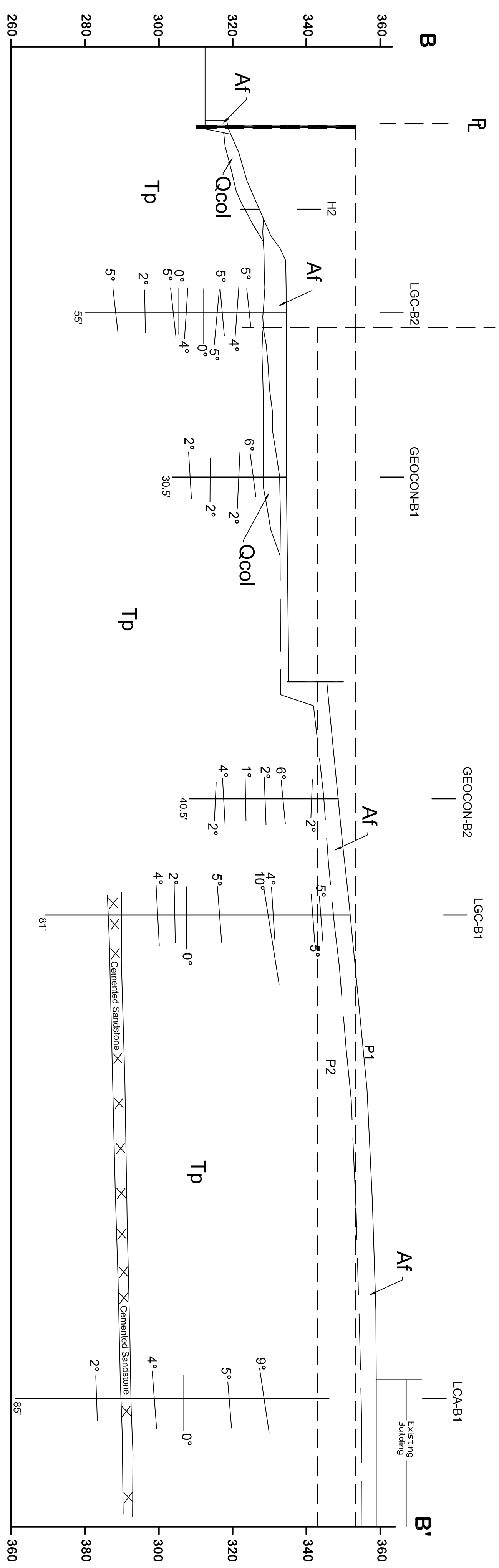
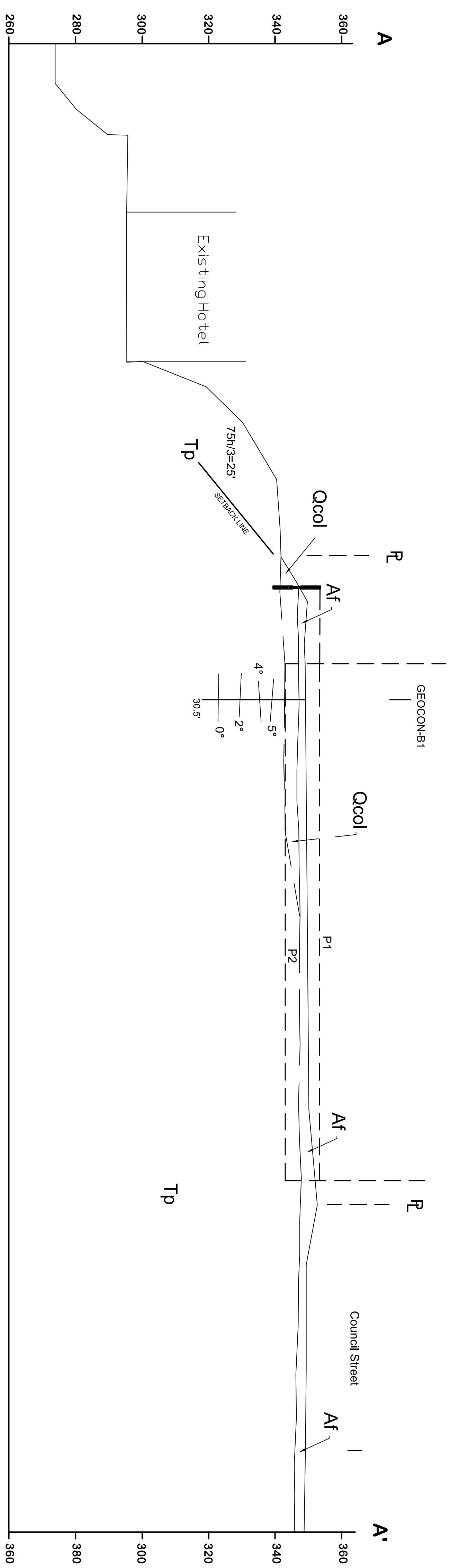
BENCHMARK REF. #1
DESC.: CITY OF LA
BM #2-07950-CUT SPKRE
LOC. N. HOOPER ST. @ 14.59
ELEV.: 372.97' (NAVD83)

BENCHMARK REF. #1
DESC.: CITY OF LA
BM #2-07950-CUT SPKRE
LOC. N. HOOPER ST. @ 14.59
ELEV.: 372.97' (NAVD83)

BENCHMARK REF. #2
DESC.: CITY OF LA SPKRE
BM # LOCATION: N. CURB,
TEMPLE ST.
ELEV.: 331.24' (NAVD83)

SITE BENCHMARK #2
DESC.: CUT BOX
LOCATION: TOP OF CURB,
SOUTH SIDE OF COUNCIL ST.
ELEV.: 364.34' (NAVD83)

165 N. Hoover Street



LGC Valley, Inc.

28532 Constellation Road
Valencia, CA 91355
TEL. (661) 702-8474 FAX (661) 702-8475

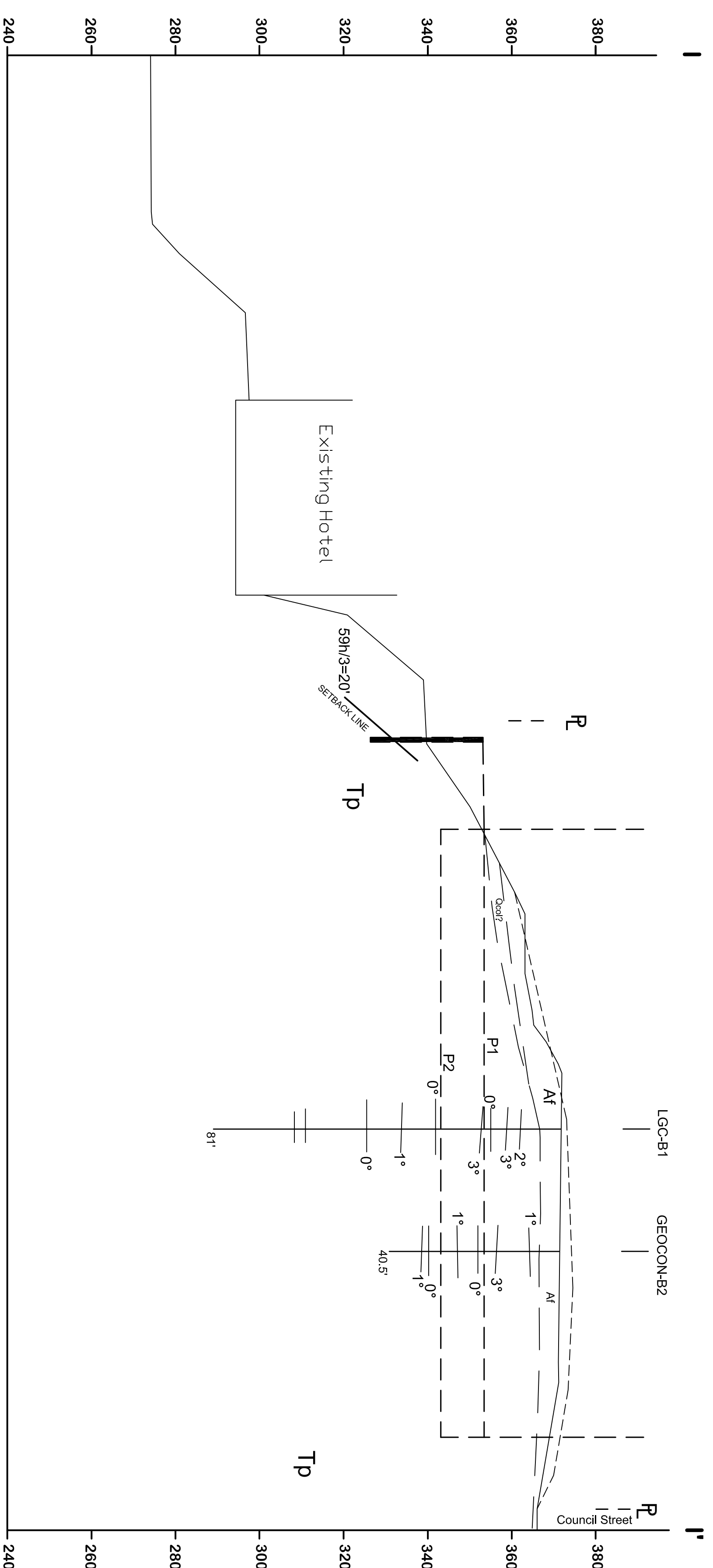
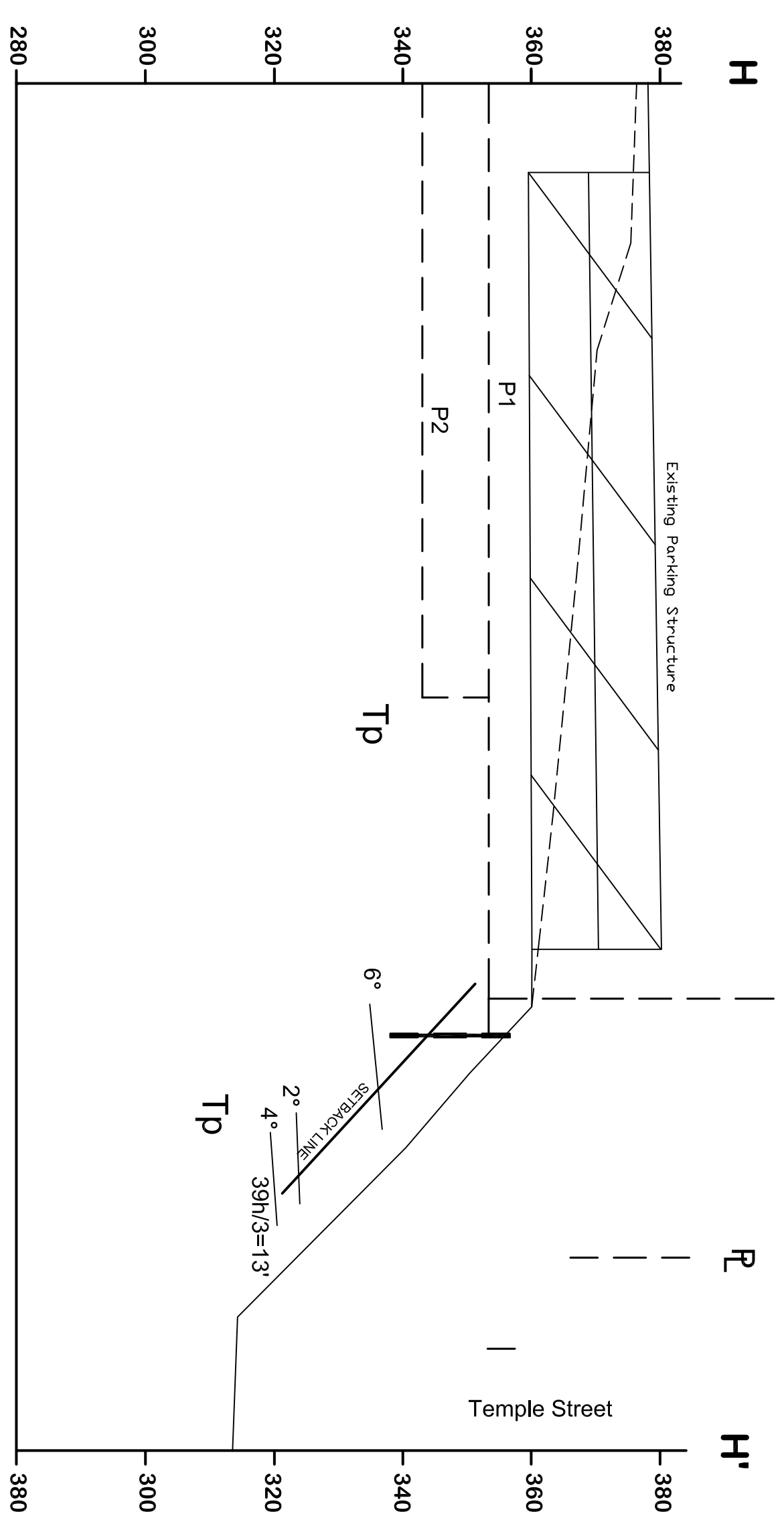
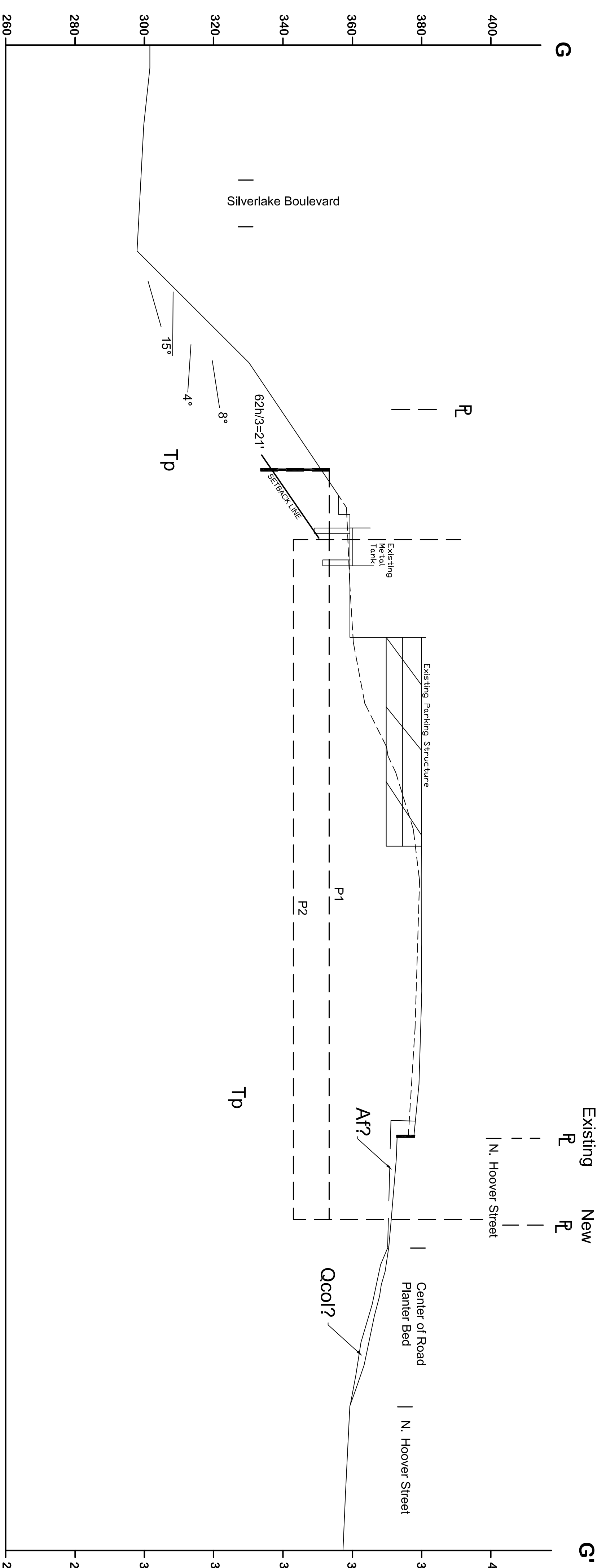
Geologic Cross Sections

A-A' through F-F"

CLIENT:
Pinnacle 360 Hoover, LLC

CIVIL ENGINEER:
David Evans & Associates, Inc.

PROJECT NAME	La Terra - Hoover
PROJECT NO.	173002-01
ENG. / GEOL.	BIH / SMB
SCALE	1" = 20'
DATE	March 2017
<div> <div>PLATE</div> <div>2a</div> </div>	



FGG

LGC Valley, Inc.

28532 Constellation Road
Valencia, CA 91355

TEL. (661) 702-8474 FAX (661) 702-8475

Geologic Cross Sections

G-G', H-H' and I-I'

CLIENT:
Pinnacle 360 Hoover, LLC

CIVIL ENGINEER:
David Evans & Associates, Inc.

PROJECT NAME	La Terra - Hoover		
PROJECT NO.	173002-01		
ENG. / GEOL.	BH / SMB		
SCALE	1" = 20'		
DATE	March 2017		
<div> <div>PLATE</div> <div>2b</div> </div>			

APPENDIX E

Phase I Environmental Site Assessment and Phase II Limited Subsurface Investigation



**PHASE I ENVIRONMENTAL SITE ASSESSMENT
(ASTM E 1527-13)**

**FACILITIES @ 235 NORTH HOOVER STREET
LOS ANGELES, LOS ANGELES COUNTY, CA 90004**

PREPARED ON BEHALF OF:

**CATHAY BANK
&
MJM INVESTMENT COMPANY, LLC**

JANUARY 7, 2015

NE14285

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Site (Vicinity) Maps

Site Plan

Site Photographs

Site Information

Historical Research Documentation: aerial photographs, historical topographical maps,
city directory search, fire insurance maps

Regulatory Records Documentation

Interview Documentation

Special Contractual Conditions between User and Environmental Professional

Resumes

1. Summary

National Environmental Services (NES) conducted a Phase I ESA for a site located at 235 North Hoover Street, Los Angeles, Los Angeles County, California in accordance with the generally accepted ESA industry standard ASTM E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

The scope of work included: an inspection of the site for environmental concerns, a review of environmental databases and other governmental records, a review of available historical documents (including aerial photographs, fire insurance maps, and topographic maps), interviews with the owner, and the preparation of this report.

Site Description:

National Environmental Services (NES) was retained to perform a Phase I Environmental Site Assessment (ESA) on an improved tract of land located along both the westerly right-of-way line of Hoover Street and the northerly right-of-way line of Council Street, at the northwest corner of the intersection of the said roadways, in the City of Los Angeles, Los Angeles County, California. Its physical address is 235 North Hoover Street, Los Angeles, California. The subject site is geographically located at latitude 34.0755 and longitude 118.2839. Its Assessor's Parcel Number is 5501-004-006. Its legal description is: Forest Park Sub No 2 *Vac sts and alley Lots 21 thru 24 and Lot A, Los Angeles County, California.

NES was authorized to conduct the ESA by Michael Asheghian of MJM Investment Company, LLC. The property was inspected on January 5, 2015 by NES subconsultant, J. C. Washington.

The site under consideration in this project, or the designated property in review, consists of a tract of land totaling approximately 2.897 acres of land improved with a six-story medical building and an attached single story building totaling approximately 114,878 square feet of space, a three-story parking garage building, and asphalt paved parking area and driveways.

Based on a review of Los Angeles County Appraisal District records, it appears that the improvements on site were erected in 1925 with additions in 1927, 1956, 1959, 1961 and 1974. The buildings on site appear to consist of concrete/steel frame structures. The buildings have concrete tilt-up exterior walls. On the interior, the interior walls are made of sheetrock with associated drywall mud/joint compounds and wall surface texturing. The floors consist of concrete or a concrete base that is covered with floor tiles, wood or carpeting. The ceilings in the built out areas are covered with fiberglass and cellulose ceiling tiles.

There are three hydraulic elevators at the subject property. No spills or stains were noted around the elevator equipment.

There are an emergency generator and an AST (2,000 gallon capacity) containing amber fuel that are located at the northwest end of the building. A 3,000-gallon liquid oxygen AST was noted at the southeast end of the subject site. No spills or stains were noted around the ASTs or generator.

A few controlled substances and pharmaceutical products were noted on site. They are all stored in publicly non-accessible locations and are dispensed in a very controlled fashion. No run-offs or spills from these areas were readily apparent. All the equipment and piping are located inside the structure on site and do not make any penetrations into the subsurface of the reinforced concrete slab on which they sit. The medical waste generated from the subject site is disposed by licensed medical waste haulers.

No evidence of acutely hazardous chemical storage problems, waste disposal concerns, leaking transformers, deteriorating lead based paint, sumps, pits, catch basins, surface impoundments, landfill activities, bodies of water, unusual odors, oil or gas wells, or other environmental conditions was observed on the property in review. There was no physical or visual evidence of stressed vegetation, soil discoloration, odors, or other indicators of environmental exposure to the surface areas or soils on the subject property.

To the north of the subject site is vacant land, beyond which is Silverlake Boulevard. To the northwest is a motel. To the south is Council Street, beyond which are condominium complexes. To the east is North Hoover Street, beyond which are a single family residential dwelling and an administrative building for Temple Community Hospital. To the west is a condominium complex.

The tenants on surrounding properties did not appear to have needed to conduct any process or manufacturing activities during the course of conducting their day-to-day business. Therefore, there is no reason to suspect that any of them would have utilized or deposited any acutely hazardous substances on the site. All noted wastes are non-acutely hazardous. No improper/irresponsible handling of wastes was observed or suspected.

Historical Records Review:

A historical aerial photograph search was conducted by EDR on the subject property. The aerial photographs obtained are from 1948, 1952, 1964, 1975, 1980, 1989, 1995, 2003, 2008 and 2013. In the photographs from 1948 to 1952, the medical building is noted. In 1964, the one-story building is noted to the south of the mid-rise building. The parking garage building is noted in the aerial photograph from 1975. From 1980 to 2013, the current improvements are noted at the subject site. The aerial photographs were reviewed for visual evidence of past land usage that could have adversely impacted the subject site or properties surrounding the site. The aerial photograph review is primarily applicable for general site use chronology. Most of the aerials reviewed are not of large enough scale or of sufficient clarity to depict site-specific conditions.

NES reviewed historical Fire Insurance (Sanborn) maps on the subject property to evaluate present and past land uses, structures, improvements, and historical development of the subject site and surrounding properties. The maps obtained are from 1906, 1921, 1950, 1953, 1954, 1955, 1957, 1960, 1961, 1966, 1968, 1969 and 1970.

1906 Sanborn Map: The subject site is not depicted in the map.

1921 Sanborn Map: The subject site is unimproved. Council Street is developed along the southerly property boundary. Micheltorena Street is visible along the easterly property boundary.

1950 Sanborn Map: Micheltorena Street is renamed as Hoover Street. Wilshire Sanitarium & Hospital is identified at the subject site. The building consists of a five-story structure and the year of construction is 1925. A residential building is noted to the northwest of the five-story structure and is addressed as 235 ½ Hoover Street. The balance of the subject site consists of unimproved land.

1954 Sanborn Map: Temple Hospital is noted at the subject site. A single-story building is developed to the south of the previously noted hospital building. A storage structure is visible at the north end of the subject site. A "Green House" is noted at the west end of the subject site. The balance of the subject site consists of unimproved land.

1955 Sanborn Map: The subject site remains the same as noted in the map from 1954.

1961 Sanborn Map: The subject site remains the same as noted in the map from 1955 except for two additional small storage buildings that are noted to the west of the medical building.

1968 and 1970 Sanborn Maps: No significant changes are noted at the subject site.

From the review of historical Sanborn maps, the subject site was occupied by a hospital from 1925 to at least 1970. No items of environmental concerns were noted at the subject site.

A historical topographic map search was conducted on the subject property to evaluate potential liability on the target property and its surrounding area, resulting from past activities. A topographic map is a color-coded line-and-symbol representation of natural and selected artificial features plotted to a scale. Topographic maps show the shape, elevation, and development of the terrain in precise detail by using contour lines and color-coded symbols. The historical topographic maps obtained are from 1924, 1955, 1963, 1968, 1975, 1982 and 1995. No potential environmental issues were noted at the subject property.

A review of the available historical city directories was also conducted for the subject property by EDR to evaluate the present and past land use, structures, improvements, and the historical development of the subject site and surrounding properties. During the search, business directories including city, cross-reference, and telephone directories were reviewed, if available. From the review of available directories, the subject site has been occupied by a hospital since 1929. The search is attached in the appendix section of the report.

Environmental Database Review:

The subject site was listed in the following environmental databases reviewed by EDR: CA FID UST, SWEEPS UST, RCRA-SQG, FINDS, EMI and HAZNET database. Inclusion into the HAZNET database is not a concern in itself. The EMI, Emissions Inventory, database contains toxics and criteria pollutant emissions data collected by the California Air Research Board and local air pollution agencies. The tenant, Temple Community Hospital is listed in the RCRA-SQG (small quantity generator) database. No violations were listed for the subject site. The subject property is also listed on the SWEEPS UST/ CA FID databases. The SWEEPS UST database was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. NES contacted the State Water Resources Control Board, Los Angeles Fire Department and the Public Works Department regarding the presence of USTs at the subject site.

NES obtained copies of all files contents for the subject site with the City of Los Angeles Fire Department, Environmental Review Division. The only pertinent document is dated June 21, 2011 relating to an inspection by the Los Angeles Fire Department Inspector Oscar Martinez on June 2, 2011. The documents states that the site was listed as having an underground storage tank on their database. According to the supporting documentation, there were three tanks at the subject site: two 500 gallon tanks and one 2,000 gallon tank that were used for the storage of diesel fuel (most likely for generators). According to John Coleman, the Building Engineer for the hospital, the tank/s were removed about a year prior, or mid 2010, and the City of Los Angeles Fire Department was requested to remove the listings of the underground storage tanks from its databases. Based on the above, it appears that the removal of tanks was conducted in accordance with regulatory requirements given that the City of Los Angeles confirmed the removal of tank/s and deletion of the listing/s from the database.

There is no other information available regarding the past presence of underground storage tanks at the subject site.

Based on the above findings, the former presence of USTs at the subject site was not deemed to constitute an environmental concern to the subject site. In the case of the redevelopment of the site and in the remote case that any impacts from the past presence of USTs are encountered during excavation activities and in the remote case that USTs are discovered at the subject site in the future, any tanks should be removed and a proper analysis of the adjacent grounds, soils and groundwater, should be conducted. Any issues arising from such analysis should be addressed in accordance with all regulatory requirements for such.

CERC-NFRAP sites are archived sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

According to the environmental database review, two registered CERC-NFRAP facilities were found within a half of a mile radius from the subject property. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

Based on the environmental database review, two RCRA-LQG, 11 RCRA-SQG and two RCRA-NLR registered facilities were found located within a quarter of a mile radius from the subject site. These facilities are not treatment, storage, or disposal sites, nor are they burners, transporters, or blenders of hazardous materials. The presence of a RCRA facility adjacent to or near the project is not in itself of significant environmental concern. However, a RCRA facility can be of concern if past (or future) discharges, spills, or releases of hazardous or toxic materials have occurred. Given the above, no reported violations have taken place at the RCRA facilities in reference.

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL), State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. A review of the ENVIROSTOR list, as provided by EDR, has revealed that there are 18 ENVIROSTOR sites within approximately 1 mile of the target property. These sites are more than a half of a mile away from the subject site. These sites were not deemed to constitute an environmental concern to the subject site.

The US BROWNFIELDS database is a listing of US Brownfields. Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients--States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities. Based on the environmental database review, one US BROWNFIELDS site was located within half of a mile of the target property. Based on this facility's distance from the site, it was not deemed likely to constitute an environmental risk to the subject site.

According to the environmental database review, 27 registered LUST (Leaking Underground Storage Tank) facilities were found located within a half a mile radius from the subject property. The source of the information was State Water Resources Control Board Leaking Underground Storage Tank Information System. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

A search of registered underground storage tank (UST) sites revealed the presence of four facilities on the environmental database that are located within a quarter of a mile radius from the subject property. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

CA FID is the Facility Inventory Database that contains active and inactive underground storage tank locations. The source of this information is from the State Water Resource Control Board. A review of the CA FID UST list, as provided by EDR, has revealed that there are 17 CA FID UST sites within a quarter of a mile of the target property. Based on their reported status, these facilities were not deemed likely to constitute an environmental risk to the subject site. However, they must be monitored periodically to detect any changes to their reported status.

HIST UST is a Historical UST Registered Database. A review of the HIST UST list, as provided by EDR, has revealed that there are eight HIST UST site within approximately a quarter of a mile from the target property. Based on their reported status, these facilities were not deemed likely to constitute an environmental risk to the subject site. However, they must be monitored periodically to detect any changes to their reported status.

SWEEPS (Statewide Environmental Evaluation and Planning System) is the underground storage tank listing, updated and maintained by a company contacted by the SWRCB in the early 1980s. The listing is no longer updated or maintained. According to the database review, 17 SWEEPS UST sites were found within a quarter of a mile radius from the subject site. Based on their topographical elevation, reported status and/or their distances from the site, the facilities found were not deemed likely to constitute a significant environmental risk to the subject site.

California Regional Water Quality Control Board's SLIC (spills, leaks, investigation, and cleanups) records contain any sites that impact groundwater or have the potential to impact groundwater. A review of California SLIC lists revealed the presence of three SLIC sites within a quarter of a mile radius from the subject site. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

The California Voluntary Cleanup Program was established to provide administrative, technical, and legal incentives to encourage the cleanup of contaminated sites in California. A review of the VCP list reveal the presence of two VCP sites within approximately half a mile from the target property. Based on these facilities' topographical elevation, reported status and/or their distances from the site, they were not deemed likely to constitute a significant environmental risk to the subject site.

A review of HIST CORTESE list, as provided by EDR, has revealed that there are 22 HIST CORTESE sites within approximately half of a mile of the target property. This database identifies public drinking water wells with detectable level of contamination, hazardous substance site selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is California Environmental Protection Agency/Office of Emergency Information. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

According to the DEED list, there is one DEED site within a half of a mile radius from the subject site. 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. This site is more than a half of a mile away to the southwest of the subject site. Based on its distance, it was not deemed likely to constitute an environmental concern to the subject site.

A review of the EDR Historical facilities list has revealed that there are 39 EDR Historical Auto Stations sites and 20 Historical Cleaners within approximately a quarter of a mile from the target property. The listings were not deemed to constitute an environmental concern to the subject site.

NES has reviewed the unmapped sites listed in the database and none of the sites or uses listed appear to have been located at the subject site or within the recommended search distance from the subject site.

Vapor Intrusion:

NES has performed a Vapor Intrusion Assessment in conformance with the scope and limitations of the Standard Practice E 2600-10 on the property located at 235 North Hoover Street, Los Angeles, Los Angeles County, California. In the professional opinion of NES, an appropriate level of assessment has been conducted consistent with good commercial and customary practice in an effort to minimize liability, and no evidence or indication of potential vapor intrusion conditions (pVIC) or vapor intrusion conditions (VIC) has been revealed and vapor intrusion is unlikely to be an issue of concern in connection with existing or planned structures on the target property.

File Review:

Per the ASTM E 1527-13 standards, if a subject site is listed on any database as having a violation, spill, leak incident, leaking underground storage tank system or is listed as a voluntary cleanup site, the Environmental Professional shall conduct research directly with the regulatory agency regarding such and report the findings in the Phase I ESA report. Given that the subject site was not listed as such in any of the regulatory databases listed in the EDR database report, no further research was deemed necessary.

Summary/Findings:

The subject site was listed in the following environmental databases reviewed by EDR: CA FID UST, SWEEPS UST, RCRA-SQG, FINDS, EMI and HAZNET database. Inclusion into the HAZNET database is not a concern in itself. The EMI, Emissions Inventory, database contains toxics and criteria pollutant emissions data collected by the California Air Research Board and local air pollution agencies. The tenant, Temple Community Hospital is listed in the RCRA-SQG (small quantity generator) database. No violations were listed for the subject site. The subject property is also listed on the SWEEPS UST/ CA FID databases. The SWEEPS UST database was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. NES contacted the State Water Resources Control Board, Los Angeles Fire Department and the Public Works Department regarding the presence of USTs at the subject site.

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Based on the above findings, the former presence of USTs at the subject site was not deemed to constitute an environmental concern to the subject site. In the case of the redevelopment of the site and in the remote case that any impacts from the past presence of USTs are encountered during excavation activities and in the remote case that USTs are discovered at the subject site in the future, any tanks should be removed and a proper analysis of the adjacent grounds, soils and groundwater, should be conducted. Any issues arising from such analysis should be addressed in accordance with all regulatory requirements for such.

Conclusions/Recommendations:

NES has performed a Phase I ESA in conformance with the scope and limitations of the Standard Practice E 1527-13 on the property located at 235 North Hoover Street, Los Angeles, Los Angeles County, California. In the professional opinion of NES, an appropriate level of inquiry has been made into the previous ownership and use of the property consistent with good commercial and customary practice in an effort to minimize liability. Based on the findings, no Recognized Environmental Conditions were identified related to the subject site and no further assessments or investigations are deemed necessary at this time.

2. Introduction

2.1 Project Authorization

Michael Asheghian of MJM Investment Company, LLC requested that NES perform a Phase I ESA for a site located at 235 North Hoover Street, Los Angeles, Los Angeles County, California. This report was prepared by Salamat Ullah, Environmental Professional, and reviewed by Hani Gabriel, Environmental Professional. This report is prepared for the attention of: **Cathay Bank & MJM Investment Company, LLC.**

2.2 Purpose

The purpose of this Phase I ESA was to gather information regarding recognized environmental conditions pertaining to the subject site. The investigation was conducted and the report was prepared within the scope and limitations of the guidelines in ASTM E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

The purpose of this standard is to define good commercial and customary practice in the United States for conducting an environmental site assessment of a parcel of commercial real estate with respect to the range of contaminants within the scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and petroleum products. This practice permits a user to satisfy one of the requirements to qualify the user for the innocent landowner, contiguous property owner, or prospective purchaser limitations on CERCLA liability. The practice constitutes all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice. The goal of the processes established by this practice is to identify recognized environmental conditions.

Recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.

A release is defined as any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into the environment (including the abandonment or discarding of barrels, containers, and other closed receptacles containing any hazardous substance, pollutant, or contaminant).

In conjunction with the subject site, a facility is defined as any building, structure, installation, equipment, pipe or pipeline, well, pit, pond, lagoon, impoundment, ditch, landfill, storage container, motor vehicle, rolling stock, or aircraft or any site or area where a hazardous substance has been deposited, stored, disposed of, or placed, or otherwise come to be located, but does not include any consumer product in consumer use or any vessel.

Owner or operator is defined as any person owning or operating a facility or the person who owned, operated, or otherwise controlled activities at a facility immediately prior to such facility's transfer to a unit of state or local government due to bankruptcy, foreclosure, tax delinquency, abandonment or similar means. Owner or operator does not include a person, who, without participating in the management of a facility, holds indicia of ownership primarily to protect his security interest in the facility (secured creditor exemption).

Certain elements must be established by a plaintiff before a defendant may be found liable under CERCLA for response costs at a site. Assuming all the elements of liability exist, a party may still avoid CERCLA liability by meeting one of the so-called affirmative defenses. They provide that a party shall not be liable if it can establish by a preponderance of the evidence that the release or threat of release of a hazardous substance and the damages resulting therefore were caused solely by: an act of God, an act of war, or the third party defense, which includes the innocent landowner defense. All appropriate inquiry must be undertaken by the defendant to establish that the defendant did not know and had no reason to know of hazardous substances in regard to the subject property.

It entails independent investigations by environmental professionals of key issues or facts related to potential environmental liabilities associated with the property transaction. It is an investigation of the real property conducted in order to determine or discover the obviousness of the presence or likely presence of a release or threatened release of hazardous substances on the real property and adjacent properties.

2.3 Scope of Services

National Environmental Services, Inc. (NES) scope of services included the following: a review of reasonably ascertainable records (information that is publicly available, obtainable within reasonable time and cost constraints, and practically reviewable) from ASTM standard sources and written inquiries regarding the site, site reconnaissance, interviews (via telephone or in person), and preparation of this report detailing findings, opinions, and conclusions. The items listed below were not considered part of the scope of work for this Phase I ESA: subsurface exploration, air, soil or groundwater sampling, asbestos-containing building materials, lead-based paint, radon, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, ecological resources, endangered species, health and safety, industrial hygiene, indoor air quality, biological agents, mold, or controlled substances.

2.4 Significant Assumptions

This ESA is subject to the accuracy of information reviewed and to the limitations of the personal recollections of persons interviewed. NES cannot and does not warrant or guarantee that information provided by other sources is accurate or complete. Per E1527-13, an environmental professional may rely on information provided unless he or she has actual knowledge that certain information is incorrect.

2.5 Limitations and Exceptions

The conclusions included in this report are intended to assist the user in evaluating potential environmental risks associated with real estate transactions.

The visual inspection was not limited due to weather concerns or dense vegetation.

NES does not represent that the site referred to herein contains hazardous or toxic substances or other latent conditions beyond those observed during the site assessment. NES does not assume responsibility for the discovery of any special resources, nor does it assume responsibility for the elimination of hazards or adverse conditions that may cause accidents, injuries, damage, client liabilities, or environmentally adverse conditions. NES assumes no responsibility if hidden environmental conditions are discovered.

The conclusions in this report are based on the findings of the Phase I investigation described herein. Such an assessment can never absolutely conclude that a site does not contain hazardous materials inside structures, on its surface, or in its subsurface or that any such materials have not impacted the condition of the site. As long as the assessment is conducted properly and all due considerations are made, a degree of assurance can be achieved. The degree of assurance is determined by the amount of available information, scope of the assessment, and complexity of analyses performed. An absolute warranty can never be expressed or implied that no environmental liabilities exist on the site.

The professional opinions expressed herein do not represent scientific certainties. All recommendations, findings, and conclusions stated in the report are based upon conditions, operations, and practices (facts and circumstances) as observed at the time that this report was prepared (e.g. federal, state, local law, rules, regulations, and other matters that NES deemed relevant). A change in any fact or circumstances upon which this report is based may adversely affect the recommendations, findings, and conclusions presented in it.

The information obtained in the preparation of this report is not all inclusive and should not be construed as such but provides reasonable ascertainable and practically reviewable information regarding this project. A normal standard of care has been taken in compiling this report. NES is not responsible for any errors, omissions, or inaccuracies in reasonable ascertainable information or undisclosed environmental conditions.

The conclusions in this report are based on current environmental regulations as of the date of this report.

2.6 Special Terms and Conditions

A contract between the client and NES is attached at the end of this report. Any special terms and conditions are set forth in this contract.

2.7 User Reliance

This report is prepared for the sole and exclusive use of NES' clients and their representatives and may not be dispersed, disclosed to, or relied upon, in whole or in part, by any other persons or entities without the prior written consent of NES.

3. Site Description

3.1 Location and Legal Description

National Environmental Services (NES) was retained to perform a Phase I Environmental Site Assessment (ESA) on an improved tract of land located along both the westerly right-of-way line of Hoover Street and the northerly right-of-way line of Council Street, at the northwest corner of the intersection of the said roadways, in the City of Los Angeles, Los Angeles County, California. Its physical address is 235 North Hoover Street, Los Angeles, California. The subject site is geographically located at latitude 34.0755 and longitude 118.2839. Its Assessor's Parcel Number is 5501-004-006. Its legal description is: Forest Park Sub No 2 *Vac sts and alley Lots 21 thru 24 and Lot A, Los Angeles County, California.

3.2 Site and Vicinity General Characteristics

The site under consideration in this project, or the designated property in review, consists of a tract of land totaling approximately 2.897 acres of land improved with a six-story medical building and an attached single story building totaling approximately 114,878 square of feet of space, a three-story parking garage building and asphalt paved parking area and driveways. The adjacent properties are developed with commercial businesses and residential dwellings.

3.3 Current Use of the Property

The subject site is occupied by a hospital facility; "Temple Community Hospital".

3.4 Descriptions of Structures, Roads, and Other Improvements on the Site

Based on a review of Los Angeles County Appraisal District records, it appears that the improvements on site were erected in 1925 with additions in 1927, 1956, 1959, 1961 and 1974.

The buildings on site appear to consist of concrete/steel frame structures. The buildings have concrete tilt-up exterior walls. On the interior, the interior walls are made of sheetrock with associated drywall mud/joint compounds and wall surface texturing. The floors consist of concrete or a concrete base that is covered with floor tiles, wood or carpeting. The ceilings in the built out areas are covered with fiberglass and cellulose ceiling tiles.

3.5 Site Utilities

The City of Los Angeles supplies electricity, water and sanitary sewage facilities for the general area where the subject site is located. Gas is provided by a private entity.

3.6 Current Uses of Adjoining Properties

NES performed a walking survey of the subject property. No evidence of significant spills, stains, or stressed vegetation was observed on the subject site.

To the north of the subject site is vacant land, beyond which is Silverlake Boulevard. To the northwest is a motel. To the south is Council Street, beyond which are condominium complexes. To the east is North Hoover Street, beyond which are a single family residential dwelling and an administrative building for Temple Community Hospital. To the west is a condominium complex.

The tenants on surrounding properties did not appear to have needed to conduct any process or manufacturing activities during the course of conducting their day-to-day business. Therefore, there is no reason to suspect that any of them would have utilized or deposited any acutely hazardous substances on the site. All noted wastes are non-acutely hazardous. No improper/irresponsible handling of wastes was observed or suspected.

4. User Provided Information

4.1 Title Records

A historical chain-of-title search was not within the scope-of-work to be provided by NES. A title search was not available and was not provided to NES by the client before this report was completed.

4.2 Environmental Liens and Activity and Use Limitations

Activity and use limitations are legal or physical restrictions or limitations of the use of, or access to, a site or facility. They are used to reduce or eliminate potential exposure to hazardous substances or petroleum products in the soil or groundwater on the property or to prevent activities that could interfere with the effectiveness of a response action, in order to ensure maintenance of a condition of no significant risk to public health or the environment. These legal or physical restrictions are intended to prevent adverse impacts to individuals or populations that may be exposed to hazardous substances and petroleum products in the soil or groundwater on the property. AULs indicate that residual levels of hazardous substances or petroleum products may be present on a property. No activity and use limitations were identified in the databases searched and listed in the EDR Report. The user was not aware of any environmental liens associated with the site.

4.3 Specialized Knowledge

The user had no specialized knowledge and was not aware of environmental conditions associated with the subject property.

4.4 Commonly Known or Reasonably Ascertainable Information

The user was not aware of the past use of hazardous chemicals or petroleum products, of spills or clean-ups, and of recognized environmental conditions at the subject site that are commonly known or reasonably ascertainable within the local community.

4.5 Valuation Reduction for Environmental Issues

The user was not aware of any reduction of the property's value due to environmental conditions. It was not within the scope-of-work for NES to perform comparison studies to estimate the value of the subject site.

4.6 Owner, Property Manager, and Occupant Information

Temple Hospital Realty Corp is the current owner of the subject site.

4.7 Reason for Performing the Phase I ESA

The Phase I is being prepared to identify any recognized environmental conditions, to identify any potential environmental conditions that could materially impact the operation of his future business, and to satisfy one of the requirements to qualify for one of the landowner liability protections (a defense to CERCLA liability).

4.8 Prior Environmental Reports

A Phase I was previously conducted by National for the subject site that was dated January 31, 2014. No Recognized Environmental Concerns were found.

5. Records Review

5.1 Standard Environmental Record Sources

The subject site was listed in the following environmental databases reviewed by EDR: CA FID UST, SWEEPS UST, RCRA-SQG, FINDS, EMI and HAZNET database. Inclusion into the HAZNET database is not a concern in itself. The EMI, Emissions Inventory, database contains toxics and criteria pollutant emissions data collected by the California Air Research Board and local air pollution agencies. The tenant, Temple Community Hospital is listed in the RCRA-SQG (small quantity generator) database. No violations were listed for the subject site. The subject property is also listed on the SWEEPS UST/ CA FID databases. The SWEEPS UST database was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. NES contacted the State Water Resources Control Board, Los Angeles Fire Department and the Public Works Department regarding the presence of USTs at the subject site.

NES obtained copies of all files contents for the subject site with the City of Los Angeles Fire Department, Environmental Review Division. The only pertinent document is dated June 21, 2011 relating to an inspection by the Los Angeles Fire Department Inspector Oscar Martinez on June 2, 2011. The documents states that the site was listed as having an underground storage tank on their database. According to the supporting documentation, there were three tanks at the subject site: two 500 gallon tanks and one 2,000 gallon tank that were used for the storage of diesel fuel (most likely for generators). According to John Coleman, the Building Engineer for the hospital, the tank/s were removed about a year prior, or mid 2010, and the City of Los Angeles Fire Department was requested to remove the listings of the underground storage tanks from its databases. Based on the above, it appears that the removal of tanks was conducted in accordance with regulatory requirements given that the City of Los Angeles confirmed the removal of tank/s and deletion of the listing/s from the database.

There is no other information available regarding the past presence of underground storage tanks at the subject site.

Based on the above findings, the former presence of USTs at the subject site was not deemed to constitute an environmental concern to the subject site. In the case of the redevelopment of the site and in the remote case that any impacts from the past presence of USTs are encountered during excavation activities and in the remote case that USTs are discovered at the subject site in the future, any tanks should be removed and a proper analysis of the adjacent grounds, soils and groundwater, should be conducted. Any issues arising from such analysis should be addressed in accordance with all regulatory requirements for such.

5.1.1 Comprehensive Environmental Response, Compensation, and Liability Act Sites

CERCLIS, The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL. A review of the CERCLIS list, as provided by EDR has revealed that there are no CERCLIS sites within approximately a half of a mile radius of the target property.

CERC-NFRAP sites are archived sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site. According to the environmental database review, two registered CERC-NFRAP facilities were found within a half of a mile radius from the subject property. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

5.1.2 National Priorities List (NPL) Sites:

The National Priority List (NPL) identifies those sites that are currently involved in CERCLA or Superfund actions related to abandoned or inactive hazardous wastes. It is compiled from the designated CERCLIS list. NPL sites are prioritized as to their significant risk to human health and the environment. This list targets those sites to receive remedial funding under CERCLA. The NPL lists the nation's highest priority sites for remedial action. Only NPL sites can receive CERCLA funding. According to the environmental database search, no NPL sites were found within a mile radius from the subject site.

5.1.3 Resource Conservation and Recovery Act (RCRA) Sites

The RCRA notifiers list identifies those facilities that indicate that they generate, transport, treat, store, or dispose of hazardous waste regulated under the Resource Conservation Recovery Act of 1976 (RCRA). RCRA is an amendment to the first piece of Federal Solid Waste legislation called the Solid Waste Disposal Act of 1965. RCRA was amended in 1980 and most recently in 1984 by HSWA (Hazardous and Solid Waste Amendments of 1984). This list is compiled by the EPA. All generators are required to have US EPA ID numbers on all waste manifest disposal records. The extent to which these facilities actually handle such wastes varies greatly from small-quantity generators to active treatment, storage, and disposal facilities.

Based on the environmental database review, two RCRA-LQG, 11 RCRA-SQG and two RCRA-NLR registered facilities were found located within a quarter of a mile radius from the subject site. These facilities are not treatment, storage, or disposal sites, nor are they burners, transporters, or blenders of hazardous materials. The presence of a RCRA facility adjacent to or near the project is not in itself of significant environmental concern. However, a RCRA facility can be of concern if past (or future) discharges, spills, or releases of hazardous or toxic materials have occurred. Given the above, no reported violations have taken place at the RCRA facilities in reference.

5.1.4 Corrective Action Report (CORRACTS) Sites:

RCRACOR 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 RCRACOR list, as provided by Environmental EDR, has revealed that there are no RCRACOR sites located within one mile of the target property.

5.1.5 Petroleum Storage Tanks (PST's)

A search of registered underground storage tank (UST) sites revealed the presence of four facilities on the environmental database that are located within a quarter of a mile radius from the subject property. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

CA FID is the Facility Inventory Database that contains active and inactive underground storage tank locations. The source of this information is from the State Water Resource Control Board. A review of the CA FID UST list, as provided by EDR, has revealed that there are 17 CA FID UST sites within a quarter of a mile of the target property. Based on their reported status, these facilities were not deemed likely to constitute an environmental risk to the subject site. However, they must be monitored periodically to detect any changes to their reported status.

HIST UST is a Historical UST Registered Database. A review of the HIST UST list, as provided by EDR, has revealed that there are nine HIST UST site within approximately a quarter of a mile from the target property. Based on their reported status, these facilities were not deemed likely to constitute an environmental risk to the subject site. However, they must be monitored periodically to detect any changes to their reported status.

SWEEPS (Statewide Environmental Evaluation and Planning System) is the underground storage tank listing, updated and maintained by a company contacted by the SWRCB in the early 1980s. The listing is no longer updated or maintained. According to the database review, 17 SWEEPS UST sites were found within a quarter of a mile radius from the subject site. Based on their topographical elevation, reported status and/or their distances from the site, the facilities found were not deemed likely to constitute a significant environmental risk to the subject site.

5.1.6 Leaking Petroleum Storage Tanks within the ASTM Search Area

According to the environmental database review, 27 registered LUST (Leaking Underground Storage Tank) facilities were found located within a half a mile radius from the subject property. The source of the information was State Water Resources Control Board Leaking Underground Storage Tank Information System. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

5.1.7 Spill Incidents

California Regional Water Quality Control Board's SLIC (spills, leaks, investigation, and cleanups) records contain any sites that impact groundwater or have the potential to impact groundwater. A review of California SLIC lists revealed the presence of three SLIC sites within a quarter of a mile radius from the subject site. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

5.1.8 California Voluntary Cleanup Program Sites

The California Voluntary Cleanup Program was established to provide administrative, technical, and legal incentives to encourage the cleanup of contaminated sites in California. A review of the VCP list reveal the presence of two VCP sites within approximately half a mile from the target property. Based on these facilities' topographical elevation, reported status and/or their distances from the site, they were not deemed likely to constitute a significant environmental risk to the subject site.

5.1.9 Tribal Records

According to EDR, no Indian reservation was found within a mile radius of the subject site.

5.1.10 Activity and Use Limitations (AULs)

AUL sites are sites that have institutional controls. According to the environmental database review, no AUL sites were located within half a mile from the subject property.

5.1.11 Vapor Intrusion

NES has performed a Vapor Intrusion Assessment in conformance with the scope and limitations of the Standard Practice E 2600-10 on the property located at 235 North Hoover Street, Los Angeles, Los Angeles County, California. In the professional opinion of NES, an appropriate level of assessment has been conducted consistent with good commercial and customary practice in an effort to minimize liability, and no evidence or indication of potential vapor intrusion conditions (pVIC) or vapor intrusion conditions (VIC) has been revealed and vapor intrusion is unlikely to be an issue of concern in connection with existing or planned structures on the target property.

5.1.12 File Review

Per the ASTM E 1527-13 standards, if a subject site is listed on any database as having a violation, spill, leak incident, leaking underground storage tank system or is listed as a voluntary cleanup site, the Environmental Professional shall conduct research directly with the regulatory agency regarding such and report the findings in the Phase I ESA report. Given that the subject site was not listed as such in any of the regulatory databases listed in the EDR database report, no further research was deemed necessary.

5.1.13 Other

The US BROWNFIELDS database is a listing of US Brownfields. Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients--States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities. Based on the environmental database review, one US BROWNFIELDS site was located within half of a mile of the target property. Based on this facility's distance from the site, it was not deemed likely to constitute an environmental risk to the subject site.

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL), State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. A review of the ENVIROSTOR list, as provided by EDR, has revealed that there are 18 ENVIROSTOR sites within approximately 1 mile of the target property. These sites are more than a half of a mile away from the subject site. These sites were not deemed to constitute an environmental concern to the subject site.

A review of HIST CORTESE list, as provided by EDR, has revealed that there are 22 HIST CORTESE sites within approximately half of a mile of the target property. This database identifies public drinking water wells with detectable level of contamination, hazardous substance site selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is California Environmental Protection Agency/Office of Emergency Information. Based on these facilities' reported status and/or their distances away, they were not deemed likely to constitute an environmental risk to the subject site.

According to the DEED list, there is one DEED site within a half of a mile radius from the subject site. 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. This site is more than a half of a mile away to the southwest of the subject site. Based on its distance, it was not deemed likely to constitute an environmental concern to the subject site.

A review of the EDR Historical facilities list has revealed that there are 39 EDR Historical Auto Stations sites and 20 Historical Cleaners within approximately a quarter of a mile from the target property. The listings were not deemed to constitute an environmental concern to the subject site.

NES has reviewed the unmapped sites listed in the database and none of the sites or uses listed appear to have been located at the subject site or within the recommended search distance from the subject site.

5.2.1 Property Tax

NES was able to obtain property tax information from the Los Angeles County Assessor's website, some of which is attached in the appendix section of the report.

5.2.2 California UST and LPST databases

The State UST and LPST databases were searched to find out if the subject site was listed in either or both databases.

5.2.3 Fire Department

NES obtained copies of all files contents for the subject site with the City of Los Angeles Fire Department, Environmental Review Division. The only pertinent document is dated June 21, 2011 relating to an inspection by the Los Angeles Fire Department Inspector Oscar Martinez on June 2, 2011. The documents states that the site was listed as having an underground storage tank on their database.

According to the supporting documentation, there were three tanks at the subject site: two 500 gallon tanks and one 2,000 gallon tank that were used for the storage of diesel fuel (most likely for generators). According to John Coleman, the Building Engineer for the hospital, the tank/s were removed about a year prior, or mid 2010, and the City of Los Angeles Fire Department was requested to remove the listings of the underground storage tanks from its databases. Based on the above, it appears that the removal of tanks was conducted in accordance with regulatory requirements given that the City of Los Angeles confirmed the removal of tank/s and deletion of the listing/s from the database.

There is no other information available regarding the past presence of underground storage tanks at the subject site.

5.3 Physical Setting Sources

Potential receptors are surface or subsurface features present or adjacent to the site. These include storm sewer inlets, sanitary sewer manholes/subsurface piping, underground telephone utilities, and natural receptors that are in the vicinity of the property in review.

5.3.1 Topographical Maps

Under natural, undisturbed conditions, shallow groundwater flow generally follows the surface topography of the land. However, localized conditions may alter groundwater flow. According to the United States Geological Survey (USGS) 7.5 Minute Topographical Maps, Hollywood Quadrangle, which covers the area in review, the subject property is located at an elevation of 363 feet above sea level.

5.3.2 Geology

A Custom Soil Resource Report is attached at the end of the report.

5.3.3 Flood Zone

Flood Insurance Rate Maps, published by FEMA, were reviewed.

5.4 Historical Use Information on the Property

NES used historical research in an attempt to assess previous historical uses of the property back to 1940 or to its first known use. This research included reasonably ascertainable documentation obtained from several sources. This documentation is included in this report.

5.4.1 Appraisal Records

NES was able to obtain property tax information from the Los Angeles County Assessor's office website, some of which is attached in the appendix section of the report.

5.4.2 Aerial Photographs

A historical aerial photograph search was conducted by EDR on the subject property. The aerial photographs obtained are from 1948, 1952, 1964, 1975, 1980, 1989, 1995, 2003, 2008 and 2013. In the photographs from 1948 to 1952, the medical building is noted. In 1964, the one-story building is noted to the south of the mid-rise building. The parking garage building is noted in the photograph from 1975. From 1980 to 2013, the current improvements are noted at the subject site. The aerial photographs were reviewed for visual evidence of past land usage that could have adversely impacted the subject site or properties surrounding the site. The aerial photograph review is primarily applicable for general site use chronology. Most of the aerials reviewed are not of large enough scale or of sufficient clarity to depict site-specific conditions.

5.4.3 Historical Topographic Maps

A historical topographic map search was conducted on the subject property to evaluate potential liability on the target property and its surrounding area, resulting from past activities. A topographic map is a color-coded line-and-symbol representation of natural and selected artificial features plotted to a scale. Topographic maps show the shape, elevation, and development of the terrain in precise detail by using contour lines and color-coded symbols. The historical topographic maps obtained are from 1924, 1955, 1963, 1968, 1975, 1982 and 1995. No potential environmental issues were noted at the subject property.

5.4.4 City Directory Search

A review of the available historical city directories was also conducted for the subject property by EDR to evaluate the present and past land use, structures, improvements, and the historical development of the subject site and surrounding properties. During the search, business directories including city, cross-reference, and telephone directories were reviewed, if available. From the review of available directories, the subject site has been occupied by a hospital since 1929. The search is attached in the appendix section of the report.

5.4.5 Fire Insurance Maps (Sanborn Maps)

NES reviewed historical Fire Insurance (Sanborn) maps on the subject property to evaluate present and past land uses, structures, improvements, and historical development of the subject site and surrounding properties. The maps obtained are from 1906, 1921, 1950, 1953, 1954, 1955, 1957, 1960, 1961, 1966, 1968, 1969 and 1970.

1906 Sanborn Map: The subject site is not depicted in the map.

1921 Sanborn Map: The subject site is unimproved. Council Street is developed along the southerly property boundary. Micheltorena Street is visible along the easterly property boundary.

1950 Sanborn Map: Micheltorena Street is renamed as Hoover Street. Wilshire Sanitarium & Hospital is identified at the subject site. The building consists of a five-story structure and the year of construction is 1925. A residential building is noted to the northwest of the five-story structure and is addressed as 235 ½ Hoover Street. The balance of the subject site consists of unimproved land.

1954 Sanborn Map: Temple Hospital is noted at the subject site. A single-story building is developed to the south of the previously noted hospital building. A storage structure is visible at the north end of the subject site. A "Green House" is noted at the west end of the subject site. The balance of the subject site consists of unimproved land.

1955 Sanborn Map: The subject site remains the same as noted in the map from 1954.

1961 Sanborn Map: The subject site remains the same as noted in the map from 1955 except for two additional small storage buildings that are noted to the west of the medical building.

1968 and 1970 Sanborn Maps: No significant changes are noted at the subject site.

From the review of historical Sanborn maps, the subject site was occupied by a hospital from 1925 to at least 1970. No items of environmental concerns were noted at the subject site.

5.4.5 Historical Chain-of-Title Records

A historical chain-of-title was not provided or requested for this study. The historical uses of the property were researched using other data sources.

5.4.7 Zoning/Land Use

NES understands that there are zoning restrictions for the area where the subject property is situated.

5.4.8 Additional Records

No additional historical records were included in the preparation of this report.

5.4.8.1 Historical Phase I ESA

A Phase I was previously conducted by National on the subject site that was dated January 31, 2014. No Recognized Environmental Conditions were found.

5.5 Historical Use Information on Adjoining Properties

The adjacent present and past uses are described further in the body of the report.

6. Site Reconnaissance

6.1 Methodology and Limiting Conditions

A NES representative conducted a walking survey of the subject property to visually observe the site and structures on the site to the extent that they were not obstructed by bodies of water, adjacent buildings, or other obstacles. The objective of the site reconnaissance was to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the property.

The adjoining properties were observed from the site to determine if there was potential for impact to the site by recognized environmental conditions in connection with the adjacent properties.

No physical obstructions such as dense vegetation or water were present to obscure the site during the site inspection.

6.2 General Site Setting

The site is located in the City of Los Angeles, California, in an area that is developed with commercial and residential uses.

6.3 Exterior Observations at the Subject Site

There are an emergency generator and an AST (2,000 gallon capacity) containing amber fuel that are located at the northwest end of the building. No spills or stains were noted around the AST or the generator.

6.3.1 Water and Sewage Systems

No water wells or septic tanks were noted at the subject site.

6.3.2 Hazardous Substance and Petroleum Product Use, Storage, Treatment, and Disposal

There are three hydraulic elevators at the subject property. No spills or stains were noted around the elevator equipment.

There are an emergency generator and an AST (2,000 gallon capacity) containing amber fuel that are located at the northwest end of the building. A 3,000-gallon liquid oxygen AST was noted at the southeast end of the subject site. No spills or stains were noted around the ASTs or generator.

A few controlled substances and pharmaceutical products were noted on site. They are all stored in publicly non-accessible locations and are dispensed in a very controlled fashion. No run-offs or spills from these areas were readily apparent. All the equipment and piping are located inside the structure on site and do not make any penetrations into the subsurface of the reinforced concrete slab on which they sit. The medical waste generated from the subject site is disposed by licensed medical waste haulers.

6.3.3 Underground Storage Tanks

No evidence of underground storage tanks was noted at the subject site.

There are an emergency generator and an AST (2,000 gallon capacity) containing amber fuel that are located at the northwest end of the building. No spills or stains were noted around the AST or generator.

6.3.4 PCB Containing Power Equipment

Polychlorinated biphenyls (PCBs), a hazardous group of chlorinated aromatic hydrocarbons, were used in a wide range of products including hydraulic and electrical equipment. PCB-containing equipment has the potential to cause soil and groundwater contamination. During the site visit, the property was surveyed for the presence of power transformers and other potential PCB containing electrical equipment. In accordance with State regulations, PCB containing transformers have been banned from use in California. Therefore, the presence of such in the transformers was not deemed likely.

6.3.5 Landfill Activity

A landfill is a disposal facility or part of a facility where hazardous waste is placed in or on land and which is not a land treatment facility, a surface impoundment, or an injection well. According to the EPA, a landfill is defined as an engineered (by excavation or construction) or natural hole in the ground where wastes have been disposed and are covered by backfilling or by contemporaneous soil deposition with waste disposal, covering wastes from view. The problems that the agency deems to be associated with landfills are the migration of leachate and wastes from it into the ground and adjacent surface and subsurface waters, subsidence of the ground in and above it, methane gas generation, the formation of pockets within it, and erosion. During the site visit, the subject site and area surrounding the property was surveyed for the evidence of landfill activity. None was found. From the field investigation, no obvious visual signs of piles of soil, sunken or depressed areas, disturbed soil, fill material, or stressed vegetation indicative of past or present landfill activity was observed.

6.3.6 Surface Impoundments

A surface impoundment is a facility or part of a facility which is a natural topographic depression, man-made excavation, or diked area formed primarily of earthen materials (although it may be lined with man-made materials), which is designed to hold an accumulation of liquid wastes or wastes containing free liquids and which is not an injection well. Examples of surface impoundments are holding, storage, settling, and aeration pits, ponds and lagoons. During the site visit, NES searched for evidence of surface impoundments and found none.

6.3.7 Oil/Gas Wells

No evidence of oil/gas wells, storage tanks, or associated piping was discovered on the site during the site inspection.

6.3.8 Pipeline Easements

No pipeline easements were noted on the subject property during the site inspection.

6.3.9 Municipal Solid Waste Disposal

Municipal or contracted solid waste pick-up is available for the subject site.

6.3.10 Surface Water Drainage

The subject property appeared to be well drained.

6.3.11 Industrial Wastewater/Wastewater Treatment

No water or wastewater treatment systems were identified on-site.

6.3.12 Stressed Vegetation/Stained Soil/Odors/Fill material

There was no significant physical or visual evidence of stressed vegetation, soil discoloration, odors, or other indicators of environmental exposure to the surface areas or soils on the subject property. The use of fill material was not apparent at the subject site.

6.3.13 Air Emissions

There is no evidence of significant air emissions on site.

6.3.14 Other

A few controlled substances and pharmaceutical products were noted on site. They are all stored in publicly non-accessible locations and are dispensed in a very controlled fashion. No run-offs or spills from these areas were readily apparent. All the equipment and piping are located inside the structure on site and do not make any penetrations into the subsurface of the reinforced concrete slab on which they sit. The medical waste generated from the subject site is disposed by licensed medical waste haulers.

6.4 Interior Observations at the Subject Site

On the interior, the interior walls are made of sheetrock with associated drywall mud/joint compounds and wall surface texturing, and brick. The floors are covered with carpet, wood and tile.

6.5 Exterior Observations at Adjoining Properties

To the north of the subject site is vacant land, beyond which is Silverlake Boulevard. To the northwest is a motel. To the south is Council Street, beyond which are condominium complexes. To the east is North Hoover Street, beyond which are a single family residential dwelling and an administrative building for Temple Community Hospital. To the west is a condominium complex.

7. Interviews/Questionnaires

7.1 Interview with Owner

The office manager at Temple Community Hospital was interviewed. He had no knowledge of any spills or releases on the subject site and was not aware of any environmental liens that would affect the subject property.

7.2 Interviews with Occupants

John Coleman, the maintenance supervisor, was interviewed. He was not aware of any environmental issues related with the subject site.

7.3 Interviews with Local Government Officials

Letters were sent to local governmental entities, as described in the body of the report.

7.4 Interviews with Others

No other persons were interviewed.

8. Findings

The subject site was listed in the following environmental databases reviewed by EDR: CA FID UST, SWEEPS UST, RCRA-SQG, FINDS, EMI and HAZNET database. Inclusion into the HAZNET database is not a concern in itself. The EMI, Emissions Inventory, database contains toxics and criteria pollutant emissions data collected by the California Air Research Board and local air pollution agencies. The tenant, Temple Community Hospital is listed in the RCRA-SQG (small quantity generator) database. No violations were listed for the subject site. The subject property is also listed on the SWEEPS UST/ CA FID databases. The SWEEPS UST database was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. NES contacted the State Water Resources Control Board, Los Angeles Fire Department and the Public Works Department regarding the presence of USTs at the subject site.

NES obtained copies of all files contents for the subject site with the City of Los Angeles Fire Department, Environmental Review Division. The only pertinent document is dated June 21, 2011 relating to an inspection by the Los Angeles Fire Department Inspector Oscar Martinez on June 2, 2011. The documents states that the site was listed as having an underground storage tank on their database. According to the supporting documentation, there were three tanks at the subject site: one 500 gallon tank, one 500 gallon tank and one 2,000 gallon tank that were used for the storage of diesel fuel (most likely for generators). According to John Coleman, the Building Engineer for the hospital, the tank/s were removed about a year prior, or mid 2010, and the City of Los Angeles Fire Department was requested to remove the listings of the underground storage tanks from its databases. Based on the above, it appears that the removal of tanks was conducted in accordance with regulatory requirements given that the City of Los Angeles confirmed the removal of tank/s and deletion of the listing/s from the database.

There is no other information available regarding the past presence of underground storage tanks at the subject site.

Based on the above findings, the former presence of USTs at the subject site was not deemed to constitute an environmental concern to the subject site. In the case of the redevelopment of the site and in the remote case that any impacts from the past presence of USTs are encountered during excavation activities and in the remote case that USTs are discovered at the subject site in the future, any tanks should be removed and a proper analysis of the adjacent grounds, soils and groundwater, should be conducted. Any issues arising from such analysis should be addressed in accordance with all regulatory requirements for such.

No on-site recognized environmental conditions were identified during this Phase I ESA.

No controlled recognized environmental conditions were identified during this Phase I ESA.

It is unlikely that listed surrounding sites could have adversely impacted the subject site due to their proximity to the site, status, or to the nature of the event that had transpired. No off-site recognized environmental conditions were identified that were likely to impact the subject property.

No historical recognized environmental conditions were identified during this ESA.

No *de minimis* environmental conditions were identified in connection with the subject site during this ESA.

9. Opinion

A data failure is a failure to achieve historical research objectives even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. A data gap is a lack or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. No data gaps were present that affected the ability of the EP to identify recognized environmental conditions.

10. Conclusions

NES has performed a Phase I ESA in conformance with the scope and limitations of the Standard Practice E 1527-13 on the property located at 235 North Hoover Street, Los Angeles, Los Angeles County, California. In the professional opinion of NES, an appropriate level of inquiry has been made into the previous ownership and use of the property consistent with good commercial and customary practice in an effort to minimize liability. Based on the findings, no Recognized Environmental Conditions were identified related to the subject site and no further assessments or investigations are deemed necessary.

11. Deviations

Other than listed above in this report, NES did not deviate from ASTM E 1527-13.

12. Additional Services

No additional services, such as asbestos or lead-based paint surveys, were conducted.

13. References

13.1 Regulatory Records and Public Documents:

The third party database companies who provided the information presented in our report is EDR.

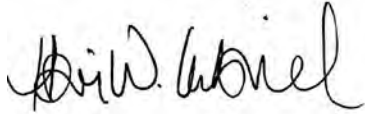
13.2 Published References:

13.2.1 American Society for Testing and Materials (ASTM) Standard Practice for Site Assessments: Phase I Environmental Site Assessment Process (E 1527-13).

13.2.2 United States Department of the Interior Geological Survey; 7.5-Minute Series (Topographic), Hollywood Quadrangle, Los Angeles County, California.

14. Signatures of Environmental Professionals

Signatures of site investigators and/or environmental professionals who participated in the site investigation, report preparation, project management, or report review.



Hani Gabriel, REM, REA
General Manager
Environmental Professional



Salamat Ullah
Project Manager
Environmental Professional

15. Qualifications of Environmental Professionals

Resumes of key environmental professionals are attached at the end of this report. The Environmental professionals listed above are responsible for conducting this Phase I and preparation of this report. We declare that to the best of our professional judgment and belief, we meet the definition of Environmental professional as defined in 312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

16. Appendices

Acronym List

Governmental Agency Names

ASTM	American Society for Testing and Materials
CFR	Code of Federal Regulations
CPSC	Consumer Products Safety Commission
DOT	Department of Transportation
OSHA	Occupational Safety & Health Administration
EPA	Environmental Protection Agency
EPRI	Electrical Power Research Institute
TDH	Texas Department of Health
TNRCC	Texas Natural Resource Conservation Commission
TNRIS	Texas Natural Resource Information System
TWC	Texas Water Commission
USNRCS	United States Natural Resource Conservation Service (former Soil Conservation Service)
USSCS	United States Department of Agriculture Soil Conservation Service
USGS	United States Geological Survey

Governmental Regulations

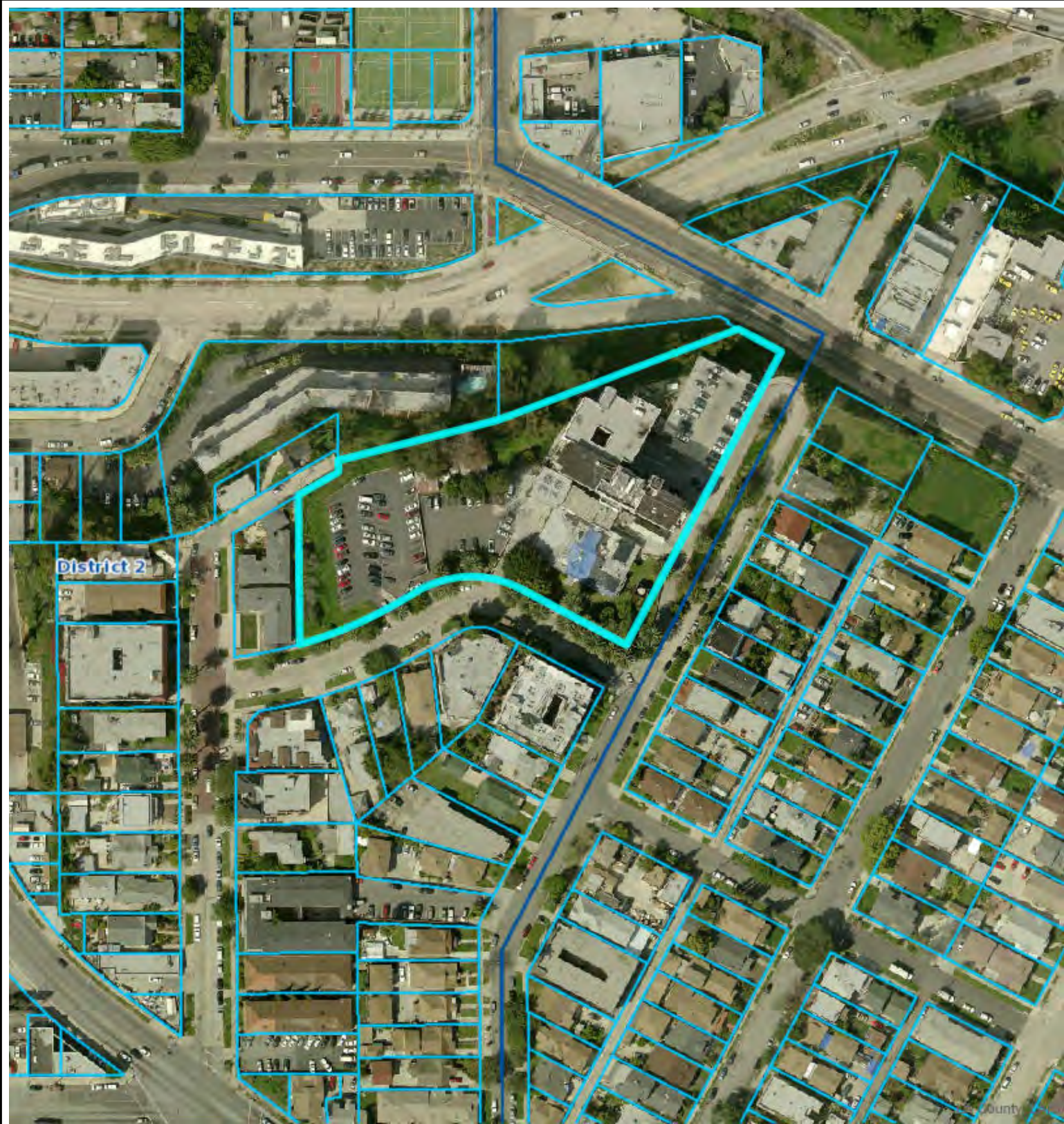
AHERA	Asbestos Hazard Emergency Response Act
CERCLIS	Comprehensive Emergency Response, Compensation and Liability Information System
CFR	Code of Federal Regulations
ERNS	Emergency Response Notification System
LBPPPA	Lead-Based Paint Poisoning Prevention Act
NPDES	National Pollutants Discharge Elimination System
NPL	National Priorities List
RCRA	Resource Conservation and Recovery Act
SPCC	Spill Prevention, Control Countermeasures
TRI	Toxic Release Inventory

Environmental Terms & Measurements

ACBM	Asbestos Containing Building Material
ACM	Asbestos Containing Material
AST	Aboveground Storage Tank
BDL	Below Detection Limits
BTEX	Benzene, Toluene, Ethylbenzene, Xylene
ESA	Environmental Site Assessment
FRP	Fiberglass Reinforced Plastic
LPST	Leaking Petroleum Storage Tank
LUST	Leaking Underground Storage Tank
MCL	Maximum Contaminant Level
MSW	Municipal Solid Waste Site
PACM	Presumed Asbestos Containing Material
PCB	Polychlorinated Biphenyl
PCI/l	PicoCurries of Radon per Liter of Air
PCM	Phase Contrast Microscopy
PLM	Polarized Light Microscopy
PPM	Part Per Million
PST	Petroleum Storage Tank
REC	Recognized Environmental Condition
TEM	Transmission Electron Microscopy
TPH	Total Petroleum Hydrocarbons
UST	Underground Storage Tank
VOC	Volatile Organic Compounds

APPENDIX 16.1

SITE MAPS



PARCEL MAP

Printed: Jan 08, 2015



0 300
Feet


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DETAIL MAP - 4175109.2S



 Target Property

 Sites at elevations higher than or equal to the target property

 Sites at elevations lower than the target property

 Manufactured Gas Plants

 Sensitive Receptors

 National Priority List Sites


 Dept. Defense Sites

 Indian Reservations BIA

 Oil & Gas pipelines from USGS

 100-year flood zone

 500-year flood zone

 Areas of Concern

0 1/16 1/8 1/4 Miles



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: NE14285
ADDRESS: 235 N Hoover
Los Angeles CA 90004
LAT/LONG: 34.0756 / 118.2838

CLIENT: National Environmental Services, Inc.
CONTACT: Salamat Ullah
INQUIRY #: 4175109.2s
DATE: January 07, 2015 9:18 am

OVERVIEW MAP - 4175109.2S



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



Indian Reservations BIA



Oil & Gas pipelines from USGS



100-year flood zone



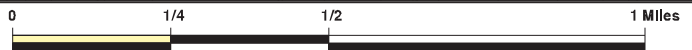
500-year flood zone



National Wetland Inventory



Areas of Concern

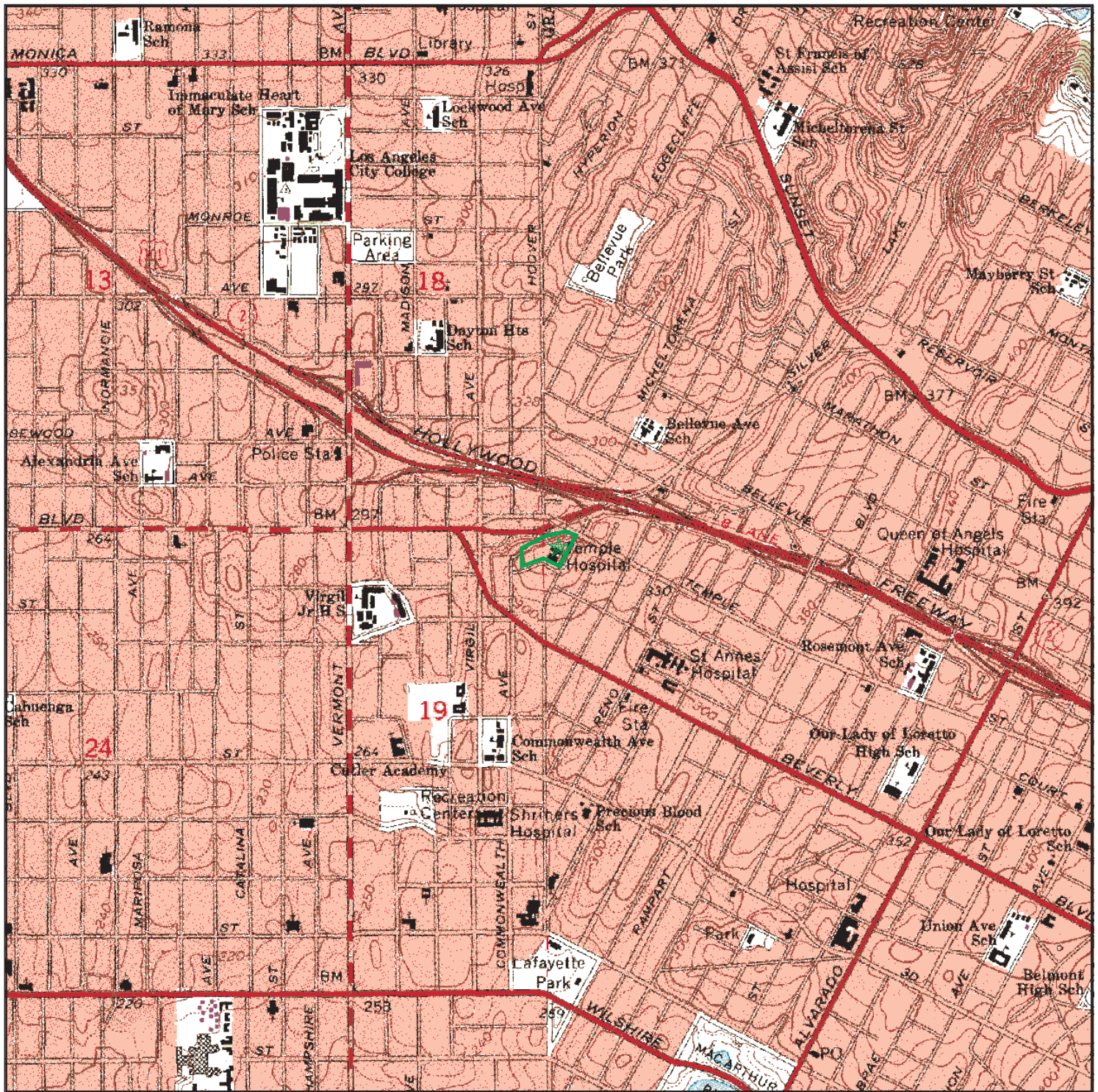


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ADDRESS: 235 N Hoover
Los Angeles CA 90004
LAT/LONG: 34.0756 / 118.2838

CLIENT: National Environmental Services, Inc.
CONTACT: Salamat Ullah
INQUIRY #: 4175109.2s
DATE: January 07, 2015 9:17 am

OVERVIEW MAP - 4175109.2S



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

Indian Reservations BIA

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

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CONTACT: Salamat Ullah
INQUIRY #: 4175109.2s
DATE: January 07, 2015 9:17 am

APPENDIX 16.2

SITE PHOTOGRAPHS

SITE PHOTOGRAPHS

SITE:	PHASE I ENVIRONMENTAL SITE ASSESSMENT (ASTM E 1527-13) FACILITIES @ 235 NORTH HOOVER STREET LOS ANGELES, LOS ANGELES COUNTY, CA 90004
DATE:	JANUARY 7, 2015



PHOTO # 1 DESCRIPTION:

VIEW AT THE WEST END OF THE BUILDING



PHOTO # 2 DESCRIPTION:

TYPICAL VIEW OF THE MEDICAL BUILDING

SITE PHOTOGRAPHS

SITE:	PHASE I ENVIRONMENTAL SITE ASSESSMENT (ASTM E 1527-13) FACILITIES @ 235 NORTH HOOVER STREET LOS ANGELES, LOS ANGELES COUNTY, CA 90004
DATE:	JANUARY 7, 2015



PHOTO # 3 DESCRIPTION:

VIEW OF THE LIQUID OXYGEN AST



PHOTO # 4 DESCRIPTION:

TYPICAL INTERIOR VIEW OF THE BUILDING

SITE PHOTOGRAPHS

SITE:	PHASE I ENVIRONMENTAL SITE ASSESSMENT (ASTM E 1527-13) FACILITIES @ 235 NORTH HOOVER STREET LOS ANGELES, LOS ANGELES COUNTY, CA 90004
DATE:	JANUARY 7, 2015



PHOTO # 5 DESCRIPTION:

INTERIOR VIEW OF THE KITCHEN



PHOTO # 6 DESCRIPTION:

**VIEW OF HYDRAULIC TANK ASSOCIATED WITH THE ELEVATOR
SYSTEMS**

SITE PHOTOGRAPHS

SITE:	PHASE I ENVIRONMENTAL SITE ASSESSMENT (ASTM E 1527-13) FACILITIES @ 235 NORTH HOOVER STREET LOS ANGELES, LOS ANGELES COUNTY, CA 90004
DATE:	JANUARY 7, 2015



PHOTO # 7 DESCRIPTION:

VIEW OF THE MECHANICAL ROOM



PHOTO # 8 DESCRIPTION:

**VIEW OF THE EMERGENCY GENERATOR TO THE NORTHWEST OF
THE BUILDING**

SITE PHOTOGRAPHS

SITE:	PHASE I ENVIRONMENTAL SITE ASSESSMENT (ASTM E 1527-13) FACILITIES @ 235 NORTH HOOVER STREET LOS ANGELES, LOS ANGELES COUNTY, CA 90004
DATE:	JANUARY 7, 2015



PHOTO # 9 DESCRIPTION:

VIEW OF THE AST CONTAINING AMBER FUEL



PHOTO # 10 DESCRIPTION:

VIEW FROM THE ROOF FACING EAST

SITE PHOTOGRAPHS

SITE:	PHASE I ENVIRONMENTAL SITE ASSESSMENT (ASTM E 1527-13) FACILITIES @ 235 NORTH HOOVER STREET LOS ANGELES, LOS ANGELES COUNTY, CA 90004
DATE:	JANUARY 7, 2015



PHOTO # 11 DESCRIPTION:

VIEW AT THE ENTRANCE OF THE SUBJECT FACILITY

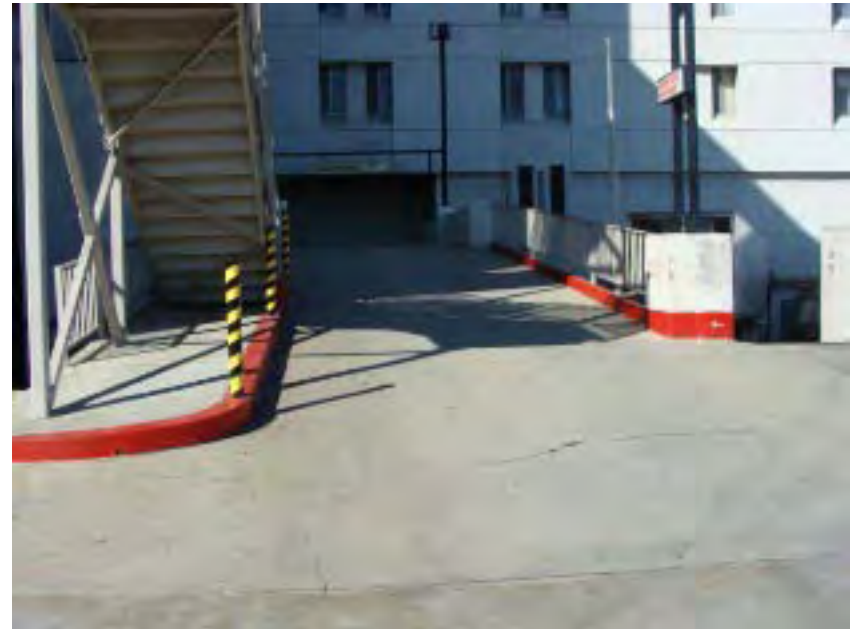


PHOTO # 12 DESCRIPTION:

VIEW FROM THE EAST END OF THE SUBJECT SITE

SITE PHOTOGRAPHS

SITE:	PHASE I ENVIRONMENTAL SITE ASSESSMENT (ASTM E 1527-13) FACILITIES @ 235 NORTH HOOVER STREET LOS ANGELES, LOS ANGELES COUNTY, CA 90004
DATE:	JANUARY 7, 2015



PHOTO # 13 DESCRIPTION:

VIEW TO THE SOUTH OF THE SUBJECT SITE



PHOTO # 14 DESCRIPTION:

VIEW ALONG NORTH HOOVER STREET FACING NORTH

APPENDIX 16.3

SITE INFORMATION

Parcel Details

Personal Property \$0

Exemption:

Fixture Exemptions: \$0

- [2014 Annual taxes](#)
- [Property tax payment FAQs](#)
- [Estimate supplemental taxes](#)

Property Boundary Description

FOREST PARK SUB NO 2*VAC STS AND ALLEY
LOTS 21 THRU 24 AND (EX OF ST) LOT A

Building Description**Building Improvement 1**

Square Footage: 55,710
Year Build / Effective Year Built: 1927 / 1959
Bedrooms / Bathrooms 0 / 0
Units 0

Building Improvement 2

Square Footage: 456
Year Build / Effective Year Built: 1925 / 1925
Bedrooms / Bathrooms 0 / 0
Units 0

Building Improvement 3

Square Footage: 1,127
Year Build / Effective Year Built: 1956 / 1961
Bedrooms / Bathrooms 0 / 0
Units 0

Building Improvement 4

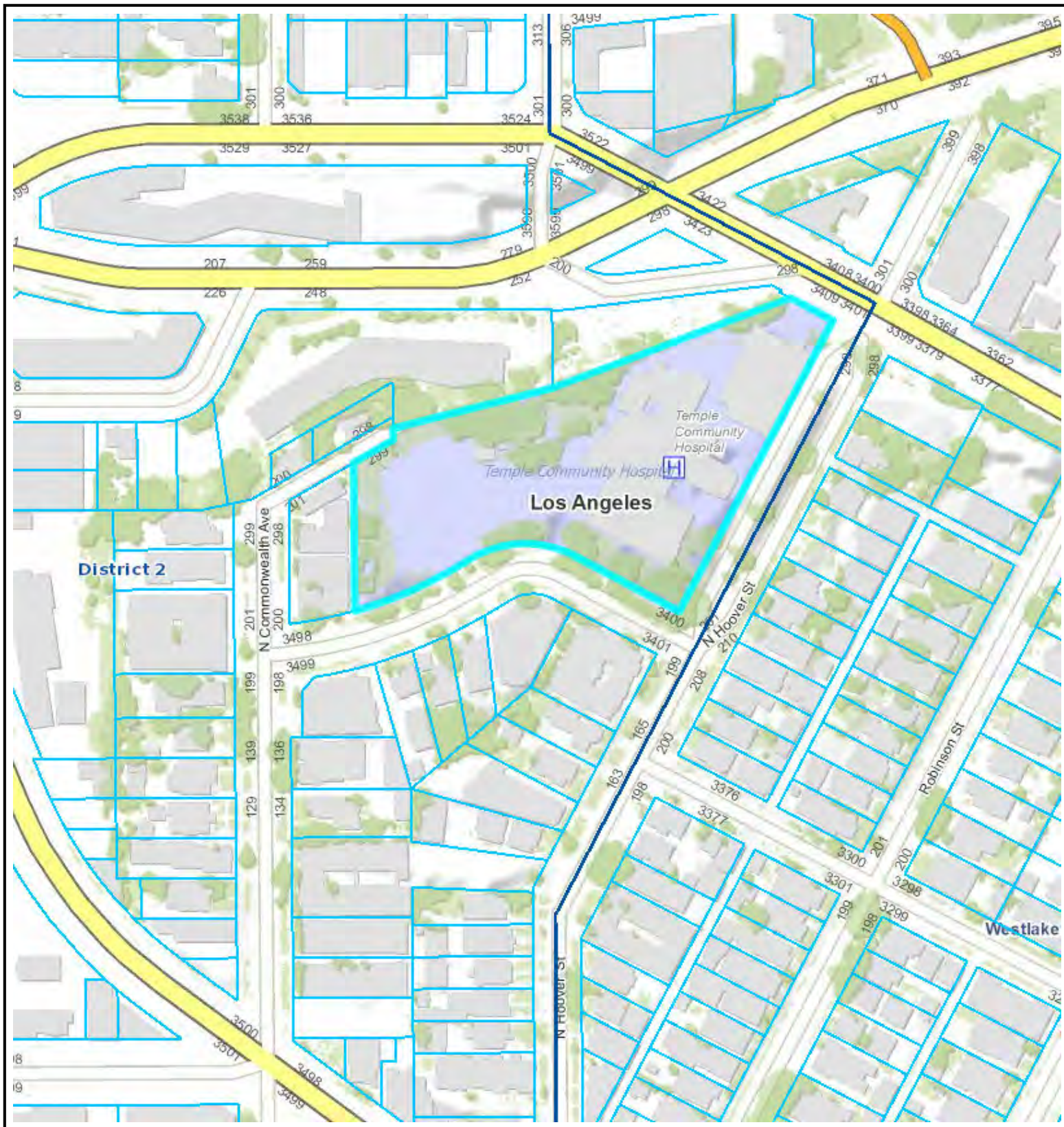
Square Footage: 18,312
Year Build / Effective Year Built: 1974 / 1974
Bedrooms / Bathrooms 0 / 0
Units 0

Building Improvement 5

Square Footage: 39,273
Year Build / Effective Year Built: 1974 / 1974
Bedrooms / Bathrooms 0 / 0
Units 0



0 150 300ft



PARCEL MAP

Printed: Jan 08, 2015

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0 300
Feet





FIRE PREVENTION BUREAU TECHNICAL SECTION
200 NORTH MAIN STREET, RM 1780
LOS ANGELES, CA 90012

LOS ANGELES FIRE DEPARTMENT
Los Angeles Certified Unified Program Agency
(213) 978-3680



(2013/2014)

MAIN SITE

Facility ID: FA0002389
Issue Date: 12/6/2013
Valid From: 7/1/2013
Valid To: 6/30/2014
Haz Waste BusID: AR0013914
Active Sites: 1 of 1



*****AUTO**SCH 3-DIGIT 900 9
TEMPLE COMMUNITY HOSPITAL 1626
235 N HOOVER ST
LOS ANGELES CA 90004-3627

CONSOLIDATED PERMIT

Los Angeles Certified Unified Program Agency

Los Angeles Fire Department

Hazardous Waste and Hazardous Materials Management Program

Business Name

TEMPLE COMMUNITY HOSPITAL

Permit Site Address:

235 N HOOVER ST
LOS ANGELES, CA 90004

Owned By:

TEMPLE HOSPITAL PARTNERSHIP LT

Has paid in full the required fee in the amount of \$1,173.00 on 10/29/2013

This permit is to be renewed annually. The following Unified Program Element(s) are covered in the permit.

PROGRAM ELEMENT	DESCRIPTION
HAZWASTE APSA HAZMAT	HW GEN, SILVER ONLY ABOVE GROUND PETROLEUM STORAGE HAZ MAT INVENTORY 4 TO 7 CHEMICALS

Los Angeles City Fire Code Division 4: Hazardous Materials **

**Division 4 Permit is issued based on the condition that the facility is in compliance with all applicable rules, regulations, and laws pertaining to Division 4 Hazmat Materials.

Status of all program elements listed above (unless otherwise indicated): **PERMITTED**

THIS PERMIT IS NONTRANSFERABLE AND IS VOID UPON CHANGE OF OWNERSHIP OR LOCATION.

YOU MAY CONTINUE TO OPERATE UNDER THE (2013/2014) CONSOLIDATED PERMIT UNTIL **September 30, 2014**
IF YOU DO NOT MEET THE DEADLINES FOR PAYMENT FOR THE NEXT FISCAL YEAR AND MEET ALL OTHER REQUIREMENTS

BY:

James G. Featherstone
Interim Fire Chief

The Consolidated Permit must be posted in a conspicuous location at the facility for review at all times.

See reverse page for conditions.

Please notify the City of Los Angeles Fire Department, Technical Section of any change to ownership or location within 30 days.

Address: 200 N. Main Street, Room 1780, Los Angeles, CA, 90012. Telephone: 213-978-3680

**DEPARTMENT OF PUBLIC HEALTH
MEDICAL WASTE MANAGEMENT PROGRAM**

1616 CAPITOL AVENUE, 2nd FLOOR - MS 7405
P.O. BOX 997377
SACRAMENTO, CA 95899-7377
Phone: 916-449-5671



December 18, 2013
ID Number LQG 336

Ms. Elena Lopez
Temple Community Hospital
235 N Hoover St
Los Angeles, CA 90004

Dear Ms. Lopez:

Your Large Quantity Medical Waste Generator certificate is shown below. Please retain this for your records.

If you have questions regarding this certificate, please call (916) 449-5671.



STATE OF CALIFORNIA
Department of Public Health
Medical Waste Management Program



Temple Community Hospital

Registration No.
19-336
Annual Expiration Date
11/16/2014

235 N Hoover St
in the county of
Los Angeles
is registered as a

Treatment No.
P-336
5-Yr Expiration Date

LARGE QUANTITY MEDICAL WASTE GENERATOR

The facility named herein is registered pursuant to the provisions of the Medical Waste Management Act, Division 104, Part 14, Chapter 5 of the California Health and Safety Code, and shall be subject to all applicable provisions of this law. This permit is not transferable.

Date Issued: 12/18/2013

Alison Dabney, Chief
Medical Waste Management Program



Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maziar Movassaghi, Acting Director
1001 "I" Street
P.O. Box 806
Sacramento, California 95812-0806



Arnold Schwarzenegger
Governor

ATTN: LARRY MCCARTY
SHARPS SOLUTIONS LLC
3563 INVESTMENT BLVD STE 6
HAYWARD CA 94545

EPA ID Number Issued: December 30, 2010
Location Address:
3563 INVESTMENT BLVD STE 6
HAYWARD CA 9454537

**PERMANENT RECORD - DO NOT DESTROY
YOUR CALIFORNIA EPA IDENTIFICATION NUMBER IS:**

CAL000359974

This is to acknowledge that a permanent California Environmental Protection Agency Identification (EPA ID) Number has been assigned to your place of business.

An EPA ID Number is assigned to a person or business at a specific site. It is only valid for the location and person or business to which it was assigned. If your business has multiple generation sites, each site must have its own unique number. If you stop handling hazardous waste, move your business, change ownership, change mailing address, or change the type or amount of waste you handle, you must notify the Department of Toxic Substances Control immediately. If your business has moved, your EPA ID Number must be canceled. A new number must be obtained for your new location if you continue to generate hazardous waste.

This EPA ID Number must be used for all manifesting, record keeping, and reporting requirements. Please retain this notice in your files.

Department of Toxic Substances Control
Hazardous Waste Management Program
Generator Information Services Section
Telephone: (916) 255-1136 or California Only Toll-free Number: (800) 618-6942

Operator's Initials: KTYREE

version: July 2006



Printed on Recycled Paper



Department of Toxic Substances Control



Linda S. Adams
Secretary for
Environmental Protection

Deborah O. Raphel, Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Edmund G. Brown Jr.
Governor

HAZARDOUS WASTE TRANSPORTER REGISTRATION

NAME AND ADDRESS OF REGISTERED TRANSPORTER:

SHARP SOLUTIONS
3563 INVESTMENT BLVD., SUITE 6
HAYWARD, CA 94545

TRANSPORTER REGISTRATION NO.: 5997

EXPIRATION DATE: MARCH 31, 2014

THIS IS TO CERTIFY THAT THE FIRM NAMED ABOVE IS DULY REGISTERED TO
TRANSPORT HAZARDOUS WASTE IN THE STATE OF CALIFORNIA IN
ACCORDANCE WITH THE PROVISIONS OF CHAPTER 6.5, DIVISION 20 OF THE
HEALTH AND SAFETY CODE AND TITLE 22 OF THE CALIFORNIA CODE OF
REGULATIONS, DIVISION 4.5.

THIS REGISTRATION CERTIFICATE MUST BE CARRIED WITH EACH SHIPMENT
OF HAZARDOUS WASTE.

FOR REGISTRATION INFORMATION, PLEASE CALL (916) 440-7145.

(AUTHORIZED SIGNATURE)

MAR 26 2013

(DATE)



Howard Backer, MD, MPH
Interim Director

State of California—Health and Human Services Agency
California Department of Public Health



EDMUND G. BROWN JR.
Governor

MEDICAL WASTE TRANSPORTER

AUTHORIZATION AND CONDITIONS

DATE: April 8, 2011

This is to advise you that the Department of Public Health, Medical Waste Management Program, has approved your request to be listed as a medical waste transporter. You are required to maintain your registration as a hazardous waste transporter in order to remain listed as a medical waste transporter.

Hazardous Waste Transporter Registration Number: 5997
Company name/address/phone: Sharps Solutions
3563 Investments Blvd., #6
Hayward, CA 94545
(650) 346-4145

Contact Person: Larry McCarty

You are subject to all applicable provisions of the Medical Waste Management Act, Division 104, Part 14, Chapter 6, of the California Health and Safety Code and the conditions set forth on the following page.

If you have any questions, please contact us at (916) 449-5671.


Alison F. Dabney, Chief
Medical Waste Management Program

SHARPS SOLUTIONS

Medical & Biohazard Waste Disposal

3563 Investment Blvd., Suite 6

Hayward, CA 94545

Phone: 510.265.0742

Fax: 866.409.1963

CA

DTS Registration # 5997

Medical Waste Transport Permit # 5997

EPA# CAL000359974

CA SS-0801

Customer InformationName: WIDE-TEMPLE COMMUNITY HOSPITALAddress: 235 N. HOOVER ST.City: Los Angeles State: CA Zip: _____

Account #:

Telephone: (213) 400-2076Contact: EDWIN**Contact Information**

24 HOUR EMERGENCY PHONE:

877.446.8449

Picked Up From Customer *Check Box for Waste Type☒ UN 3291, Regulated Medical Waste, n.o.s., 6.2, PG II☒ Chemotherapy Waste, Pathology Waste and/or Pharmaceutical Waste

REGULATED MEDICAL WASTE		
Container	Qty.	Weight
1 GAL		
2 GAL		
8 GAL		
10 GAL		
18 GAL		
28 GAL		
38 GAL	7	
96 GAL		
SUB-TOTAL	7	

CHEMOTHERAPY		
Container	Qty.	Weight
28 GAL		
38 GAL		
Chemo Sharps		
SUB-TOTAL		

PATHOLOGY		
Container	Qty.	Weight
28 GAL		
38 GAL	1	
SUB-TOTAL	1	

PHARMACEUTICAL		
Container	Qty.	Weight
1 GAL		
2 GAL	1	
3 GAL	1	
10 GAL		
12 GAL	3	
18 GAL		
28 GAL		
38 GAL		
SUB-TOTAL	5	

DENTAL WASTE			
Waste	Container	Qty.	Weight
AMALGAM			
FIXER			
DEVELOPER			
LEAD FOIL			
SUB-TOTAL			

Signatures for Compliance and Authorizations

I hereby declare that the content of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all aspects in proper condition for transport according to applicable government regulations.

I further declare that this shipment of waste is free of hazardous and mercury wastes as defined by the US Code of Federal Regulations and/or appropriate State Rules and Regulations.

Customer Name: [Signature]Route Driver: [Signature]
(Please Print FULL Name)Transfer Driver: _____
(Please Print FULL Name)Customer Signature: [Signature]Route Driver Signature: [Signature]
(Please Sign FULL Name)Transfer Driver Signature: _____
(Please Sign FULL Name)Total Containers: 13

Total Gross Weight: _____

Minus Tare Weight: _____

Total Net Lbs ☐ CF ☐Date: 01/10/14Date: 01/10/14

Date: ____/____/____

Delivered to Customer - PrePaid

Container	Quantity	Check #	Amount
508	7		

Notes, Comments, Modifications or Discrepancies

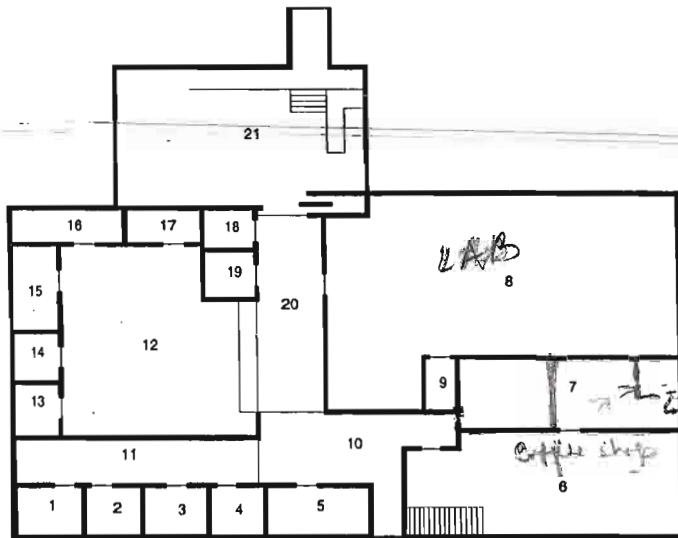
Certificate of Receipt: Certification of receipt of waste as covered by this manifest number:

Signature: _____ Date: ____/____/____

Certificate of Destruction: Certification of receipt and destruction of waste as covered by this manifest number:

Signature: _____ Date: ____/____/____

Designated FacilityName: Daniels Sharpsmart, Inc.
Address: 4144 E. Therese Ave.
City/State/Zip: Fresno, CA 93725
Phone: 559.834.6252
Permit #: TS/OST-55**Alternate Designated Facility**Name: Medical Waste Services
Address: 7321 Quimby Street
City/State/Zip: Paramount, CA 90723
Phone: 562.529.3700
Permit Number: TS / OST-94**Designated Incinerator**Name: WM RRRRC
Address: 7505 HWY 65
City/State/Zip: Anahuac, TX 77514
Phone: 409.267.3913
Permit #: NSW2239-A

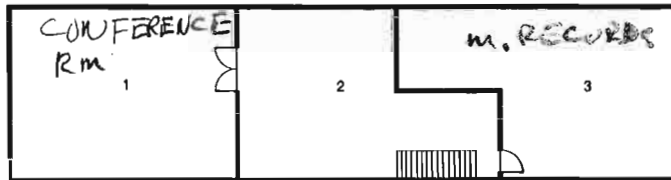


TEMPLE
COMMUNITY
HOSPITAL

• SCALE: 1/8"=1'-0"

• FIRST FLOOR

• 4,925.50 Square Feet



TEMPLE
COMMUNITY
HOSPITAL

• SCALE: 1/8"=1'-0"

• BASEMENT RECORDS

• 2,162.00 Square Feet

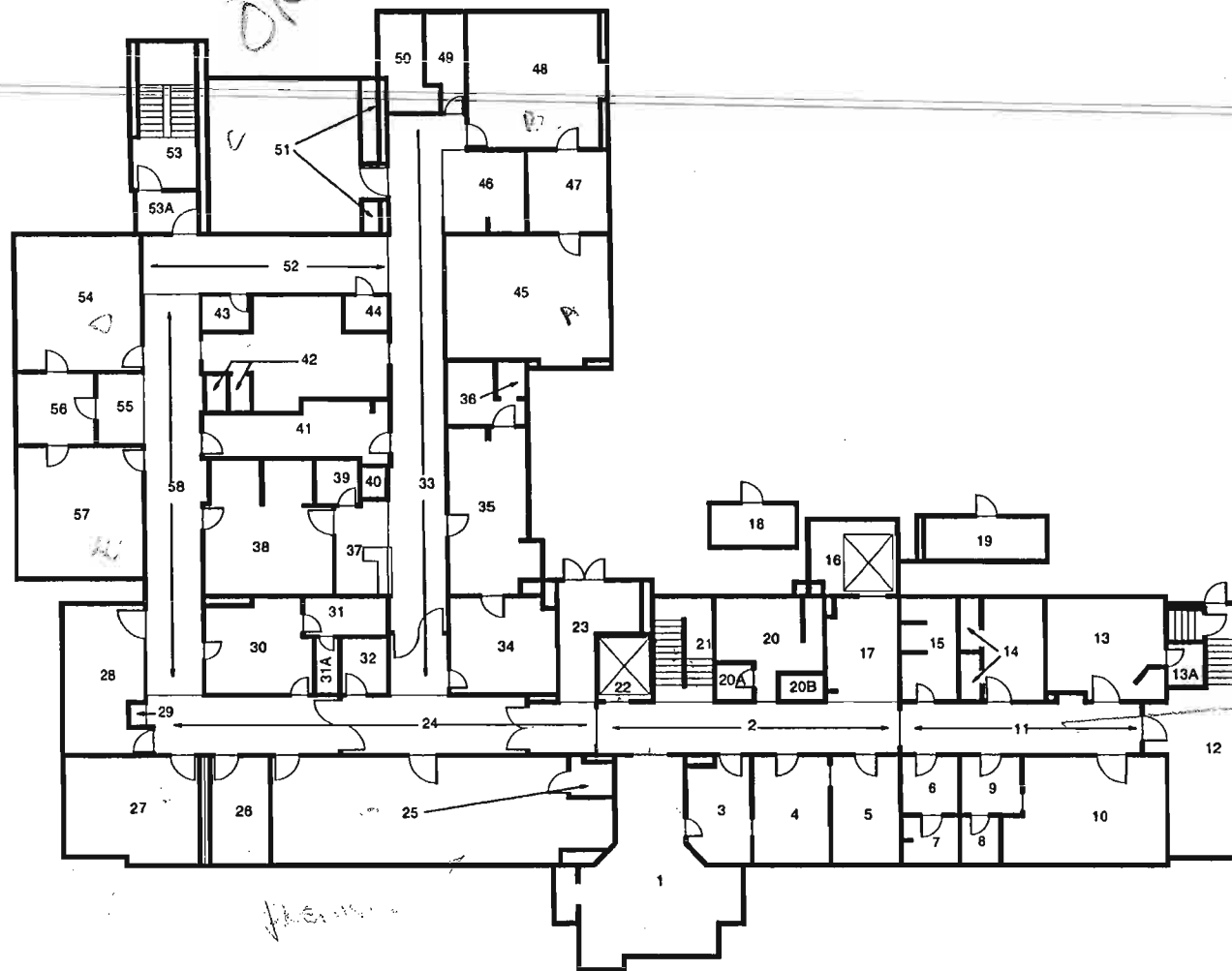


TEMPLE
COMMUNITY
HOSPITAL

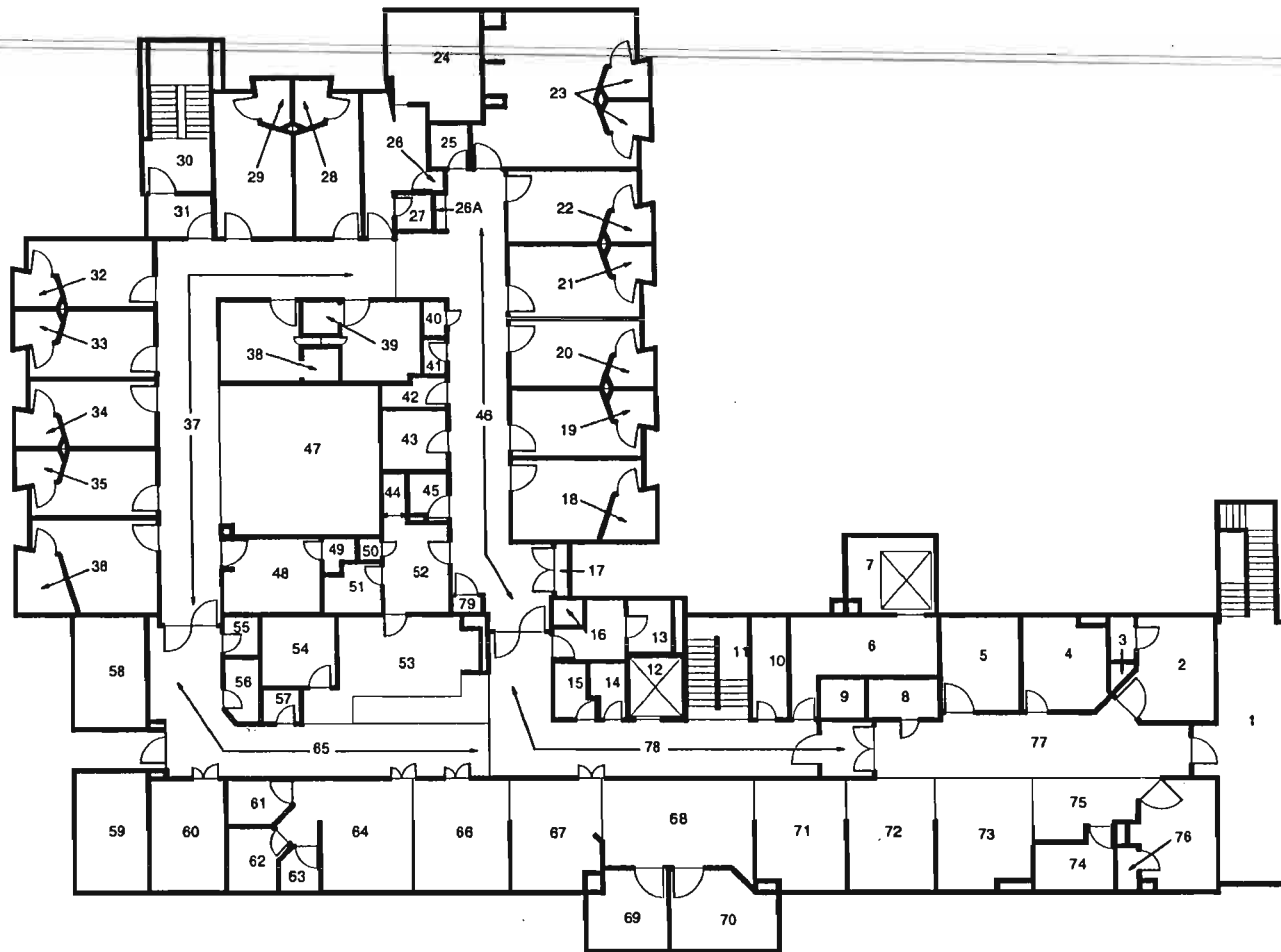
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• SUB - BASEMENT

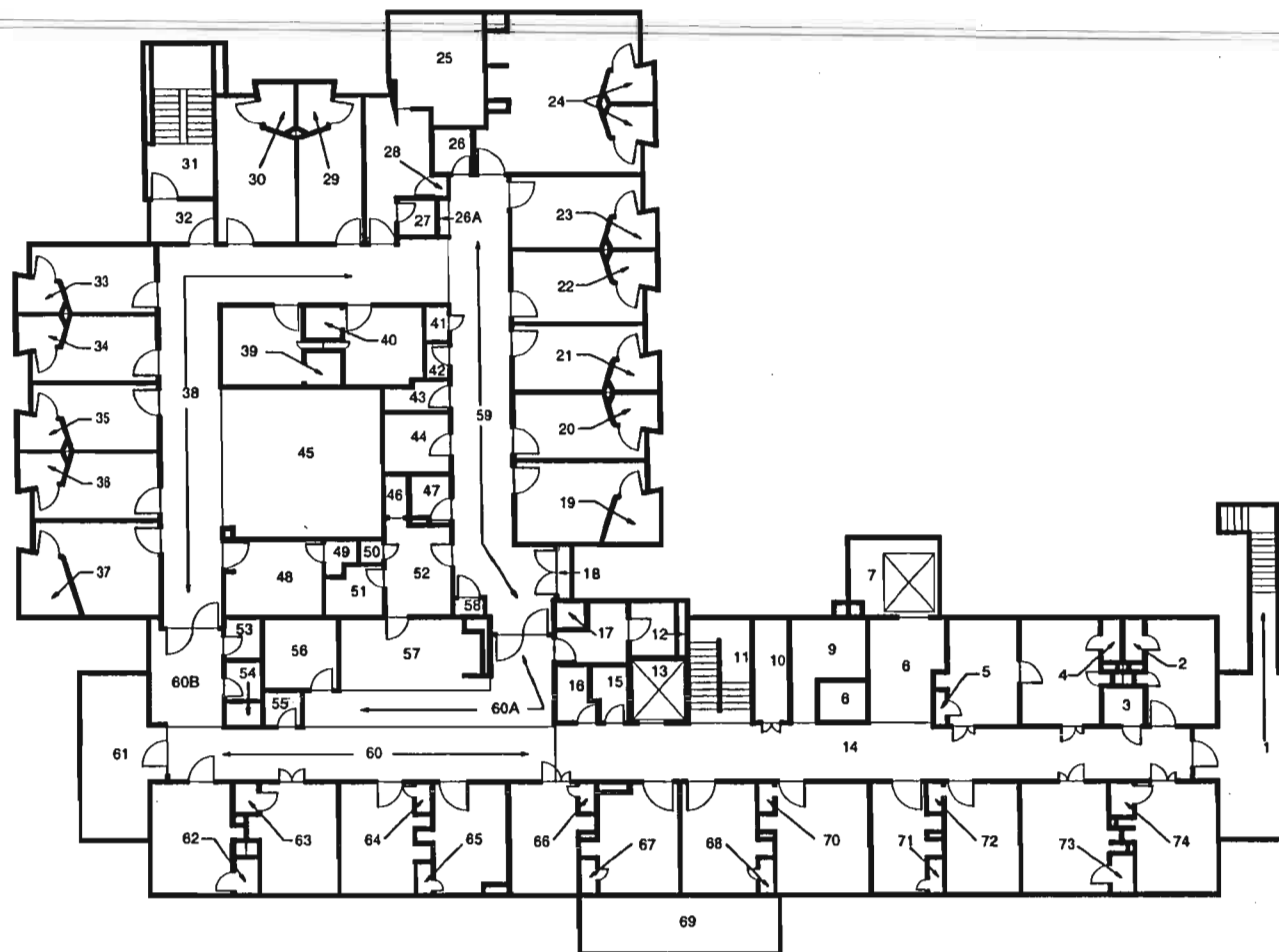
• 6,366.25 Square Feet



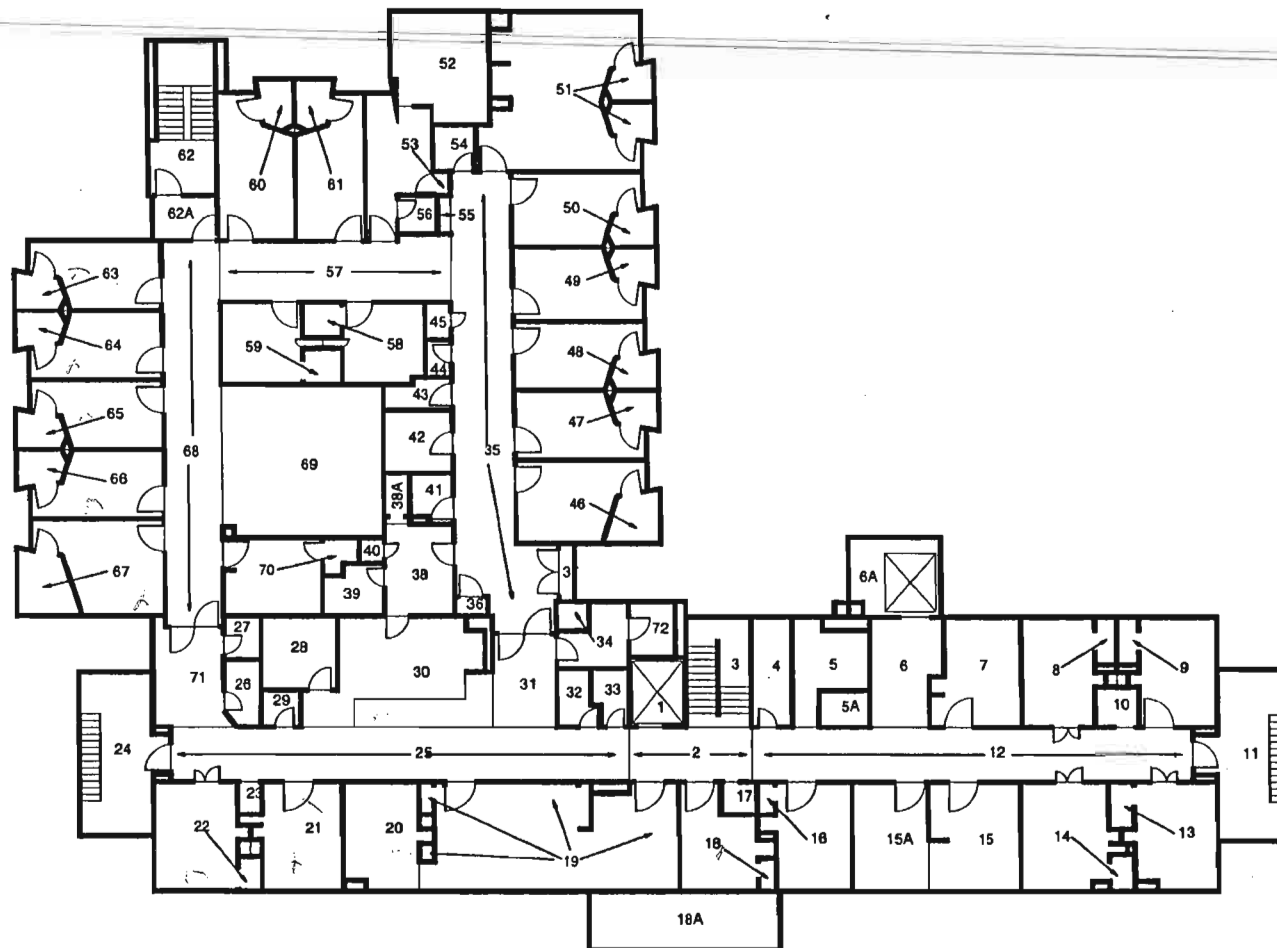
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 COMMUNITY
 HOSPITAL . SCALE: 1/8"=1'-0" . 1ST FLOOR . 12,676.36 Square Feet

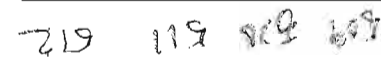


TEMPLE
 COMMUNITY
 HOSPITAL • SCALE: 1/8"=1'-0" • 2ND FLOOR • 13,084.63 Square Feet

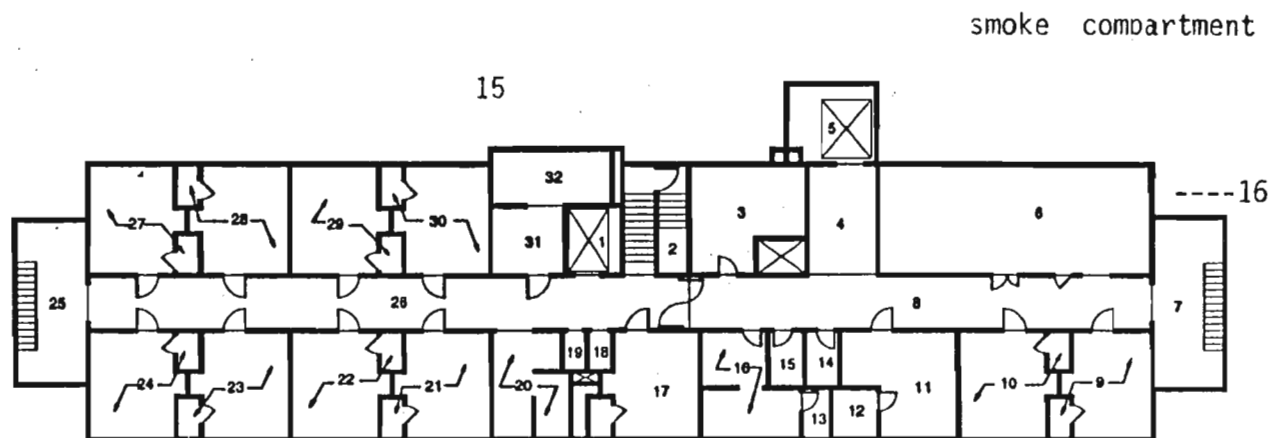


TEMPLE
 COMMUNITY
 HOSPITAL . SCALE: 1/8"=1'-0" . 3RD FLOOR . 12,845.12 Square Feet





TEMPLE
COMMUNITY
HOSPITAL • SCALE: 1/8"=1'-0" • 5TH FLOOR • 12,651.73 Square Feet



TEMPLE
COMMUNITY
HOSPITAL . SCALE: 1/8"=1'-0" . 6TH FLOOR . 6,164.60 Square Feet

WILLIAM PRESTON

1-726 NO RECORDS

BLDG 3

EMPLOYEE
PACKING

BLDG 7

SMITH BLDG
BLDG 2

NORTH

TEMPLE COMMUNITY HOSPITAL
SITE PLAN (NOT TO SCALE)

CANAL ST.

VISITOR PARKING



First American

myFirstAm™ Property Profile

235 N Hoover St, Los Angeles, CA 90004

Property Information			
Owner(s):	Temple Hospital Realty Corp Inc	Mailing Address:	235 N Hoover St, Los Angeles, CA 90004
Owner Phone:	Unknown	Property Address:	235 N Hoover St, Los Angeles, CA 90004
County:	Los Angeles	APN:	5501-004-006
Map Coord:	35-A6;594-B7	Census Tract:	2111.21
Lot#:	A	Block:	
Subdivision:	Forest Park Sub 2	Tract:	
Legal:	Forest Park Sub No 2 Vac Sts And Alley Lots 21 Thru 24 And (Ex Of St) Lot A		

Property Characteristics			
Use:	Hospital	Year Built / Eff. :	1927 / 1974
Zoning:	LAR4	Sq. Ft. :	114878
Bedrooms:		Lot Size Ac / Sq Ft:	2.897 / 126235
# Rooms:		# of Units:	
Pool:	N	Bathrooms:	
Stories:	6	Fireplace:	
Flood:	X	Heating:	Heated
Basement Area:		Quality:	Good
		Air:	Y
		Style:	
		Improvements:	
		Parking / #:	Garage / 520
		Gross Area:	114878
		Garage Area :	

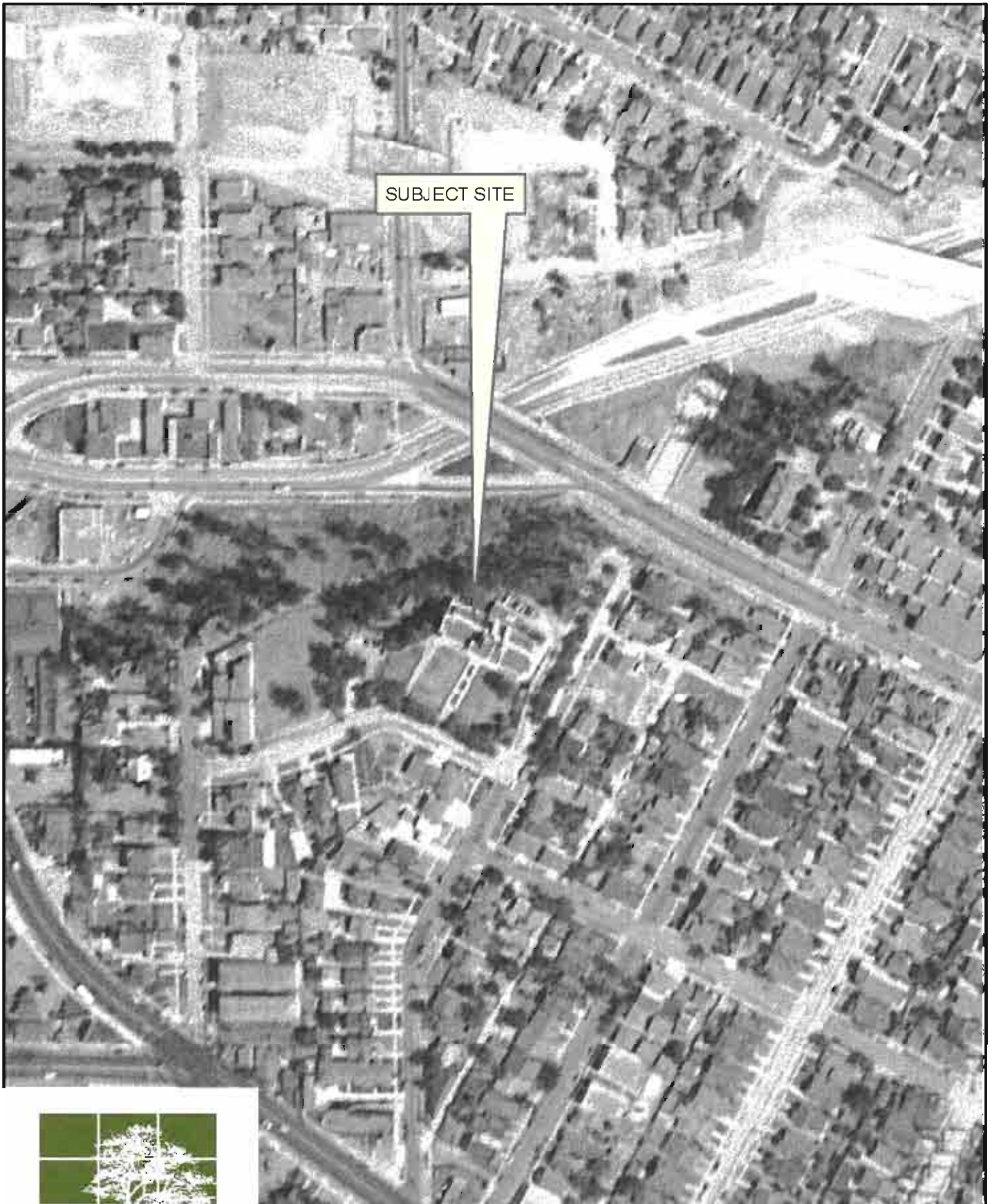
Sale and Loan Information			
Sale Date:		*\$/Sq. Ft.:	\$49.23
Sale Price:	\$5,656,000	2nd Mtg.:	N/A
Doc No.:	438439	1st Loan:	N/A
Doc Type:	Grant Deed	Prior Sale Amt:	
Seller:	Temple Hospital Ptshp Ltd	Loan Type:	N/A
		Prior Sale Date:	
		Transfer Date:	3/4/1994
		Prior Doc No.:	
		Prior Doc Type:	

*\$/Sq.Ft. is a calculation of Sale Price divided by Sq.Feet.

Tax Information			
Imp Value:	\$6,692,990	Exemption Type:	
Land Value:	\$1,394,078	Tax Year / Area:	2012 / 67
Total Value:	\$8,087,068	Tax Value:	\$8,087,068
Tax Amount:	\$108,045.18	Improved:	83%

APPENDIX 16.4

HISTORICAL RESEARCH DOCUMENTATION



SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1948





SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1952





SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1964





SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1968





SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1975





SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1980





SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1989





SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1995





SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 2003

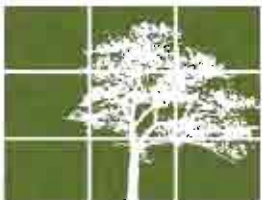


108

2013

SUBJECT SITE

Image LAR-IAC



National
Environmental Services, LLC

SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 2008



2013

SUBJECT SITE



SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 2013

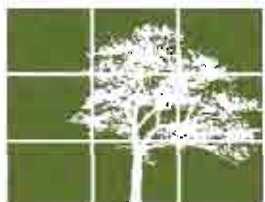
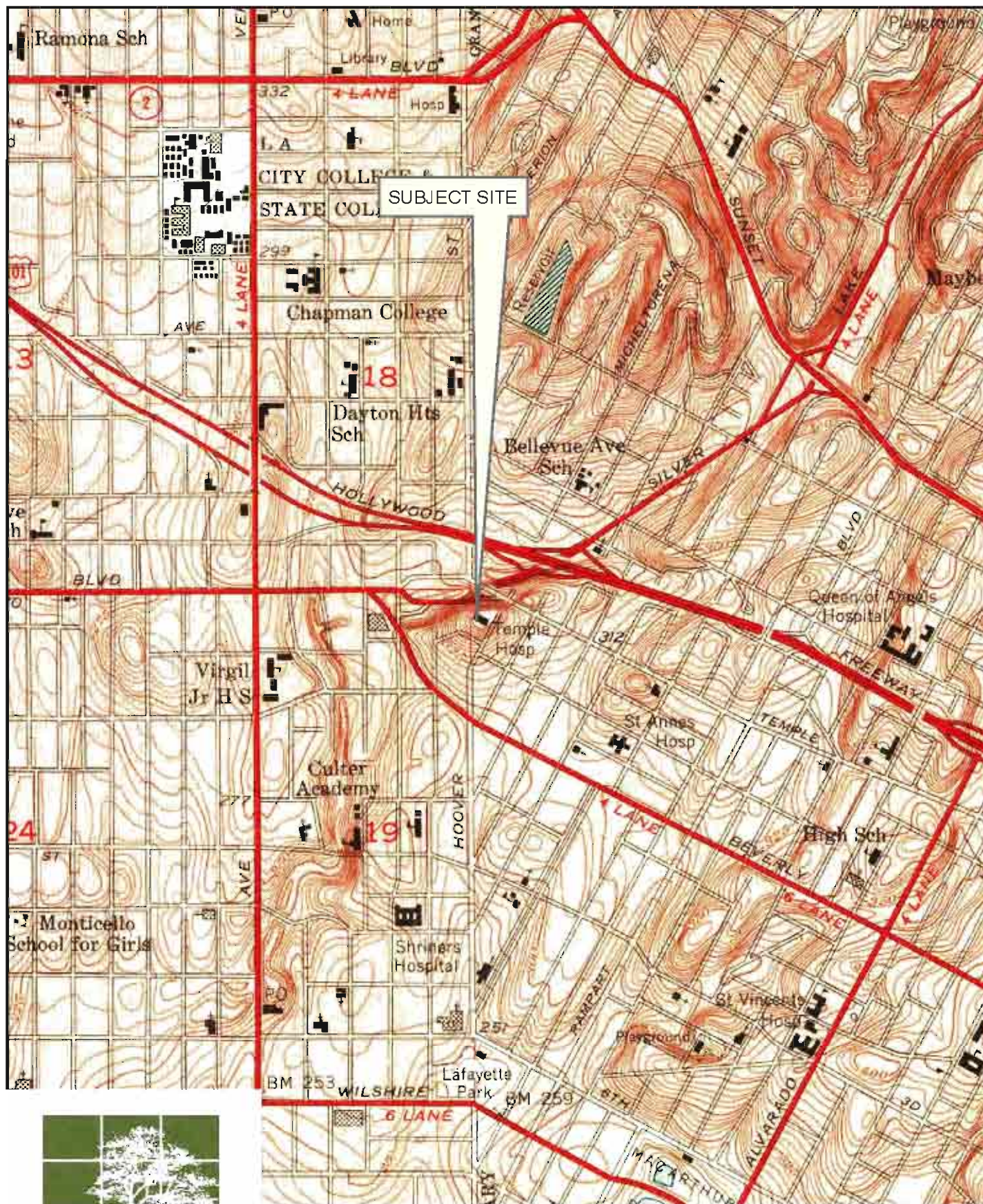




SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1924

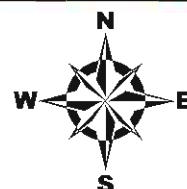


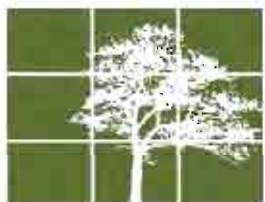
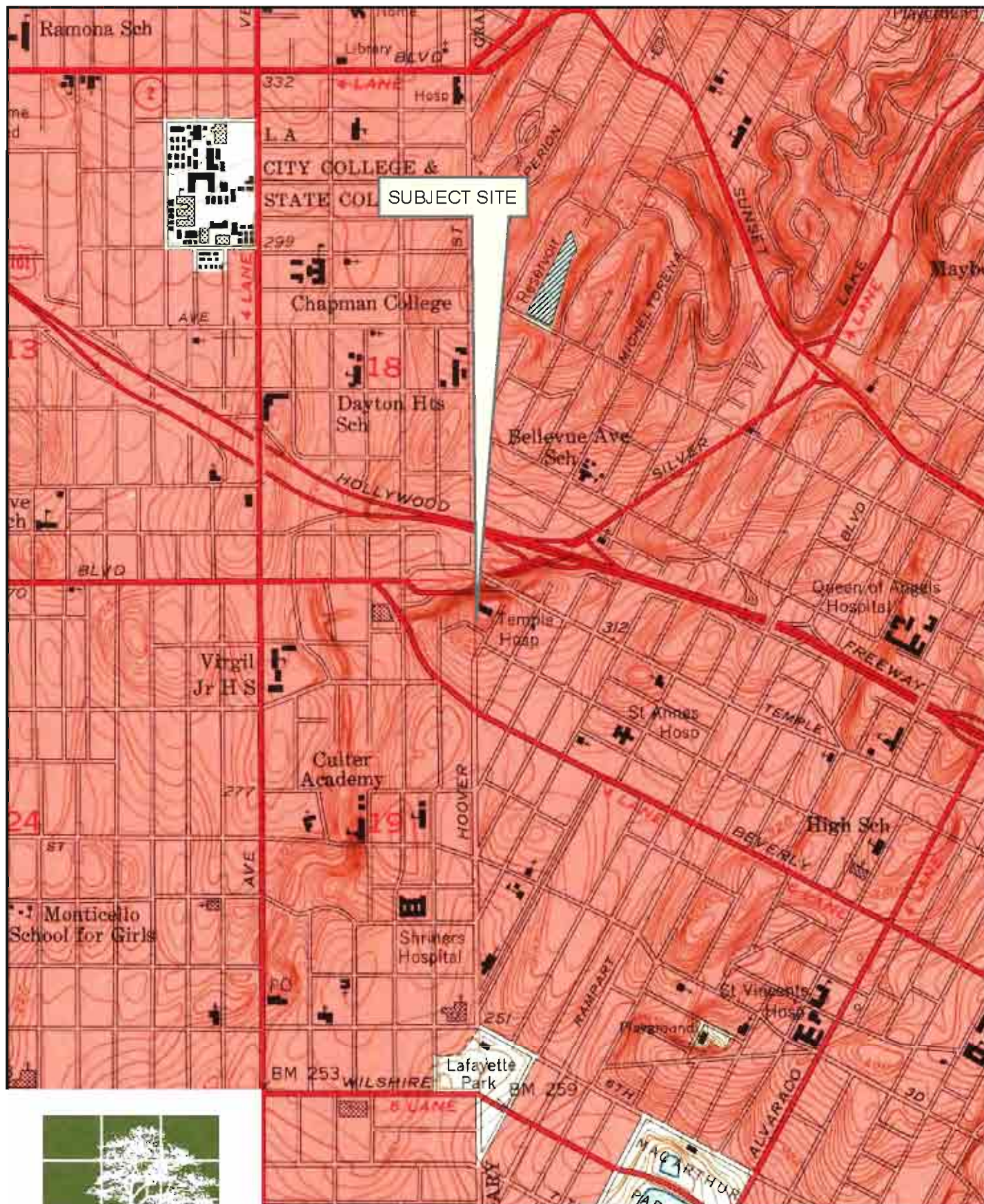


National
Environmental Services, LLC

SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1955



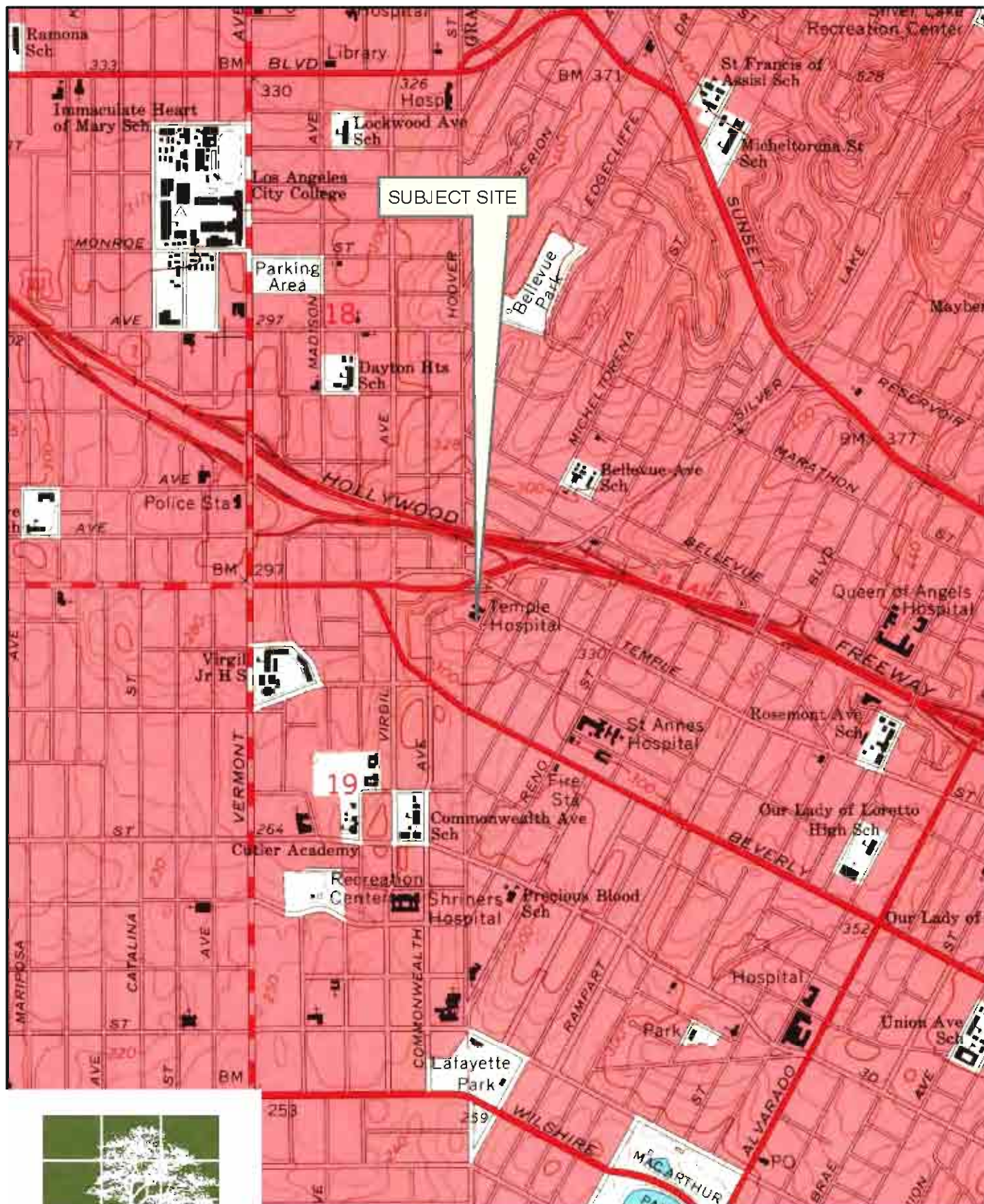


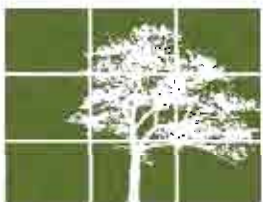
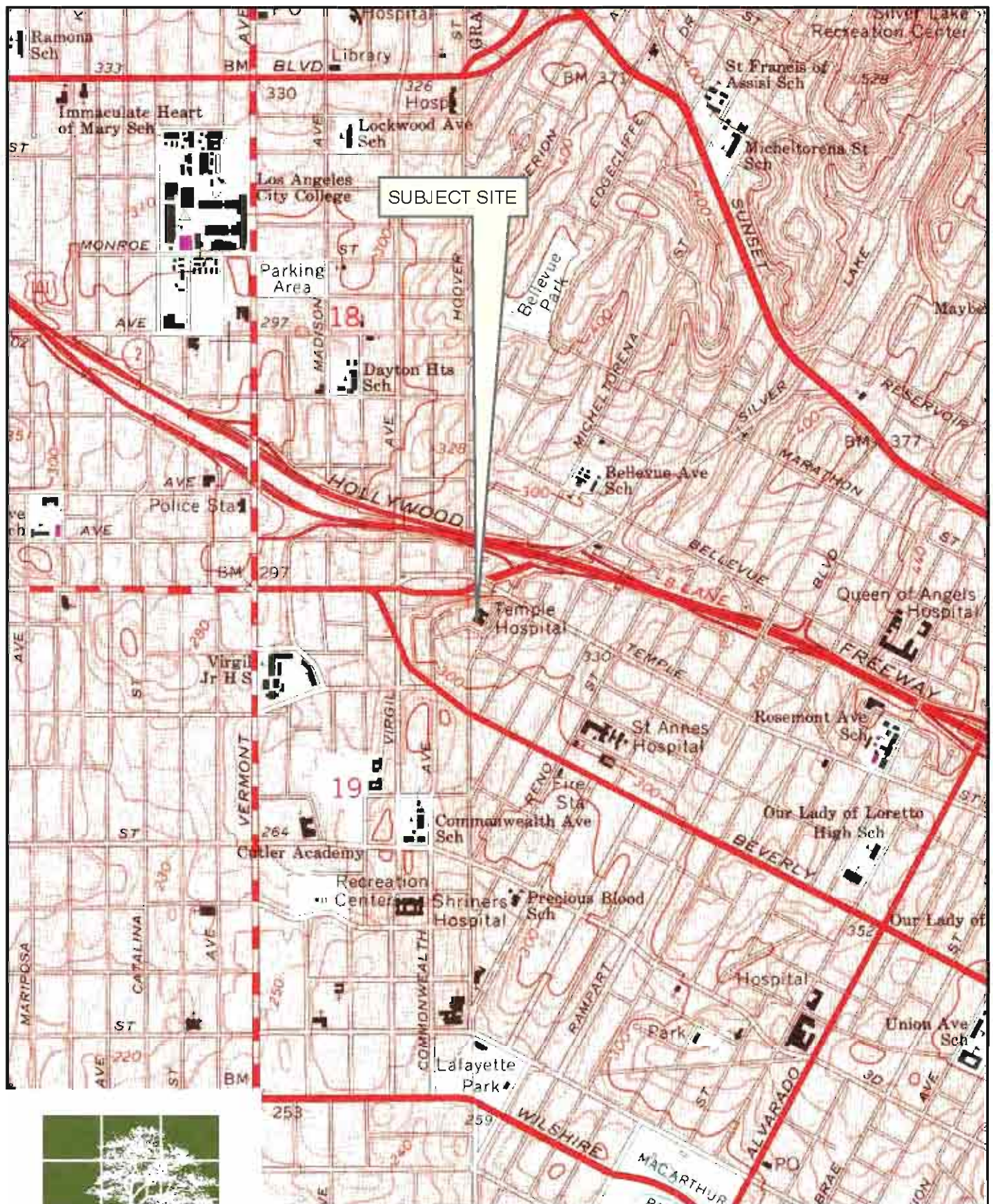
National
Environmental Services, LLC

SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1963





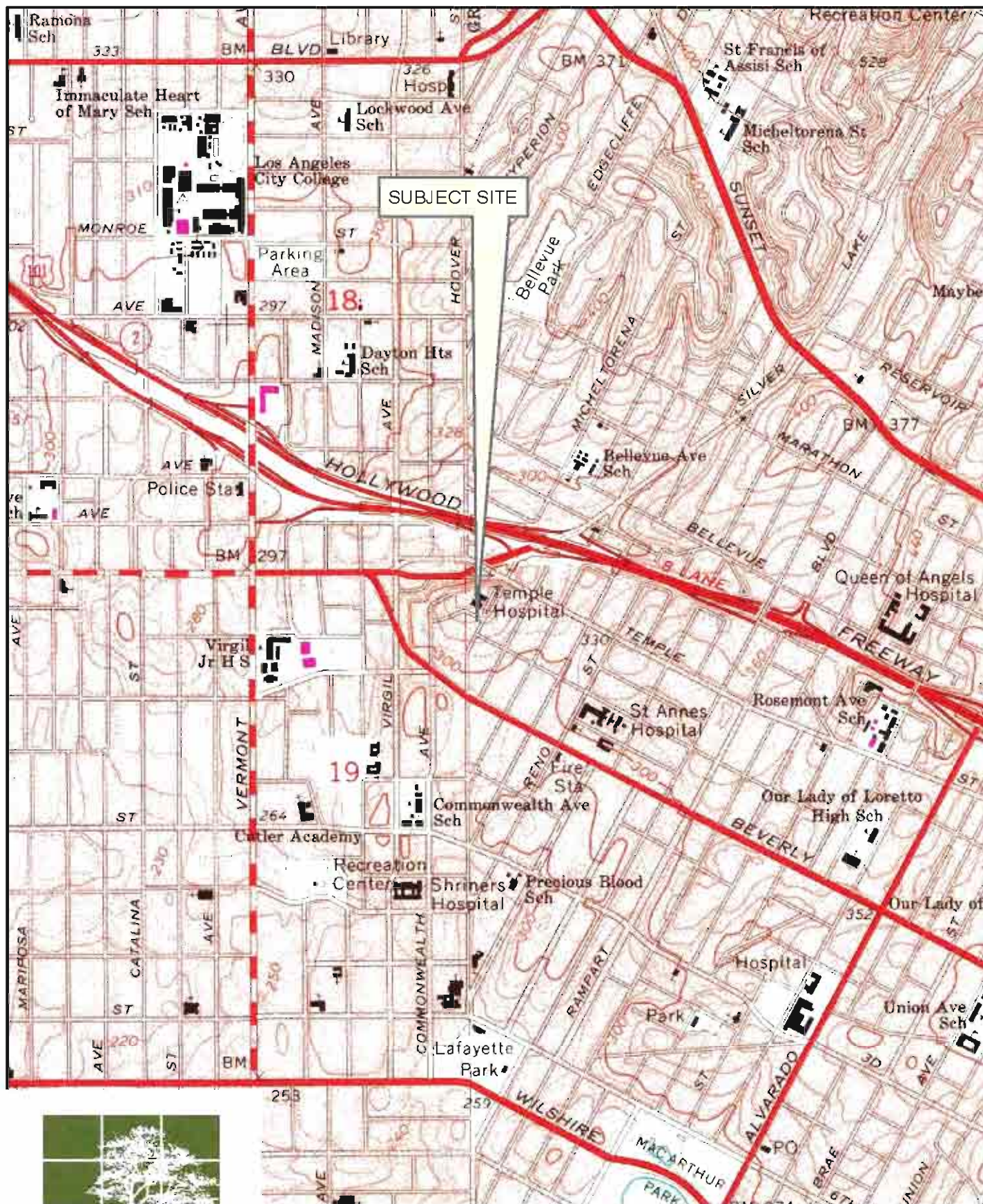


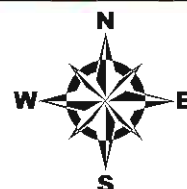
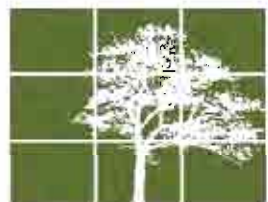
National
Environmental Services, LLC


SITE: NE14005
235 N HOOVER
LA, CA

YEAR: 1975









NE14005

235 N Hoover

Los Angeles, CA 90004

Inquiry Number: 3833566.3

January 19, 2014

Certified Sanborn® Map Report

Certified Sanborn® Map Report

1/19/14

Site Name:

NE14005
235 N Hoover
Los Angeles, CA 90004

Client Name:

National Environmental
3013 Fountain View #110
Houston, TX 77057

EDR Inquiry # 3833566.3

Contact: Salamat Ullah



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The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Site Name: NE14005
Address: 235 N Hoover
City, State, Zip: Los Angeles, CA 90004
Cross Street:
P.O. # NA
Project: NE14005
Certification # 8BFD-40EA-8BFA



Sanborn® Library search results
Certification # 8BFD-40EA-8BFA

Maps Provided:

1970	1957	1906
1969	1955	
1968	1954	
1966	1953	
1961	1950	
1960	1921	

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- ☒ Library of Congress
- ☒ University Publications of America
- ☒ EDR Private Collection

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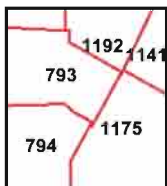
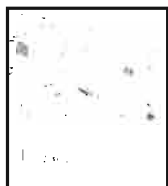
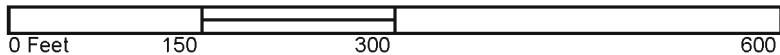
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1970 Certified Sanborn Map



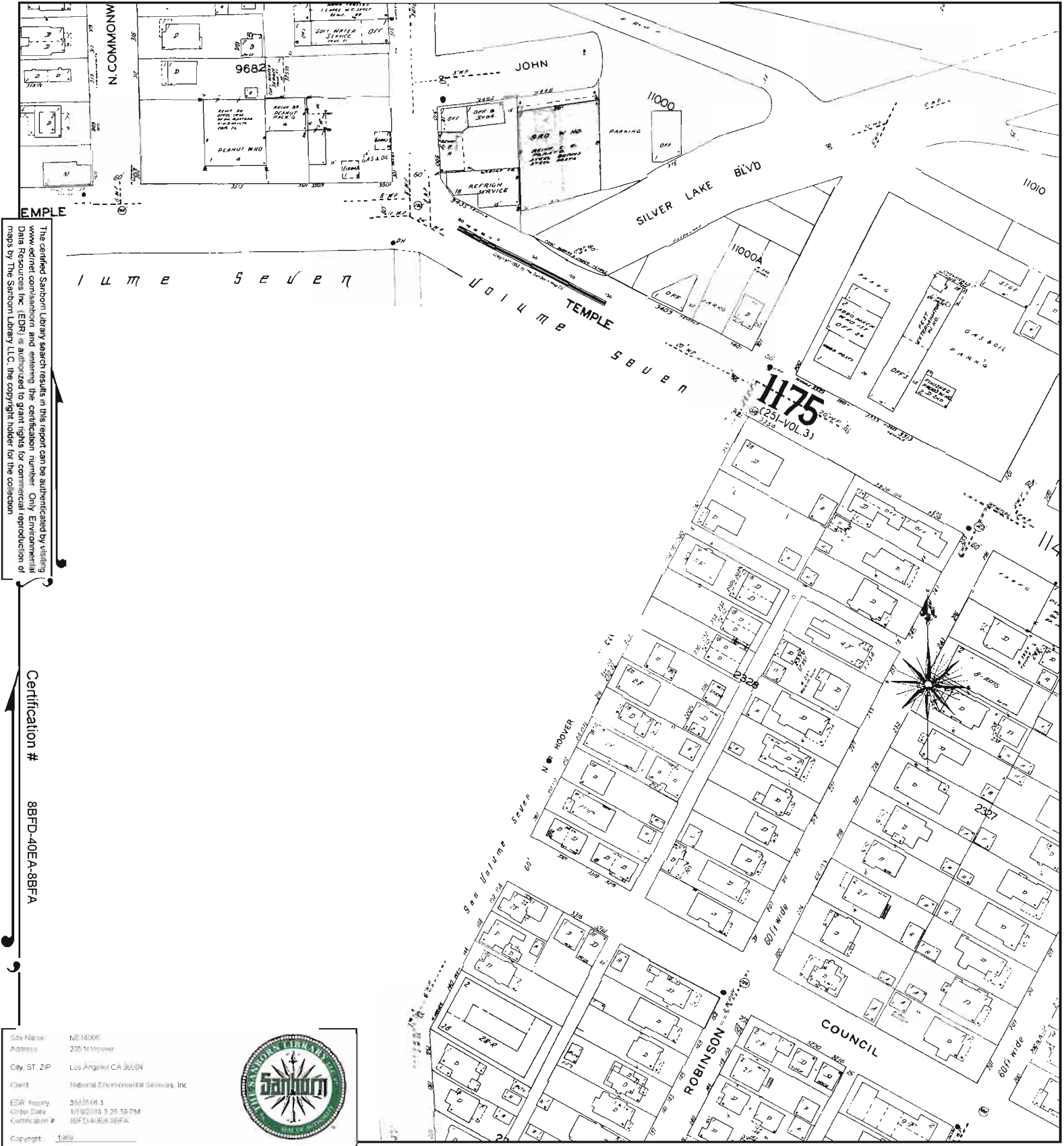
This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.



Volume 11, Sheet 1175
Volume 11, Sheet 1192
Volume 11, Sheet 1141
Volume 7, Sheet 793
Volume 7, Sheet 794



1969 Certified Sanborn Map



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Certification # 8BFD-40EA-8BFA

Site Name

NE14006

Address

235 N. Hoover

City, ST, ZIP

Los Angeles, CA 90004

Client

National Environmental Services, Inc.

EDR Inquiry

384JMR3

Order Date

1/19/2018 3:25:59 PM

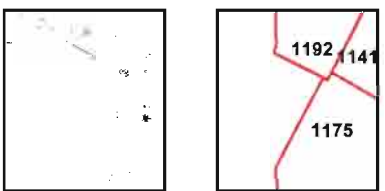
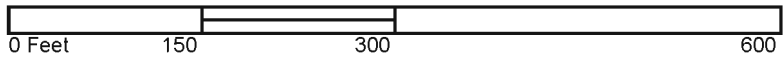
Certification #

8BFD-40EA-8BFA

Copyright

1969

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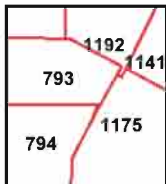
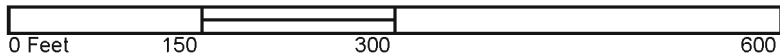
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 Volume 11, Sheet 1141
 Volume 11, Sheet 1175



1968 Certified Sanborn Map



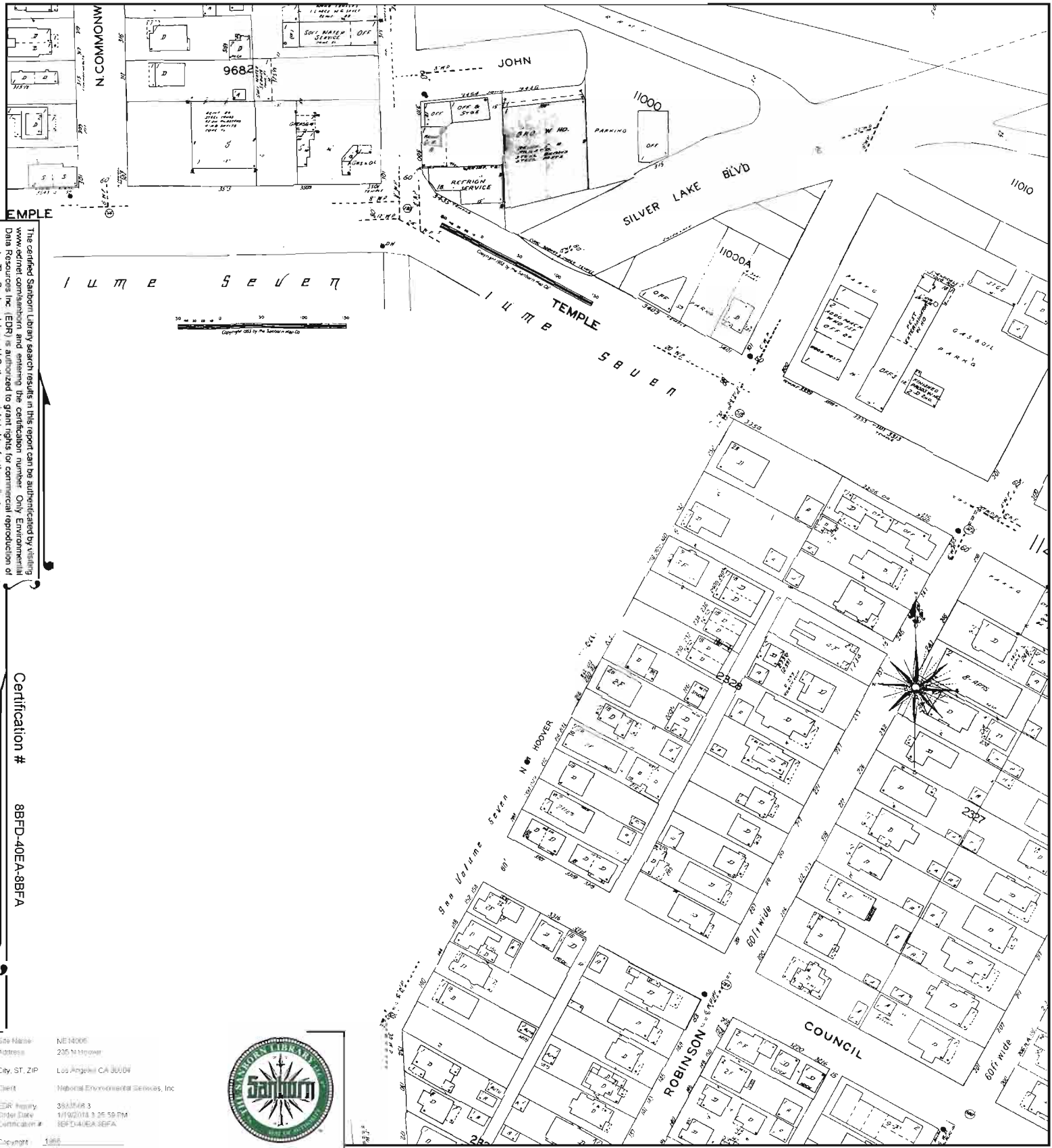
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 Outlined areas indicate map sheets within the collection.



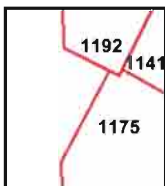
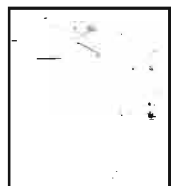
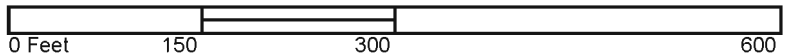
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 Volume 7, Sheet 794



1966 Certified Sanborn Map



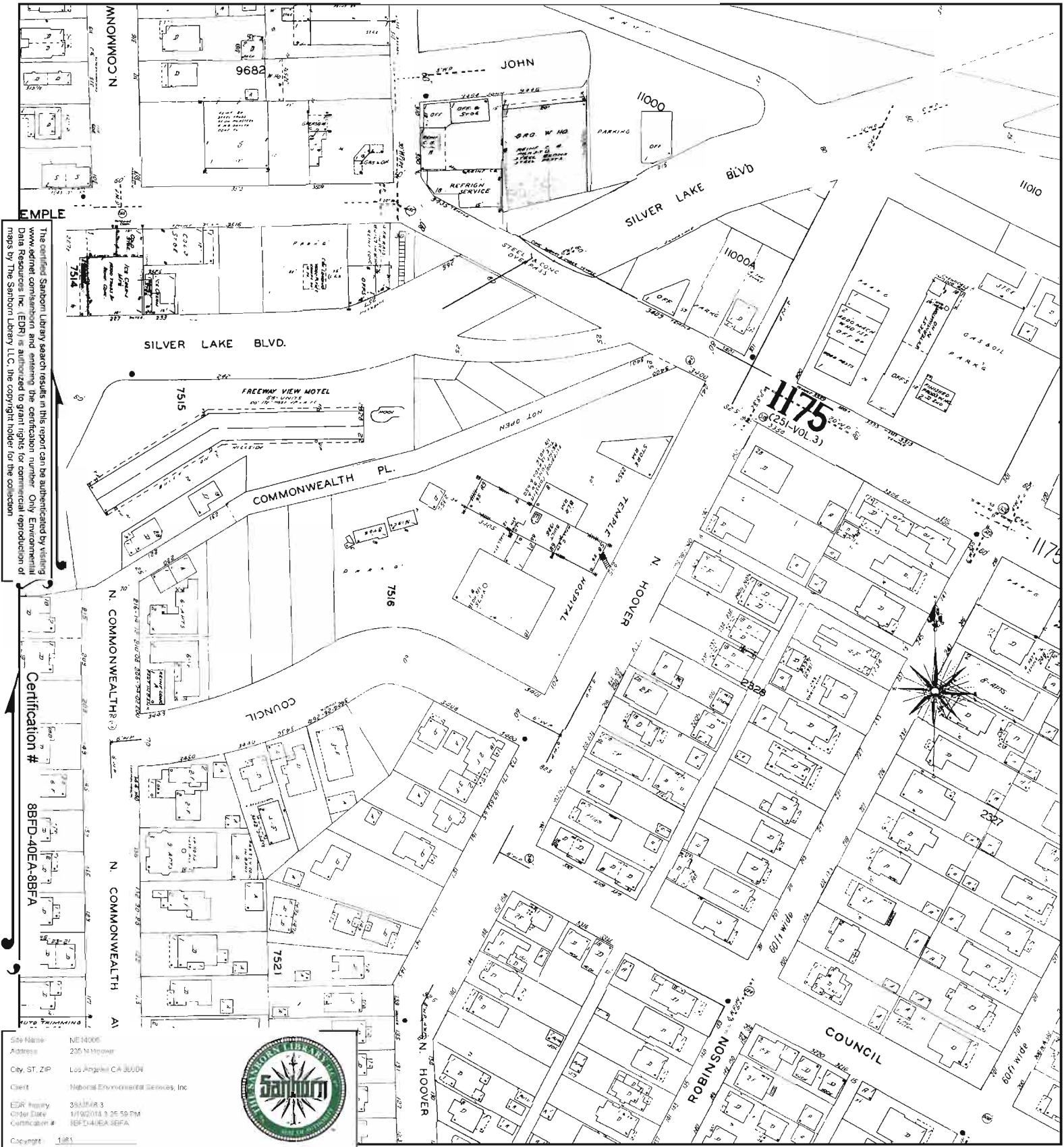
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Outlined areas indicate map sheets within the collection.



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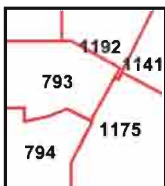


1961 Certified Sanborn Map



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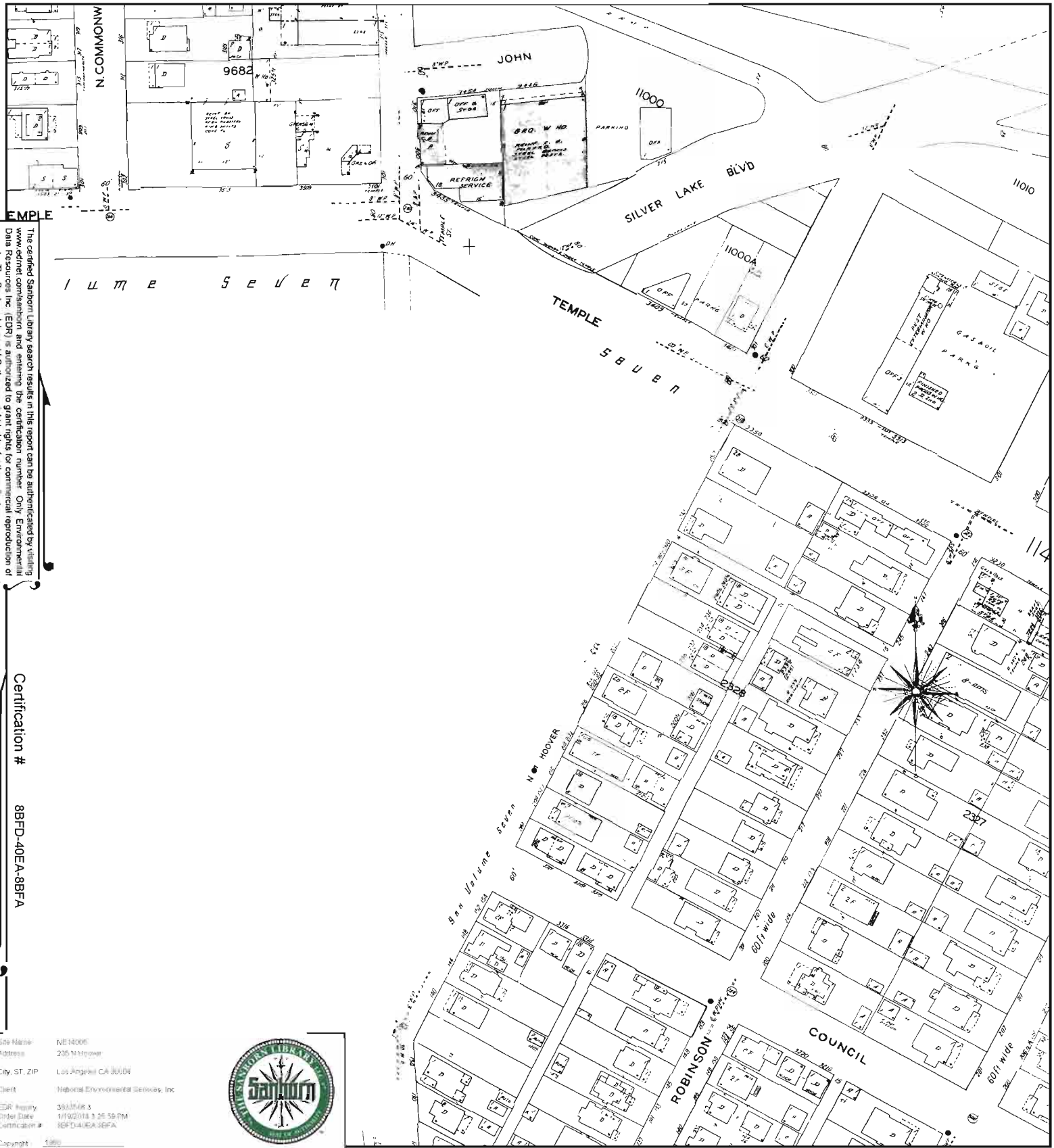
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Volume 7, Sheet 793
Volume 7, Sheet 794



1960 Certified Sanborn Map



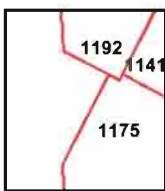
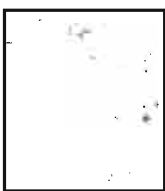
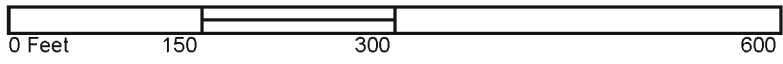
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Certification # 8BFD-40EA-8BFA

Site Name: NE14006
 Address: 235 N. Hoover
 City, ST, ZIP: Los Angeles, CA 90004
 Client: National Environmental Services, Inc.
 EDR Inquiry: 384JMR3
 Order Date: 1/19/2018 3:25:59 PM
 Certification #: 8BFD-40EA-8BFA
 Copyright: 1960



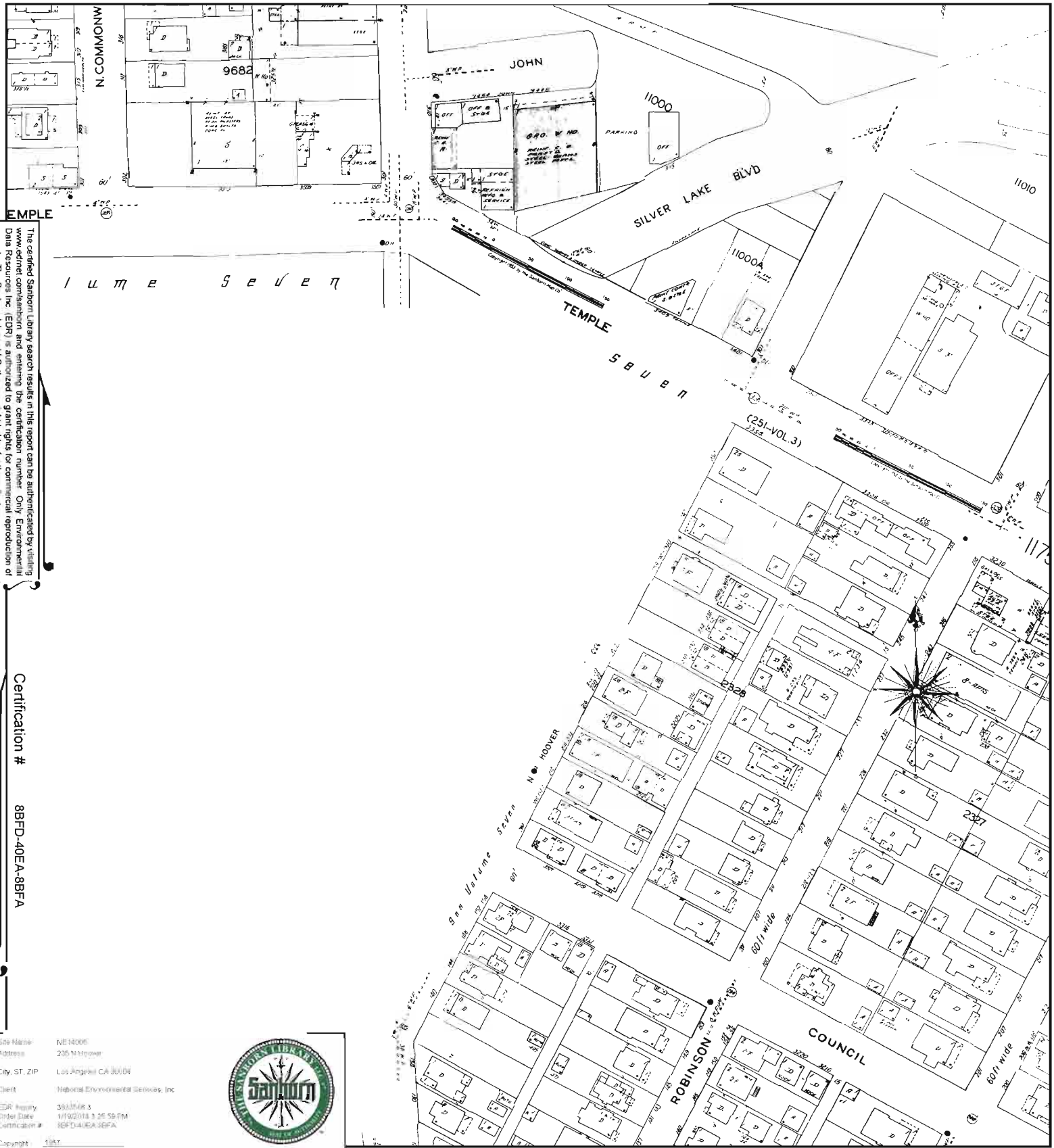
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 Volume 11, Sheet 1141



1957 Certified Sanborn Map



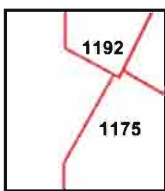
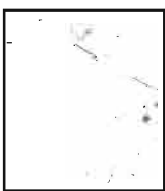
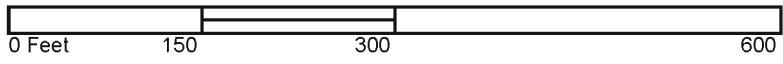
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Certification # 8BFD-40EA-8BFA

Site Name: NE14006
 Address: 235 N. Hoover
 City, ST, ZIP: Los Angeles, CA 90004
 Client: National Environmental Services, Inc.
 EDR #/Job #: 384348/3
 Order Date: 1/19/2018 3:25:59 PM
 Certification #: 8BFD-40EA-8BFA
 Copyright: 1957



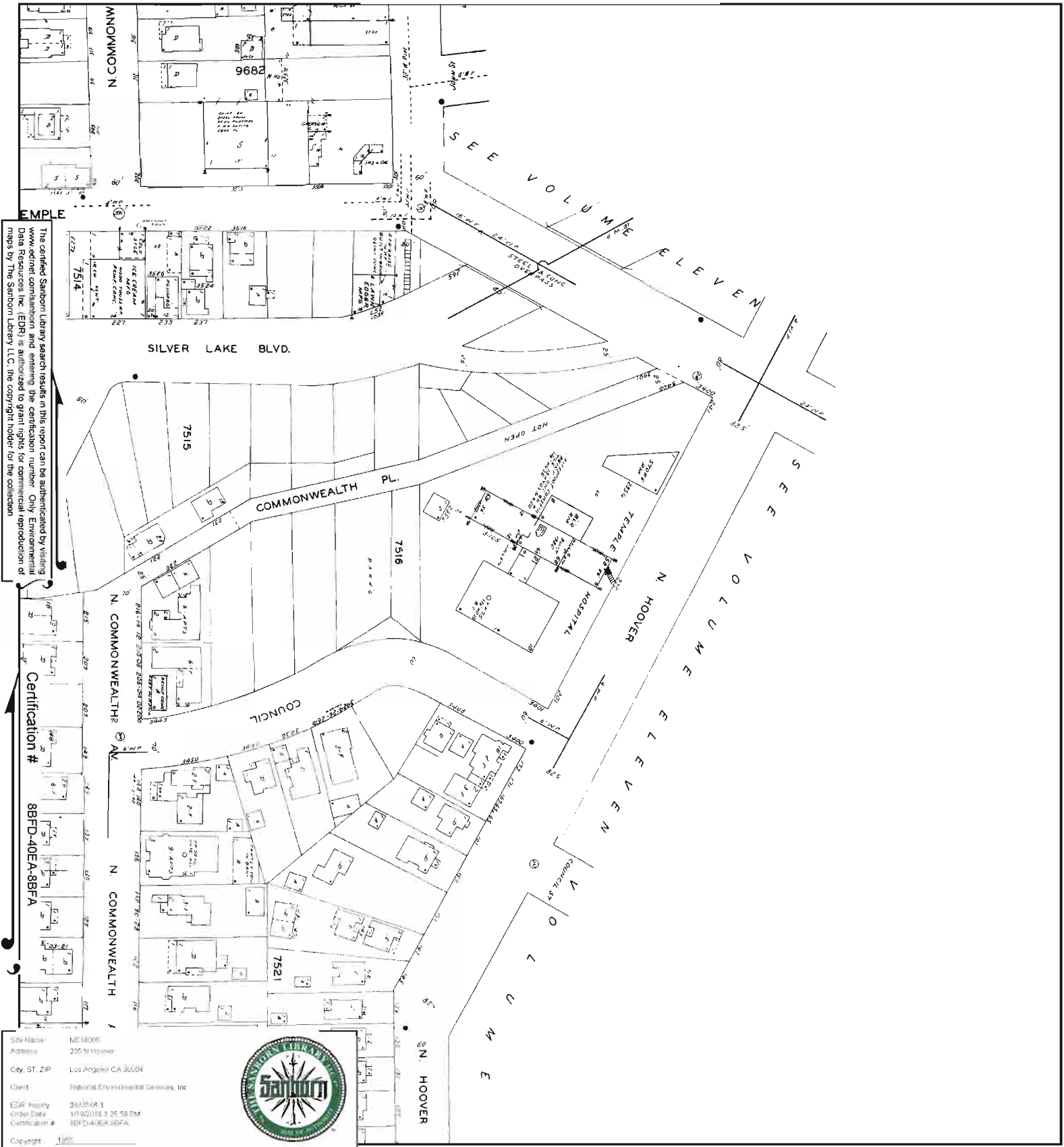
This Certified Sanborn Map combines the following sheets. Outlined areas indicate map sheets within the collection.



Volume 11, Sheet 1192
 Volume 11, Sheet 1175
 Volume 11, Sheet 1141

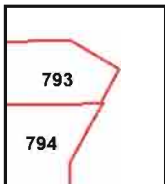
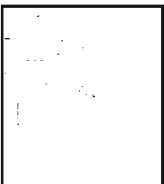


1955 Certified Sanborn Map



This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.

0 Feet 150 300 600



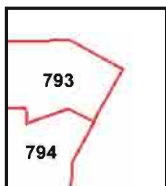
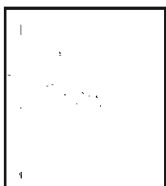
Volume 7, Sheet 793
Volume 7, Sheet 794



1954 Certified Sanborn Map



This Certified Sanborn Map combines the following sheets.
 Outlined areas indicate map sheets within the collection.



Volume 7, Sheet 793
 Volume 7, Sheet 794
 Volume 7, Sheet 794
 Volume 7, Sheet 793

1953 Certified Sanborn Map

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Certification #

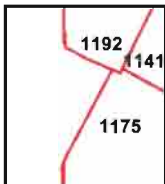
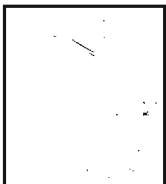
8BFD-40EA-8BFA

Site Name: NE14006
Address: 235 N. Hoover
City, ST, ZIP: Los Angeles, CA 90004
Client: National Environmental Services, Inc.
EDR Inquiry: 38AUMR3
Order Date: 1/19/2018 3:25:59 PM
Certification #: 8BFD-40EA-8BFA
Copyright: 1953



This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.

0 Feet 150 300 600

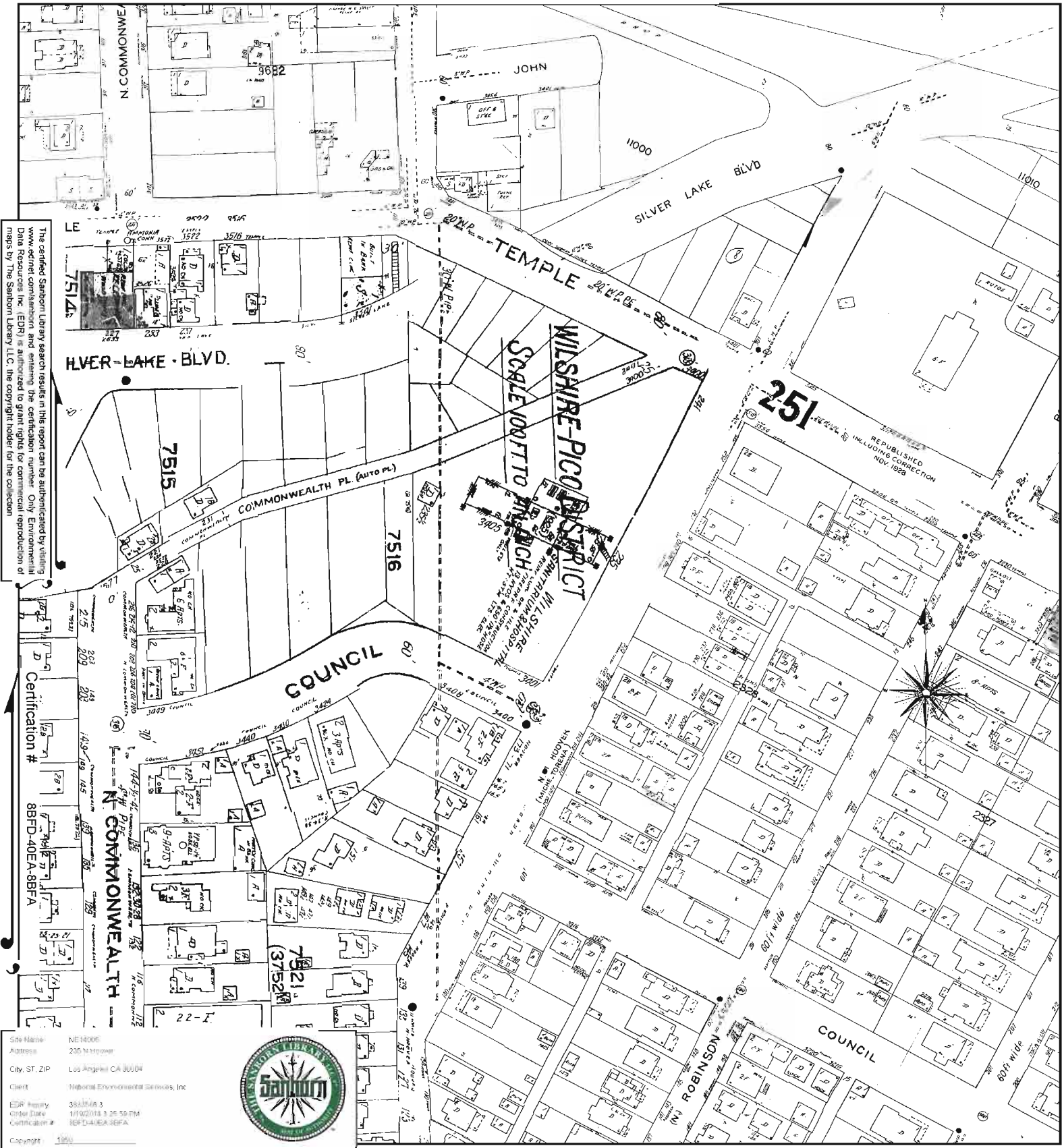


Volume 11, Sheet 1192
Volume 11, Sheet 1175
Volume 11, Sheet 1141
Volume 11, Sheet 1141
Volume 11, Sheet 1192

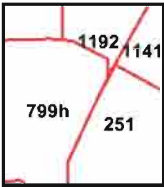
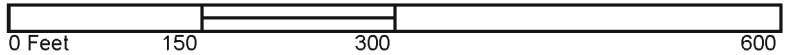
Volume 11, Sheet 1175



1950 Certified Sanborn Map



This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.



Volume 3, Sheet 251
Volume 11, Sheet 1192
Volume 11, Sheet 1141
Volume 7, Sheet 799h



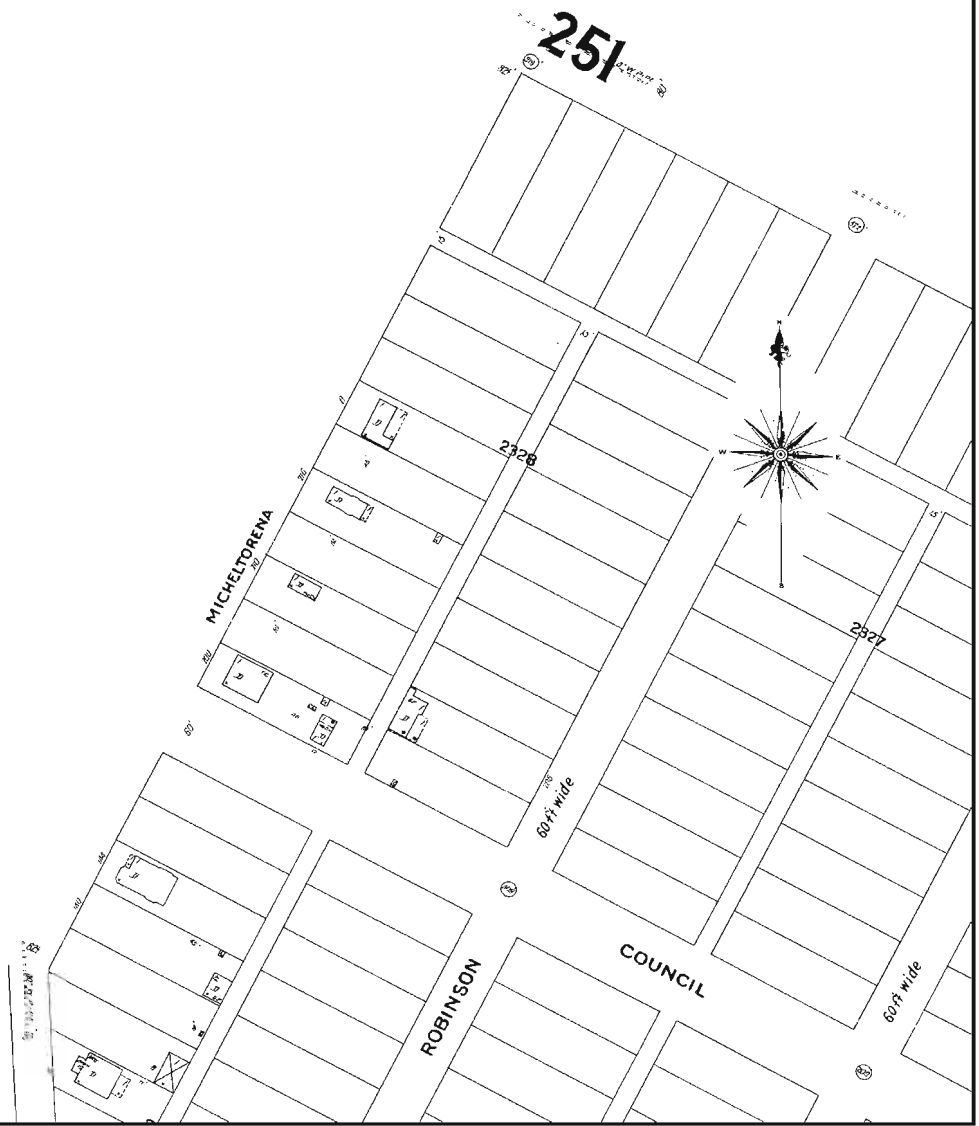
1906 Certified Sanborn Map

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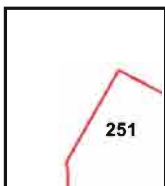
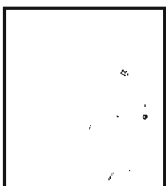
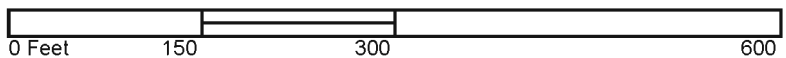
Certification #

8BFD-40EA-8BFA

Site Name: NE14006
Address: 235 N. Mopow
City, ST, ZIP: Los Angeles, CA 90004
Client: National Environmental Services, Inc.
EDR Inquiry: 384348.3
Order Date: 1/19/2018 3:25:59 PM
Certification #: 8BFD-40EA-8BFA
Copyright: 1906



This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.



Volume 3, Sheet 251



NE14005

235 N Hoover St
Los Angeles, CA 90004

Inquiry Number: 3833566.5
January 17, 2014

The EDR-City Directory Abstract

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Thank you for your business.

Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2013. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 332 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
2013	Cole Information Services	X	X	X	-
2008	Cole Information Services	X	X	X	-
2006	Haines Company, Inc.	X	X	X	-
2004	Haines Company	-	-	-	-
2003	Haines & Company	-	-	-	-
2001	Haines & Company, Inc.	-	-	-	-
2000	Haines & Company	X	X	X	-
1999	Haines Company	-	-	-	-
1996	GTE	-	-	-	-
1995	Pacific Bell	-	-	-	-
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	Pacific Bell	-	-	-	-
1990	Pacific Bell	X	X	X	-
1986	Pacific Bell	X	X	X	-
1985	Pacific Bell	-	-	-	-
1981	Pacific Telephone	X	X	X	-
1980	Pacific Telephone	-	-	-	-
1976	Pacific Telephone	X	X	X	-
1975	Pacific Telephone	-	-	-	-
1972	R. L. Polk & Co.	-	-	-	-
1971	Pacific Telephone	X	X	X	-
1970	Pacific Telephone	-	-	-	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	X	X	X	-
1966	Pacific Telephone	-	-	-	-

EXECUTIVE SUMMARY

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
1965	Pacific Telephone	-	-	-	-
1964	Pacific Telephone	-	-	-	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	X	X	X	-
1961	R. L. Polk & Co.	-	-	-	-
1960	R. L. Polk & Co.	-	-	-	-
1958	Pacific Telephone	X	X	X	-
1957	Pacific Telephone	-	-	-	-
1956	R. L. Polk & Co.	-	-	-	-
1955	R. L. Polk & Co.	-	-	-	-
1954	R. L. Polk & Co.	-	-	-	-
1952	Los Angeles Directory Co.	-	-	-	-
1951	Pacific Telephone & Telegraph Co.	X	X	X	-
1950	Pacific Telephone	-	-	-	-
1949	Los Angeles Directory Co.	-	-	-	-
1948	Associated Telephone Company, Ltd.	-	-	-	-
1947	Los Angeles Directory Co.	-	-	-	-
1946	Los Angeles Directory Co.	-	-	-	-
1945	R. L. Polk & Co.	-	-	-	-
1944	R. L. Polk & Co.	-	-	-	-
1942	Los Angeles Directory Co.	X	X	X	-
1940	Los Angeles Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-
1938	Los Angeles Directory Co.	-	-	-	-
1937	Los Angeles Directory Co.	X	X	X	-
1936	Los Angeles Directory Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Los Angeles Directory Co.	X	X	X	-
1932	Los Angeles Directory Co.	-	-	-	-
1931	TRIBUNE-NEWS PUBLISHING CO.	-	-	-	-
1930	Los Angeles Directory Co.	-	-	-	-
1929	Los Angeles Directory Co.	X	X	X	-
1928	Los Angeles Directory Co.	-	-	-	-
1927	Los Angeles Directory Co.	-	-	-	-
1926	Los Angeles Directory Co.	-	-	-	-
1925	Los Angeles Directory Co.	-	-	-	-
1924	Los Angeles Directory Co.	-	X	X	-
1923	Los Angeles Directory Co.	-	-	-	-
1921	Los Angeles Directory Co.	-	-	-	-
1920	Los Angeles Directory Co.	-	-	-	-

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

235 N Hoover St
Los Angeles, CA 90004

FINDINGS DETAIL

Target Property research detail.

HOOVER N

235 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	ABELLA ROMEO D MD	Haines & Company
	TEMPLE CMNTY HOSP	Haines & Company
	TEMPLE COMMUNITY HOSPITAL	Haines & Company

HOOVER ST N

235 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Temple Hospital	Pacific Telephone & Telegraph Co.
	N Hoovr Wilshire Hospital See Temple Hospital	Pacific Telephone & Telegraph Co.

N HOOVER

235 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	TEMPLE COMMUNITY HOSPLAL	Pacific Bell
1986	TEMPLE COMMUNITY HOSPITAL	Pacific Bell
1981	TEMPLE COMMUNITY HOSPITAL	Pacific Telephone
	TEMPLE COMMUNITY HOSPITAL CARE UNIT	Pacific Telephone
1971	Murphy Frank R	Pacific Telephone
	TEMPLE HOSPITAL	Pacific Telephone
1967	TEMPLE HOSPITAL	Pacific Telephone
1962	TEMPLE HOSPITAL	Pacific Telephone
1942	WILSHIRE Hospital H W Forbes pres G B Chadwick sec	Los Angeles Directory Co.
1937	CAVANAUGH Viola	Los Angeles Directory Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1937	Meissner Albt E Marjorie sta eng	Los Angeles Directory Co.
	WILSHIRE Hospital N F Sprage genl mgr	Los Angeles Directory Co.
1933	JONES Helen B osteo	Los Angeles Directory Co.
	MEISNER Albt E Marjorie sta eng	Los Angeles Directory Co.
	Osteopathic Sanitarium Hospital N F Sprague genl mgr	Los Angeles Directory Co.
	WILLIAMS Lee C asst anesthetist Genl Hosp	Los Angeles Directory Co.
	WILSHIRE Hospital Mrs E E Keefe supt	Los Angeles Directory Co.
1929	MOREHOUSE John W phys LA Genl Hosp	Los Angeles Directory Co.
	OSTEOPATHIC Sanitarium Hospital Mrs Eliz Kingesford supt	Los Angeles Directory Co.
	WILLIAMS Lee C phys LA Genl Hosp r	Los Angeles Directory Co.

N HOOVER ST

235 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2013	LIVLITE	Cole Information Services
	TEMPLE COMMUNITY HOSPITAL	Cole Information Services
2008	HEALTH CARE INDUSTRIES II	Cole Information Services
	KENNETH NIEBERG MD	Cole Information Services
	LIVLITE	Cole Information Services
2006	COMMUNITY	Haines Company, Inc.
	HOSPITAL	Haines Company, Inc.
	LIVLITE	Haines Company, Inc.
	TEMPLE	Haines Company, Inc.
	TEMPLECMNTY	Haines Company, Inc.
1976	TEMPLE HOSPITAL	Pacific Telephone
1958	TEMPLE HOSPITAL	Pacific Telephone

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

COUNCIL

3408 COUNCIL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	RUNGRUENRONG SONGSAK	Pacific Telephone

3420 COUNCIL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	MARCELO EUGENIA P	Pacific Bell
	REVELO PRISCILLA	Pacific Bell
	TORRES RENATO	Pacific Bell
	VALENCIA VEDASTO	Pacific Bell
	BELDA BELINDA	Pacific Bell
1986	KETSIRI ARSDAVUT	Pacific Bell
	LEANO RENATO	Pacific Bell
	MARCELO EUGENIA P	Pacific Bell
	REVELO PRISCILLA	Pacific Bell
1981	CURTIS HENRY	Pacific Telephone
	ESPINOSA ELVIRA	Pacific Telephone
	KIM KYUNG	Pacific Telephone
	LONGKUL PHISAKE	Pacific Telephone
	MIKAMOTO HIROSHI	Pacific Telephone
	NAKANURA TARO DR	Pacific Telephone
	RUBINO FLORENCE	Pacific Telephone
1967	Camp Jeannie	Pacific Telephone
	Foege Dave	Pacific Telephone
	Pferdner R C	Pacific Telephone
	Rado T A	Pacific Telephone
	Smith Richard E	Pacific Telephone

3424 COUNCIL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	SHERMAN MARK	Pacific Bell
	KORTHASE CELESTE	Pacific Bell
1986	KORTHASE CELESTE	Pacific Bell

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	BEARD T G MRS	Pacific Telephone
1967	Beard T G Dr	Pacific Telephone
1962	Beard T G Dr	Pacific Telephone
1942	BEARD Thos G Christina B pres Ambassador Dog & Cat Hosp	Los Angeles Directory Co.

3426 COUNCIL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	BIRCAN AYDIN	Pacific Telephone
1962	Altschul R C	Pacific Telephone
1942	Altschuld Rudolph C Eliz mfrs agt Kocher Mabel V Mrs tchr Pub Sch	Los Angeles Directory Co. Los Angeles Directory Co.

3426 1/2 COUNCIL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	GREELIS TOM & PAT	Pacific Telephone

3430 COUNCIL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1942	Weingart Cliff Eulah slsmn	Los Angeles Directory Co.

3440 COUNCIL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	JAE YOUNG K	Pacific Bell
1986	TANAKA SAM	Pacific Bell
1981	TANAKA SAM	Pacific Telephone
1942	HANCOCK Jas E Clara HANCOCK Bros HANCOCK Jas R clk	Los Angeles Directory Co. Los Angeles Directory Co.

3442 COUNCIL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	KITAMURA KENJIRO KITAMURA KEN	Pacific Bell Pacific Bell
1986	KITAMURA KENJIRO KITAMURA KEN	Pacific Bell Pacific Bell
1981	KITAMURA KENJIRO	Pacific Telephone

3450 COUNCIL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1942	Price Greta K Mrs Gabriel Jack P USA	Los Angeles Directory Co. Los Angeles Directory Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1937	Simonson Louise B clk	Los Angeles Directory Co.
	Simonson M Lemp asst formn Broadway Dept Store	Los Angeles Directory Co.
	Simonson Marshall C Louise eng	Los Angeles Directory Co.
1933	Quisenberry Grace D wid O B	Los Angeles Directory Co.
1929	HANSEN Frank A Lucretia eng	Los Angeles Directory Co.

COUNCIL ST

3311 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	No Current Listing	Haines Company, Inc.

3314 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company
1958	Hinckley Ebba	Pacific Telephone
1951	Council Hinckley F Veron r	Pacific Telephone & Telegraph Co.

3315 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	JARDENIL Pedro	Haines & Company
1976	Sharpe Mellie	Pacific Telephone
1958	Sharpe Mellie	Pacific Telephone
1951	Council Anderson Elizabeth H r	Pacific Telephone & Telegraph Co.

3316 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	GATCHALIAN Antonio	Haines Company, Inc.
	GATCHALIAN Antonio	Haines Company, Inc.
2000	XXXX	Haines & Company
1976	Woods Gordon	Pacific Telephone
1958	Woods Gordon	Pacific Telephone
1951	Council Stevens Jeri r	Pacific Telephone & Telegraph Co.

3319 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company
1976	Beitel Willis D	Pacific Telephone
1958	Beitel Willis D	Pacific Telephone
1951	Council Laughlin R H r	Pacific Telephone & Telegraph Co.

FINDINGS

3321 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	WEALTH CODE	Haines & Company
	XXXX	Haines & Company
1976	Hamman Jesse E	Pacific Telephone
1958	Dodd Charlotte G	Pacific Telephone

3408 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company
1958	Von Anshelm Aoller Walkyra	Pacific Telephone

3420 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	CARRILLO Minan	Haines Company, Inc.
	HERNANDEZ	Haines Company, Inc.
	Francisco	Haines Company, Inc.
	TEOXON Servanda	Haines Company, Inc.
	CENTERCAB	Haines Company, Inc.
	GINES Franklin	Haines Company, Inc.
2000	TORRES Felicidad	Haines & Company
	TEOXON Servanda	Haines & Company
	PARINAS Selpa	Haines & Company
	DELOSREYES Romulo	Haines & Company
	APARTMENTS BAHL Prem	Haines & Company
1976	Baird Cecile	Pacific Telephone
	Chung Jinhark	Pacific Telephone
	Chung Yun Joon	Pacific Telephone
	Evans M	Pacific Telephone
	Iosotaluno Edwin N	Pacific Telephone
	Jackson Chickie	Pacific Telephone
	Mc Curdy Richard	Pacific Telephone
	Nakasone Geo	Pacific Telephone
	Ping Shieng	Pacific Telephone
	Showker Jim	Pacific Telephone
	Stewart Pamela K	Pacific Telephone
	Stewart Teri A	Pacific Telephone

FINDINGS

3424 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2013	DEPARTMENT OF GRAPHIC SCIENCES	Cole Information Services
2006	HERBST Robeft	Haines Company, Inc.
2000	LOC David	Haines & Company
1976	Beard T G Dr	Pacific Telephone
1958	Beard T G Dr	Pacific Telephone
1951	Council Beard T G Dr r	Pacific Telephone & Telegraph Co.

3426 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	a 1/2 THORNE M J	Haines & Company
1976	Fallander Edwin C	Pacific Telephone
1958	Fallander Edwin C	Pacific Telephone
	Altschul R C	Pacific Telephone
1951	Council Altschul R C r	Pacific Telephone & Telegraph Co.
	Council Hamilton Blanche C	Pacific Telephone & Telegraph Co.

3430 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	PEREZJose	Haines Company, Inc.
	BEHFARIN Fred	Haines Company, Inc.
2000	QUIROZ Arturo	Haines & Company
	HERNANDEZ Raul	Haines & Company
	ARENAS Albert	Haines & Company
1958	Bernard D O	Pacific Telephone
	Faulkner Jule	Pacific Telephone

3440 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2013	M S TRADING	Cole Information Services
2006	No Current Listing	Haines Company, Inc.
2000	CHAO Ming	Haines & Company
1976	Tanaka Sam	Pacific Telephone
1951	Council Hancock Jimmie r	Pacific Telephone & Telegraph Co.

3442 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	No Current Listing	Haines Company, Inc.
2000	XXXX	Haines & Company
1976	Haitsuka Karl	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1976	Haitsuka Karl	Pacific Telephone
1958	La Londe Gerald R	Pacific Telephone
	Carney Ignatius J	Pacific Telephone

3444 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	No Current Listing	Haines Company, Inc.
2000	a 1/2 GARCIA Olga	Haines & Company
1976	Nakamura Teruo	Pacific Telephone
1958	De Pauw Wm H	Pacific Telephone
	de Pelichy Reginald G	Pacific Telephone

3450 COUNCIL ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	Council Crosby Milton H r	Pacific Telephone & Telegraph Co.

HOOVER N

155 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company

161 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	BUCASAS Renato	Haines & Company

165 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	HOOVER HILTOP APTS AN Sara	Haines & Company
	CHO Eun Young	Haines & Company
	YOU Jeong M	Haines & Company
	CHOI Don Hyug	Haines & Company
	KANG Hyo Weon	Haines & Company
	PARK Keun Chong	Haines & Company
	PAK Eunice	Haines & Company
	MOON Eun Young	Haines & Company
	LEE You Soo	Haines & Company
	LEE Susan	Haines & Company
	KYUNG Young Soo	Haines & Company
	KIM Sang Jin	Haines & Company

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	KIM Hyang An	Haines & Company

171 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company

204 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	ABUBO Roberto	Haines & Company

210 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	RALUTIN Florizel R	Haines & Company
	RALUTIN Florizel R	Haines & Company

212 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	CASTILLO Fred	Haines & Company

214 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company

220 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	a 1/2 CASTRO Ana	Haines & Company
	YOUNG Supattra	Haines & Company

222 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company

224 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	TEJADA Nelia	Haines & Company

230 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	URGELLO Marc	Haines & Company

FINDINGS

232 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company

234 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	CLAUSTRO Fabian	Haines & Company

236 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	CLAUSTRO Fabian	Haines & Company

238 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company

240 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	SMITH Sean	Haines & Company

242 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company

252 HOOVER N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	YANG David	Haines & Company
	YANG David	Haines & Company

HOOVER ST

211 HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1976	Tull Jimie	Pacific Telephone

HOOVER ST N

157 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Hunt Matthew B r	Pacific Telephone & Telegraph Co.

FINDINGS

161 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Mathews Victor L r	Pacific Telephone & Telegraph Co.

165 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr McClune Jack R r	Pacific Telephone & Telegraph Co.
	N Hoovr Easler Claire M r	Pacific Telephone & Telegraph Co.

167 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr OConnell M H	Pacific Telephone & Telegraph Co.

171 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Miller Alice	Pacific Telephone & Telegraph Co.
	N Hoovr Prellwitz Dorothy	Pacific Telephone & Telegraph Co.

173 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Mission Leo W r	Pacific Telephone & Telegraph Co.

200 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Stayboldt Gordon R r	Pacific Telephone & Telegraph Co.

204 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Stanfield Estelle r	Pacific Telephone & Telegraph Co.
	N Hoovr Harris Earl T r	Pacific Telephone & Telegraph Co.

210 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Boner Bess N r	Pacific Telephone & Telegraph Co.

212 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Dorland Marjorie Nurse r	Pacific Telephone & Telegraph Co.

214 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Touchstone Neal Mrs r	Pacific Telephone & Telegraph Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Kashmar Michael J r	Pacific Telephone & Telegraph Co.
	N Hoovr Sellmeijer Bernard r	Pacific Telephone & Telegraph Co.

220 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Brock L R r	Pacific Telephone & Telegraph Co.
	N Hoovr Garcia Ernest L r	Pacific Telephone & Telegraph Co.

224 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Sharp M L r	Pacific Telephone & Telegraph Co.

230 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Gordon Eglantine R r	Pacific Telephone & Telegraph Co.

232 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr La Gasa John B r	Pacific Telephone & Telegraph Co.

234 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Habich G E r	Pacific Telephone & Telegraph Co.

236 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Durand Albert r	Pacific Telephone & Telegraph Co.

238 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Pierce Golden Mrs r	Pacific Telephone & Telegraph Co.
	N Hoovr Rubell Earl B Dr r	Pacific Telephone & Telegraph Co.

240 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Lakin Calvin R Sr r	Pacific Telephone & Telegraph Co.
	N Hoovr Hughes Alvin M r	Pacific Telephone & Telegraph Co.
	N Hoovr Le Clair Chico Dell	Pacific Telephone & Telegraph Co.

FINDINGS

242 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Leonard D Matschke Dr r	Pacific Telephone & Telegraph Co.
	N Hoovr Copeland Goldia r	Pacific Telephone & Telegraph Co.
	N Hoovr Matschke Leonard r	Pacific Telephone & Telegraph Co.

252 HOOVER ST N

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	N Hoovr Jowett Corson J r	Pacific Telephone & Telegraph Co.

N HOOVER

157 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	HUNT MATTHEW B	Pacific Bell
1986	HUNT MATTHEW B	Pacific Bell
1981	HUNT MATTHEW B	Pacific Telephone
1971	Hunt Matthew B	Pacific Telephone
1967	Hunt Matthew B	Pacific Telephone
1962	Hunt Matthew B	Pacific Telephone
1942	HUNT Matthew B Hannah fireman LAFD	Los Angeles Directory Co.
1937	Paschal Roy B Sarah gas sta	Los Angeles Directory Co.
1933	Paschal Roy S Sarah E gas sta	Los Angeles Directory Co.
1929	HUNT Patience nurse	Los Angeles Directory Co.
1924	PETRIE Jas V asst mgr Philharmonic Auditorium r	Los Angeles Directory Co.
	COBB Margt H clk r	Los Angeles Directory Co.

161 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	BUCASAS ANGELITA	Pacific Bell
1986	BUCASAS ANGELITA	Pacific Bell
1981	G	Pacific Telephone
1971	Erdelen G	Pacific Telephone
1967	Erdelen G	Pacific Telephone
1962	Erdelen G	Pacific Telephone
1942	Matheus Thos M	Los Angeles Directory Co.
	Matheus Lillian wid V L	Los Angeles Directory Co.
	Matheus Victor T driver	Los Angeles Directory Co.
	Matheus Wm J USA	Los Angeles Directory Co.

FINDINGS

165 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	ESCALERA GEO	Pacific Bell
1981	SEVERICH A	Pacific Telephone
1962	Bussinger Betty L	Pacific Telephone

165 1/2 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	YALAMANCHILI PARVATHI	Pacific Telephone

167 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1971	Reyes Raul D	Pacific Telephone
1962	Bridger D E	Pacific Telephone

173 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1971	Eng Clifford	Pacific Telephone
1967	Eng Clifford	Pacific Telephone
1962	Masuhara Jos	Pacific Telephone

200 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1929	Halstead Mary E wid A J	Los Angeles Directory Co.
1924	Halstead Andw J h	Los Angeles Directory Co.

204 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	ABUBO ROBERTO	Pacific Bell
1986	ABUBO ROBERTO	Pacific Bell
1981	ABUBO ROBERTO	Pacific Telephone
1971	Bareng Gregoria	Pacific Telephone
1967	Bareng Gregoria	Pacific Telephone
1962	Harris Earl T	Pacific Telephone
1942	Stanfield Estelle	Los Angeles Directory Co.
	Stanfield Sophia wid J	Los Angeles Directory Co.
	Byrne Bernard J	Los Angeles Directory Co.
1937	WILLIAMS Edw F garage	Los Angeles Directory Co.
	STANFIELD Sophie Mrs clo clnr	Los Angeles Directory Co.
	STANFIELD Estelle clk	Los Angeles Directory Co.
	DUNN Chas J Jr Gertrude Fraizer & Dunn	Los Angeles Directory Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1933	Moran Ethel G Mrs sten	Los Angeles Directory Co.
	Moran Gladys sten	Los Angeles Directory Co.
	MORAN Nora sten	Los Angeles Directory Co.
	THORNTON Wm E slsmn	Los Angeles Directory Co.
	Warsop Edw E slsmn	Los Angeles Directory Co.
	Warsop Marthal L wid E W	Los Angeles Directory Co.
1929	Everitt Pauline clk Receiving Hosp	Los Angeles Directory Co.
	HUBBARD Jos E mgr Abbott Linen Co	Los Angeles Directory Co.
	POWELL Eliz J real est r	Los Angeles Directory Co.
	Tucker Annabelle nurse	Los Angeles Directory Co.
	TUCKER Minnie B clk Receiving Hosp r	Los Angeles Directory Co.
	Warsop Martha L wid E W h	Los Angeles Directory Co.
	WILLIAMS Lillian E nurse	Los Angeles Directory Co.

210 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	RALUTIN FLORIZEL R	Pacific Bell
1986	RALUTIN FLORIZEL R	Pacific Bell
1981	RALUTIN FLORIZEL R	Pacific Telephone
1942	GRANT Bruce B Bernice br mgr De Vilbiss Co	Los Angeles Directory Co.
1937	Drayer Vincent A clk S N Bank	Los Angeles Directory Co.
	Drayer Albt May mach Sou Cahf Gas Co	Los Angeles Directory Co.
1933	Shelden G Maxfield dspr	Los Angeles Directory Co.
	Shelden Franrk E clk	Los Angeles Directory Co.
	FINCH Wm W Grace eng	Los Angeles Directory Co.
1929	FINCH Wm	Los Angeles Directory Co.
1924	FINCH Wm W eng h	Los Angeles Directory Co.

212 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1967	Otto Nancy	Pacific Telephone
1962	Bradley L M	Pacific Telephone
1942	HERRING J Liddell Patricia clk	Los Angeles Directory Co.
1937	FINCH Grace Mrs	Los Angeles Directory Co.
	Kistle Mary dentist asst	Los Angeles Directory Co.
	Kistle Ruth	Los Angeles Directory Co.
	KISTLER Ethel dentist asst	Los Angeles Directory Co.
1933	Ellerby Alfd E Lucille slsmgr Wm K G Ellerby Mfg Co	Los Angeles Directory Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1933	Kistle Ethel nset D S Gillespie	Los Angeles Directory Co.
1924	Doubleday Wm H h	Los Angeles Directory Co.

212 1/2 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	LEYDEN L	Pacific Bell
1986	LEYDEN L	Pacific Bell
1981	NORBERTO	Pacific Telephone

214 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1971	Balmes Lilio C	Pacific Telephone
	Dorland M	Pacific Telephone
1967	Dorland Marjorie	Pacific Telephone
	Fox Carson A	Pacific Telephone
1962	Kashmar Michael J	Pacific Telephone
	Dorland Marjorie Nurse	Pacific Telephone
1942	THOMPSON Lillian	Los Angeles Directory Co.
	LARSON Tore USA	Los Angeles Directory Co.
	LARSON Fritz meat ctr	Los Angeles Directory Co.
	KAUFFMAN John A aircrftwkr	Los Angeles Directory Co.
	Erdley Eng M Melanie drftsmn City Housing Authority	Los Angeles Directory Co.
	BECK Geo M Genevieve chf clk DW & P	Los Angeles Directory Co.
1937	RAY Marshall B clk	Los Angeles Directory Co.
	Foote Florence Mrs slswm	Los Angeles Directory Co.
	BECK Geo M Genevieve clk	Los Angeles Directory Co.
1933	LELAND Jas P Grace slsmn	Los Angeles Directory Co.
	LELAND Martin B slsmn	Los Angeles Directory Co.
	SPIES Lucretia E clk	Los Angeles Directory Co.

216 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	CACABELOS LAURENCIA	Pacific Bell
1971	Glasby Henry	Pacific Telephone
1967	Zook Caroline Mrs	Pacific Telephone
1962	Zook Caroline Mrs	Pacific Telephone
1942	Glasby Mary wid Henry	Los Angeles Directory Co.
1937	Glasby Thos H clk	Los Angeles Directory Co.
	Glasby Henry Mary jan	Los Angeles Directory Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1933	Glasby Geo F lab	Los Angeles Directory Co.
	Glasby Henry Mary	Los Angeles Directory Co.
	Glasby Thos N clk	Los Angeles Directory Co.
1929	Glasby Henry Mary jan	Los Angeles Directory Co.
	Glasby Thos H clk	Los Angeles Directory Co.
1924	GLASBY Henry clk h	Los Angeles Directory Co.
	GLASBY Thos H clk r	Los Angeles Directory Co.

218 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1942	Glasby Thos H clk	Los Angeles Directory Co.

220 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	ZAMBRANO MARIE	Pacific Bell
1971	Patti Ida	Pacific Telephone
1962	Gulke Roland	Pacific Telephone
1942	Catlin Lillian M wid W H	Los Angeles Directory Co.
	Mac HERSON Ruth E Mrs supvr SCTCo	Los Angeles Directory Co.
1937	Hallock Martha cash S S White Dental Mfg Co	Los Angeles Directory Co.
	HALLOCK Merrill Martha slsmn Lounsberry & Harris	Los Angeles Directory Co.
	OLIVER Cath	Los Angeles Directory Co.
	OLIVER Henrietta sten Union Oil Co	Los Angeles Directory Co.
	OLIVER Myrtle sten Blyth & Co	Los Angeles Directory Co.
1933	BENNETT Helen wid Owen	Los Angeles Directory Co.
	LA BART EDWARD S Elsie Reporter Evening Herald Express	Los Angeles Directory Co.
	LA BART Ray	Los Angeles Directory Co.
	Mc CLEAN Wanda musician	Los Angeles Directory Co.
	Pfautz Agnes clk	Los Angeles Directory Co.
	Pfautz Gertrude wid John A	Los Angeles Directory Co.
1929	FERGUSON Verna	Los Angeles Directory Co.
	Sersain Esther E wid S P h	Los Angeles Directory Co.
	Sersain Olive H nurse	Los Angeles Directory Co.
	Causley Amelia M	Los Angeles Directory Co.

222 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	ALFARO JOSE	Pacific Bell

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	ALFARO JOSE	Pacific Bell
1981	SANTOS CHRISTINA V	Pacific Telephone
	ALFARO JOSE	Pacific Telephone
1971	De Leon Albert	Pacific Telephone
	de Leon Amore	Pacific Telephone
	Hernandez Adelaida G	Pacific Telephone
1967	Amundson Ron	Pacific Telephone
	Dangerfield S	Pacific Telephone
	Mortel Karl	Pacific Telephone
	Ruiz Steven	Pacific Telephone
1962	Morton Frank	Pacific Telephone
	Morton Sylvia	Pacific Telephone
1942	Tilford Cordell L Lollie mech	Los Angeles Directory Co.
	Mac PHERSON Alice C sec C P Ward	Los Angeles Directory Co.
	Mac PHERSON Dorothy C sten	Los Angeles Directory Co.
	Mac PHERSON Isabelle	Los Angeles Directory Co.
	Mac HERSON Mary L tchr	Los Angeles Directory Co.
	Mac HERSON Richd C Cath	Los Angeles Directory Co.
1937	Mac Pherson Harold J optom	Los Angeles Directory Co.
	Mac Pherson Mary tchr	Los Angeles Directory Co.
	Mac Pherson Richd C Cath carp	Los Angeles Directory Co.
	Mac Pherson Alice sec S C Ward	Los Angeles Directory Co.
1929	DEWEY Deane	Los Angeles Directory Co.
	SPARKS R Leslie Marion asst sec TG & T Co h	Los Angeles Directory Co.

224 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	SCHAAB WALLACE	Pacific Bell
1986	SCHAAB WALLACE	Pacific Bell
1981	SCHAAB WALLACE	Pacific Telephone
1971	Stock Jay N	Pacific Telephone
1967	Bridger M L	Pacific Telephone
1962	Sharp M L	Pacific Telephone
1942	Lysaght Edith M wid John J	Los Angeles Directory Co.
1937	Lysaght Edith M wid J J	Los Angeles Directory Co.
1933	GRAYSON Myrtle sten	Los Angeles Directory Co.
	GRAYSON Virginia sten	Los Angeles Directory Co.
	NEWCOMB Olive tchr UCLA	Los Angeles Directory Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1929	NEWCOMB Olive tchr UCLA	Los Angeles Directory Co.
1924	NEWCOMB Kath E r	Los Angeles Directory Co.
	NEWCOMB Olive tchr h	Los Angeles Directory Co.
	PALMER Frank clk h	Los Angeles Directory Co.
	Runyan Nellie L r	Los Angeles Directory Co.

230 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1971	Huebner M	Pacific Telephone
1967	Miller Zola M	Pacific Telephone
1962	La Gasa Beatrice D	Pacific Telephone

232 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	USITA F V	Pacific Bell
1981	USITA F V	Pacific Telephone
1971	Ware I	Pacific Telephone
1962	Smith Charlotte	Pacific Telephone

234 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	J	Pacific Telephone
1967	Garrett Millard E	Pacific Telephone
1962	Pang Herman K	Pacific Telephone

236 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	EDMISTEN JOHN S	Pacific Telephone
1971	Ballew Anne L	Pacific Telephone
1967	Anderson Joyce	Pacific Telephone

238 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	ELMORE MICHELLE	Pacific Telephone
1971	Castillo Leopoldo	Pacific Telephone
1967	Hermosilla Manuel	Pacific Telephone
	Young Earl A	Pacific Telephone
1962	Gillis Jacqueline	Pacific Telephone
	Gillis John T	Pacific Telephone
	Nuha Betty	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1962	Nuha Robt S	Pacific Telephone
1942	EDMONDS S	Los Angeles Directory Co.
	Le Clair Dell Edith welder	Los Angeles Directory Co.
1929	Nye Clarence L Beatrice mgr Brological Research Laboratory	Los Angeles Directory Co.

240 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	AGUILAR CUTBERTO ISLAS	Pacific Bell
1986	AGUILAR CUTBERTO ISLAS	Pacific Bell
	HENRIQUEZ JAIME M	Pacific Bell
1981	AGUILAR CUTBERTO ISLAS	Pacific Telephone
1971	Komolamit Piernpit	Pacific Telephone
	Mendoza Rosemary	Pacific Telephone
1967	Browne Virginia	Pacific Telephone
	Reynolds Jerry Le Otis	Pacific Telephone
1962	Kjose Jean	Pacific Telephone
	Mc Clain Bill J	Pacific Telephone
	Vesci John	Pacific Telephone
1942	Gart Marvin Dorothy slsmn	Los Angeles Directory Co.

240 1/2 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	HENRIQUEZ JAIME M	Pacific Bell
1981	HENRIQUEZ JAIME M	Pacific Telephone

240 3/4 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	MIYASHITA YUKO	Pacific Telephone

242 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1971	Mathews Darleen	Pacific Telephone
1967	Copeland Goldia	Pacific Telephone
	Matschke Leonand	Pacific Telephone
1962	Matschke Leonard	Pacific Telephone
	Leonard D Matschke Dr	Pacific Telephone
	Copeland Goldia	Pacific Telephone
1942	Matschke Leonard O	Los Angeles Directory Co.

FINDINGS

252 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	COSSACK VETERANS SOCIETY	Pacific Bell
	MADJARIAN KEVORK	Pacific Bell
1986	COSSACK VETERANS SOCIETY	Pacific Bell
1981	DMITREVSKY IVAN	Pacific Telephone
1971	Cossack Veterans Society	Pacific Telephone
1967	Cossack Veterans Society	Pacific Telephone
1962	Cossack Veterans Society	Pacific Telephone
1942	Jowett Mabel wid O	Los Angeles Directory Co.
	Jowett Carson J sound eng	Los Angeles Directory Co.
	Caven Evangeline wid Lee	Los Angeles Directory Co.
1937	ROWE Percy G barber	Los Angeles Directory Co.
	Jowett Mable E	Los Angeles Directory Co.
	Jowett Corson J sound tchn	Los Angeles Directory Co.
	Caven Evangeline wid Lee	Los Angeles Directory Co.
1933	ROWE Percy barber	Los Angeles Directory Co.
	Jowett Mabel E wid Oliver	Los Angeles Directory Co.
	Jowett Corson J sound techn Tiffany Productions Inc	Los Angeles Directory Co.
	Caven Evangeline Mrs Phys	Los Angeles Directory Co.
1929	Jowett Mabel E Mrs	Los Angeles Directory Co.
	Jowett Corson J	Los Angeles Directory Co.
	DUNN Boyd E	Los Angeles Directory Co.
	Caven Evangeline wid C L	Los Angeles Directory Co.

264 N HOOVER

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1924	Warsop Edwd W h	Los Angeles Directory Co.

N HOOVER ST

151 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	APARTMENTS	Haines Company, Inc.
	MANGALINDANJuan	Haines Company, Inc.
	LIM Alec Sang	Haines Company, Inc.
	LARRAINZAR Oscar	Haines Company, Inc.
	CEMBRANO Wison	Haines Company, Inc.
	ARIAWANPuu S Jr	Haines Company, Inc.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	CAPRONI Rachel	Haines Company, Inc.
1976	Punzalan Cleotilde D	Pacific Telephone
	Piana Y L	Pacific Telephone
	Obinata Fuji	Pacific Telephone
	Manansala Jose G	Pacific Telephone
	Lim Mun Hyuk	Pacific Telephone
	Le Weck Melisse	Pacific Telephone
	Kei Young Sun	Pacific Telephone
	Dipagan Fely A	Pacific Telephone
	Castro Luciano A	Pacific Telephone
	Cabison C	Pacific Telephone
	Anadon Evelina L	Pacific Telephone
1958	Golob Melvin	Pacific Telephone

157 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	NUNEZMoisaes	Haines Company, Inc.
1976	Hunt Matthew B	Pacific Telephone
1958	Hunt Matthew B	Pacific Telephone

161 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	DIAZL	Haines Company, Inc.
	PALACIOSAgustin	Haines Company, Inc.
	PALACIOS Augustine	Haines Company, Inc.
1976	Erdelen G	Pacific Telephone
1958	Erdelen G	Pacific Telephone

165 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2013	HOOVER PARTNERS	Cole Information Services
2008	FASHIONHANDBAGDEPOT	Cole Information Services
2006	YOUNG Jong Kang	Haines Company, Inc.
	PARKSoo	Haines Company, Inc.
	KIMSang Jin	Haines Company, Inc.
	Kt MHyung Soo	Haines Company, Inc.
	Ki M Do Hyun	Haines Company, Inc.
	KANGSteven	Haines Company, Inc.
	JONG Jun Kyoung	Haines Company, Inc.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	JANG Young	Haines Company, Inc.
	GORDIANO Gulllaernmo	Haines Company, Inc.
	EISEN Paul	Haines Company, Inc.
	CRUZGeorge P	Haines Company, Inc.
	CHOUDHURYAnm	Haines Company, Inc.
	CHACON Maria Elena	Haines Company, Inc.
	HOOVER HILLTOP APTS	Haines Company, Inc.
	KIM Ho Lim	Haines Company, Inc.
1976	Santiago Benedicto	Pacific Telephone
	Campbell Susan L	Pacific Telephone
1958	Kaplan Harvey H	Pacific Telephone

167 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1976	Acosta C	Pacific Telephone

171 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1976	Eng Derrick	Pacific Telephone
1958	Jones Leon L	Pacific Telephone
	Jones Frances	Pacific Telephone

173 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1976	Eng Clifford	Pacific Telephone
1958	Masuhara Jos	Pacific Telephone

204 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	ABUBO Roberto	Haines Company, Inc.
	RAMONES Florenlina	Haines Company, Inc.
1976	Ramones Fred	Pacific Telephone
1958	Stanfield Estelle	Pacific Telephone
	Harris Earl T	Pacific Telephone

210 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	RALUTIN Florizel R	Haines Company, Inc.
	RALUTINFlorize IR	Haines Company, Inc.
1976	Ralutin Florizel R	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1958	Uyesu Kay	Pacific Telephone

212 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	No Current Listing	Haines Company, Inc.
1976	Jaravata Mely	Pacific Telephone
	Dimasin Sotero A	Pacific Telephone
1958	Matschke Leonard	Pacific Telephone
	Ridinger Gertrude	Pacific Telephone

214 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	VALENTINE Barbara	Haines Company, Inc.
	ANDERSON Carl	Haines Company, Inc.
1976	Santos Lucy	Pacific Telephone
1958	Kashmar Michael J	Pacific Telephone
	Sellmeijer Bernard	Pacific Telephone
	Dorland Marjorie Nurse	Pacific Telephone

216 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	SCHULMAN Mark	Haines Company, Inc.
1976	Glasby Henry	Pacific Telephone
1958	Zook Caroline Mrs	Pacific Telephone

220 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	o CASTRO Ana	Haines Company, Inc.
1976	Weeks Cheri	Pacific Telephone
	Flanagan Bob	Pacific Telephone
	Medina Joe	Pacific Telephone
1958	Erickson John E	Pacific Telephone
	Brock L R	Pacific Telephone
	Dolen Patricia	Pacific Telephone

222 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	TOVAR Carolina S	Haines Company, Inc.
1976	Franco Rogelio Jara	Pacific Telephone
1958	Hudgens Howard	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1958	Hudgens Roberta	Pacific Telephone
	Ingram Oscar R	Pacific Telephone

224 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2008	ERNIE CLARK	Cole Information Services
2006	TEJADA Jerry	Haines Company, Inc.
	TEJUNDA Jerry	Haines Company, Inc.
1958	Sharp M L	Pacific Telephone

230 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	URGELLO Serafna	Haines Company, Inc.
1976	Huebner Z M	Pacific Telephone

232 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	No Current Listing	Haines Company, Inc.
1976	Bogaert Jeff Van	Pacific Telephone
1958	Smith Charlotte	Pacific Telephone

234 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	CLAUSTRO Fabian	Haines Company, Inc.
	INFANTE Rafael	Haines Company, Inc.
1976	Dolan J	Pacific Telephone
1958	Habich G E	Pacific Telephone

236 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	o CLAUSTRO Fab Ian	Haines Company, Inc.
1976	Ballew Anne L	Pacific Telephone

238 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	No Current Listing	Haines Company, Inc.
1958	Montgrain Robt R	Pacific Telephone
	Sheffield Janice A	Pacific Telephone

FINDINGS

240 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	MILLER Roland	Haines Company, Inc.
1976	Nordstrom Richard	Pacific Telephone
	Henriquez Jaime M	Pacific Telephone
1958	Feagans Ernestine Mrs	Pacific Telephone
	Le Clair Dell	Pacific Telephone
	Pierce Gordon D	Pacific Telephone
	Taft John R	Pacific Telephone

242 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1976	Mathews Darleen	Pacific Telephone
1958	Leonard D Matschke Dr	Pacific Telephone
	Copeland Goldia	Pacific Telephone

252 N HOOVER ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1976	Coasack Veterans Society	Pacific Telephone
1958	Cossack Veterans Society	Pacific Telephone

ROBINSON ST

211 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	CHAN Donald	Haines Company, Inc.
2000	CHAN Donald	Haines & Company
1951	N Robinsn Wilson A F r	Pacific Telephone & Telegraph Co.

212 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	Dejesus	Haines Company, Inc.
	DEJESUS G	Haines Company, Inc.
	CHAVEZ Felipa	Haines Company, Inc.
2000	CHAVEZ Felipe Dejesus	Haines & Company
	a 1/2 DEJESUS G	Haines & Company
1976	Roehlk Harley E	Pacific Telephone
	Ross Joseph C Sr	Pacific Telephone
1951	N Robinsn Kroeger Rudolf H r	Pacific Telephone & Telegraph Co.

FINDINGS

213 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2013	ADVANTAGE MEDICAL SUPPLY CO	Cole Information Services

215 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	a DELACRUZTeodoro	Haines Company, Inc.
2000	DELACRUZ Teodoro	Haines & Company
1976	Brandes Opal	Pacific Telephone
1951	N Robinsn Brandes R F Mrs r	Pacific Telephone & Telegraph Co.

217 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	CHAVEZ Maria	Haines Company, Inc.
2000	CHAVEZ Maria	Haines & Company
1976	Briskey F T	Pacific Telephone
1951	N Robnsn Briskey Bill	Pacific Telephone & Telegraph Co.

218 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	RABILWONGSE Prechna	Haines Company, Inc. Haines Company, Inc.
2000	RABILWONGSE Precha	Haines & Company
1976	Harlin E B	Pacific Telephone
1958	Harlin Elizabeth B	Pacific Telephone
1951	Robnsn Harlin Elizabeth B r	Pacific Telephone & Telegraph Co.

221 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2013	FLORES YOLANDA	Cole Information Services
2006	FLORES Yolanda MARTINEZY PRESTIGEFIRST	Haines Company, Inc. Haines Company, Inc. Haines Company, Inc.
2000	PRESTIGE FIRST LIMO FLORES Yolanda	Haines & Company Haines & Company
1951	N Robnsn Girard Kathryn E r	Pacific Telephone & Telegraph Co.

222 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	DIANE Leslie	Haines Company, Inc.
2000	ORDONEZ Ramon G	Haines & Company

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	NAVARRO Juanito	Haines & Company
1951	Robinsn Nixon Arthur r	Pacific Telephone & Telegraph Co.

223 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company
1951	N Robinsn Olsen A Marie r	Pacific Telephone & Telegraph Co.

226 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	ESTRADA Conrado	Haines Company, Inc.
	MALLARI Madnmo	Haines Company, Inc.
2000	DELA Cruz	Haines & Company
1958	Casey Walter T	Pacific Telephone
1951	N Robinsn Casey Walter T r	Pacific Telephone & Telegraph Co.

227 ROBINSON ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	FLORES Isaura	Haines Company, Inc.
	VILLA Cardos	Haines Company, Inc.
2000	CHAVEZ Maria	Haines & Company
	FLORES Isaura	Haines & Company
1976	Flores Isaura	Pacific Telephone
1951	N Robinsn Peak Warner L r	Pacific Telephone & Telegraph Co.

TEMPLE W

3401 TEMPLE W

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	XXXX	Haines & Company

3409 TEMPLE W

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2000	WORLD HOPE PRESBYTERIAN CHURCH	Haines & Company

TEMPLE ST

3401 TEMPLE ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1951	Templ Letourneau A E r	Pacific Telephone & Telegraph Co.

FINDINGS

W TEMPLE ST

3409 W TEMPLE ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1976	TIPTON & COMPANY ins	Pacific Telephone

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched

235 N Hoover St

Address Not Identified in Research Source

2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched

151 N HOOVER ST

Address Not Identified in Research Source

2013, 2008, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

155 HOOVER N

2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

157 HOOVER ST N

2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

157 N HOOVER

2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

157 N HOOVER ST

2013, 2008, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

161 HOOVER N

2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

161 HOOVER ST N

2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

APPENDIX 16.5

REGULATORY RECORDS DOCUMENTATION

NE14285

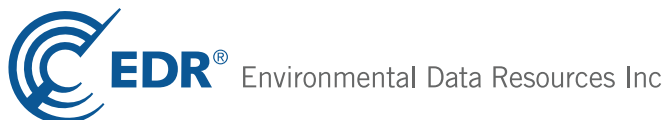
235 N Hoover

Los Angeles, CA 90004

Inquiry Number: 4175109.2s

January 07, 2015

The EDR Radius Map™ Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Map Findings Summary	4
Map Findings	8
Orphan Summary	261
Government Records Searched/Data Currency Tracking	GR-1

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

235 N HOOVER
LOS ANGELES County, CA 90004

COORDINATES

Latitude (North): 34.0756000 - 34° 4' 32.16"
Longitude (West): 118.2838000 - 118° 17' 1.68"
Universal Tranverse Mercator: Zone 11
UTM X (Meters): 381542.6
UTM Y (Meters): 3771087.2
Elevation: 363 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 34118-A3 HOLLYWOOD, CA
Most Recent Revision: 1994

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20120505
Source: USDA

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
1X TEMPLE COMMUNITY HOSPITAL 235 NORTH HOOVER LOS ANGELES, CA 90004	HAZNET	N/A
TEMPLE COMMUNITY HOSPITAL 235 N HOOVER LOS ANGELES, CA 90004	RCRA-SQG FINDS HAZNET	CAD078799095
TEMPLE HOSPITAL INCORPORATED 235 N HOOVER ST LOS ANGELES, CA 90004	CA FID UST SWEEPS UST	N/A
TEMPLE COMMUNITY HOSPITAL 235 N HOOVER ST LOS ANGELES, CA 90004	RCRA-SQG EMI	CAD983638040

EXECUTIVE SUMMARY

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

CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
FEDERAL FACILITY..... Federal Facility Site Information listing

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls
LUCIS..... Land Use Control Information System

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Solid Waste Information System

EXECUTIVE SUMMARY

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

AST..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST..... Underground Storage Tanks on Indian Land
FEMA UST..... Underground Storage Tank Listing

State and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

ODI..... Open Dump Inventory
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
HAULERS..... Registered Waste Tire Haulers Listing
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL..... Clandestine Drug Labs
HIST Cal-Sites..... Historical Calsites Database
Toxic Pits..... Toxic Pits Cleanup Act Sites
AOCONCERN..... San Gabriel Valley Areas of Concern
CDL..... Clandestine Drug Labs
US HIST CDL..... National Clandestine Laboratory Register

Local Land Records

LIENS 2..... CERCLA Lien Information
LIENS..... Environmental Liens Listing

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System
CHMIRS..... California Hazardous Material Incident Report System
LDS..... Land Disposal Sites Listing
MCS..... Military Cleanup Sites Listing
SPILLS 90..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

DOT OPS..... Incident and Accident Data
DOD..... Department of Defense Sites
FUDS..... Formerly Used Defense Sites
CONSENT..... Superfund (CERCLA) Consent Decrees
ROD..... Records Of Decision
UMTRA..... Uranium Mill Tailings Sites

EXECUTIVE SUMMARY

US MINES.....	Mines Master Index File
TRIS.....	Toxic Chemical Release Inventory System
TSCA.....	Toxic Substances Control Act
FTTS.....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS.....	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS.....	Section 7 Tracking Systems
ICIS.....	Integrated Compliance Information System
PADS.....	PCB Activity Database System
MLTS.....	Material Licensing Tracking System
RADINFO.....	Radiation Information Database
RAATS.....	RCRA Administrative Action Tracking System
RMP.....	Risk Management Plans
CA BOND EXP. PLAN.....	Bond Expenditure Plan
UIC.....	UIC Listing
NPDES.....	NPDES Permits Listing
Cortese.....	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings.....	CUPA Resources List
LA Co. Site Mitigation.....	Site Mitigation List
DRYCLEANERS.....	Cleaner Facilities
WIP.....	Well Investigation Program Case List
LOS ANGELES CO. HMS.....	HMS: Street Number List
ENF.....	Enforcement Action Listing
INDIAN RESERV.....	Indian Reservations
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR.....	Financial Assurance Information
EPA WATCH LIST.....	EPA WATCH LIST
LEAD SMELTERS.....	Lead Smelter Sites
PRP.....	Potentially Responsible Parties
2020 COR ACTION.....	2020 Corrective Action Program List
COAL ASH DOE.....	Steam-Electric Plant Operation Data
US AIRS.....	Aerometric Information Retrieval System Facility Subsystem
WDS.....	Waste Discharge System
HWT.....	Registered Hazardous Waste Transporter Database
PROC.....	Certified Processors Database
Financial Assurance.....	Financial Assurance Information Listing
MWMP.....	Medical Waste Management Program Listing
PCB TRANSFORMER.....	PCB Transformer Registration Database
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP..... EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF..... Recovered Government Archive Solid Waste Facilities List
 RGA LUST..... Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site List

CERC-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERC-NFRAP list, as provided by EDR, and dated 10/25/2013 has revealed that there are 2 CERC-NFRAP sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CULLIGAN D I WATER SERV	315 N HOOVER ST	NNW 0 - 1/8 (0.067 mi.)	C12	27
TRUST SERVICES OF AMERICA	220/222 NORTH JUANITA A	W 1/4 - 1/2 (0.295 mi.)	W128	175

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 06/10/2014 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CENTRAL REGION ELEMENTARY SCHO	3600 W. COUNCIL STREET	WSW 1/8 - 1/4 (0.164 mi.)	M73	90
<i>GORE GRAPHICS</i>	<i>340 N MADISON AVE</i>	<i>WNW 1/8 - 1/4 (0.245 mi.)</i>	<i>T117</i>	<i>126</i>

EXECUTIVE SUMMARY

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 06/10/2014 has revealed that there are 9 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHEVRON STATION LA00894	3501 W TEMPLE BLVD	NNW 0 - 1/8 (0.049 mi.)	C8	20
WD MACHINE SHOP	310 N HOOVER ST	NNW 0 - 1/8 (0.077 mi.)	C17	34
BOGARZ INC	137 NORTH VIRGIL AVE	WSW 0 - 1/8 (0.120 mi.)	F44	56
DUNLEE CORP	3644 BEVERLY BLVD	W 0 - 1/8 (0.120 mi.)	G46	60
CHEVRON STATION 90373	3631 BEVERLY	W 1/8 - 1/4 (0.126 mi.)	G49	62
NEWELL COLOUR LAB	221 N WESTMORELAND AVE	WSW 1/8 - 1/4 (0.159 mi.)	M69	87
AMERICAN INDUSTRIAL	201 N WESTMORLAND	WSW 1/8 - 1/4 (0.187 mi.)	M83	101
TOPPERS	505 N SILVERLAKE BLVD	NE 1/8 - 1/4 (0.218 mi.)	S103	111
J.P. CARROL COMPANY	310 N. MADISON AVENUE	WNW 1/8 - 1/4 (0.236 mi.)	T109	117

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 11/03/2014 has revealed that there are 18 ENVIROSTOR sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BELMONT/HOLLYWOOD NO. 4 Status: Inactive - Needs Evaluation	WILLOWBROOK AVE/HOOVER	1/2 - 1 (0.932 mi.)	153	254
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PUEBLO NUEVO CHARTER ACADEMY Status: Certified	3501-3515 WEST TEMPLE S	NNW 0 - 1/8 (0.049 mi.)	C7	15
CAL WATER Status: * Inactive Status: Refer: RCRA	315 N HOOVER ST	NNW 0 - 1/8 (0.067 mi.)	C10	24
NEWELL COLOUR Status: Refer: Other Agency	221 N. WESTMORLAND AVEN	WSW 1/8 - 1/4 (0.159 mi.)	M66	80
CROSSROADS TRUST/AKA WESTMOREL Status: Inactive - Action Required Status: Certified	221 NORTH WESTMORELAND	WSW 1/8 - 1/4 (0.159 mi.)	M68	81
APPLIED GRAPHICS TECH, GORE GR Status: Refer: Other Agency	340 N MADISON AV	WNW 1/8 - 1/4 (0.245 mi.)	T116	122

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BELMONT NEW P C NO 1 Status: No Further Action	610 MICHELTORENA ST	NNE 1/4 - 1/2 (0.265 mi.)	120	129
CENTRAL REGION ELEMENTARY SCHO Status: Active	COUNCIL STREET/JUANITA	WSW 1/4 - 1/2 (0.292 mi.)	V126	153
TRUST SERVICES OF AMERICA Status: Refer: Other Agency	218,220,224 NORTH JUANI	W 1/4 - 1/2 (0.302 mi.)	W129	176
COMMONWEALTH ELEMENTARY SCHOOL Status: Certified / Operation & Maintenance	213 SOUTH COMMONWEALTH	SSW 1/4 - 1/2 (0.333 mi.)	132	184
BELMONT/HOLLYWOOD NO. 1 Status: Inactive - Action Required	OAKWOOD AVENUE/JUANITA	WNW 1/4 - 1/2 (0.333 mi.)	133	194
BELMONT NEW ELEMENTARY NO. 6 Status: Certified	NORTH VERMONT AVENUE/COW	W 1/4 - 1/2 (0.375 mi.)	X135	199
TERMINIX Status: Active	2828 LONDON STREET	E 1/4 - 1/2 (0.452 mi.)	146	232
DAYTON HEIGHTS ELEMENTARY SCHO Status: Certified	607 NORTH WESTMORELAND	NNW 1/4 - 1/2 (0.461 mi.)	148	242
CAMINO NUEVO CHARTER ACADEMY P Status: No Further Action	3400 WEST 3RD STREET	SW 1/4 - 1/2 (0.476 mi.)	149	246
BELMONT/HOLLYWOOD PRIMARY CENT Status: No Further Action	310 SOUTH LAFAYETTE PAR	SSE 1/2 - 1 (0.594 mi.)	150	249
WEST FOURTH STREET SITE Status: Refer: Other Agency	2424 WEST 4TH STREET	SSE 1/2 - 1 (0.862 mi.)	152	253
CENTRAL LOS ANGELES MIDDLE SCH Status: Certified	VERMONT AVENUE/WILSHIRE	SSW 1/2 - 1 (0.965 mi.)	154	257

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 12/12/2014 has revealed that there are 27 LUST sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHEVRON STATION LA00894 Status: Completed - Case Closed	3501 W TEMPLE BLVD	NNW 0 - 1/8 (0.049 mi.)	C8	20
PANGLOSSIAN DEVELOP.CORP FORME Status: Completed - Case Closed	240 VIRGIL AVE N	W 0 - 1/8 (0.094 mi.)	G27	39
SILVERLAKE CAR WASH Status: Completed - Case Closed	3595 BEVERLY BLVD	WSW 0 - 1/8 (0.094 mi.)	F28	41
TUNE UP MASTERS Status: Completed - Case Closed	3560 BEVERLY BLVD.	SW 0 - 1/8 (0.109 mi.)	F39	51
MCCLELLAND PROPERTY/ARCO Status: Completed - Case Closed	3644 BEVERLY BLVD	W 0 - 1/8 (0.120 mi.)	G45	57
CHEVRON #9-0373 Status: Completed - Case Closed	3631 BEVERLY BLVD	W 1/8 - 1/4 (0.126 mi.)	G53	65

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MCCLELLAND/WESTERN EXTERM Status: Completed - Case Closed	3654 BEVERLY BLVD	W 1/8 - 1/4 (0.132 mi.)	G59	71
COLUMBIA PEST CONTROL Status: Completed - Case Closed	101 N VIRGIL AVE	SW 1/8 - 1/4 (0.145 mi.)	I64	75
FIRE STATION #6 Status: Completed - Case Closed	326 VIRGIL AVE N.	NW 1/8 - 1/4 (0.173 mi.)	O76	92
MOBIL SERVICE STATION Status: Completed - Case Closed	301 VIRGIL ST N	NW 1/8 - 1/4 (0.176 mi.)	O79	98
AMERICAN INDUSTRIAL SERVICES Status: Completed - Case Closed	201 WESTMORELAND AVE N	WSW 1/8 - 1/4 (0.187 mi.)	M86	104
PACIFIC BELL (G1-185) Status: Completed - Case Closed	3804 OAKWOOD AVE	WNW 1/4 - 1/2 (0.275 mi.)	121	135
PEDUS SERVICES INC Status: Completed - Case Closed	3500 001ST ST W	WSW 1/4 - 1/2 (0.291 mi.)	V122	137
ARCO (FORMER) Status: Completed - Case Closed	3737 BEVERLY BOULEVARD	W 1/4 - 1/2 (0.292 mi.)	W124	141
ARCO (FORMER)	3737 BEVERLY BLVD	W 1/4 - 1/2 (0.292 mi.)	W125	152
ELLIS LEE & ASSOCIATES Status: Completed - Case Closed	2915 TEMPLE ST W	ESE 1/4 - 1/2 (0.293 mi.)	U127	173
MARY CARROLL TRUST Status: Completed - Case Closed	218 JUANITA AVE N	W 1/4 - 1/2 (0.305 mi.)	W130	177
PACIFIC BELL Status: Completed - Case Closed	316 JUANITA AVE N	W 1/4 - 1/2 (0.312 mi.)	W131	180
MIDWAY FORD	200 VERMONT AVE N	W 1/4 - 1/2 (0.374 mi.)	X134	197
UNOCAL #6377	304 VERMONT AVE N	W 1/4 - 1/2 (0.378 mi.)	Y136	205
UNOCAL #6377 Status: Open - Site Assessment Status: Completed - Case Closed	304 VERMONT AVE N	W 1/4 - 1/2 (0.378 mi.)	Y137	207
SHELL Status: Completed - Case Closed	341 VERMONT	W 1/4 - 1/2 (0.385 mi.)	Y138	213
DEPT OF TRANSPORTATION	411 VERMONT	WNW 1/4 - 1/2 (0.405 mi.)	AA140	219
SHELL Status: Completed - Case Closed	341 VERMONT AVE N	WNW 1/4 - 1/2 (0.407 mi.)	AA141	220
LADWP-STREETLIGHT MAINT.HDQTRS Status: Completed - Case Closed	611 HOOVER ST N	N 1/4 - 1/2 (0.409 mi.)	Z142	222
JOHN'S TEXACO Status: Completed - Case Closed	565 VIRGIL AVE N	NNW 1/4 - 1/2 (0.423 mi.)	143	226
RAMPART POLICE STATION GARAGE Status: Completed - Case Closed	2710 W TEMPLE ST	ESE 1/4 - 1/2 (0.456 mi.)	147	237

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 12/12/2014 has revealed that there are 3 SLIC sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CITY OF LOS ANGELES - DWP	611 HOOVER	N 1/4 - 1/2 (0.403 mi.)	Z139	219

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
LADWP-STREETLIGHT MAINT.HDQTRS Facility Status: Open - Site Assessment	611 HOOVER ST N	N 1/4 - 1/2 (0.409 mi.)	Z142	222
JESSE CLEANERS Facility Status: Open - Site Assessment	650 NORTH HOOVER STREET	N 1/4 - 1/2 (0.450 mi.)	Z145	231

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 09/17/2014 has revealed that there are 4 UST sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BH - 126, INC.	3625 BEVERLY BLVD	WNW 1/8 - 1/4 (0.131 mi.)	H55	69
LOS ANGELES FIRE STATION 6	326 N VIRGIL AVE	NW 1/8 - 1/4 (0.173 mi.)	O78	98
FRED WOLF	3200 BEVERLY BLVD	S 1/8 - 1/4 (0.198 mi.)	P91	107
JACK HADADD	515 SILVER LAKE BLVD	NE 1/8 - 1/4 (0.223 mi.)	S107	114

State and tribal voluntary cleanup sites

VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the VCP list, as provided by EDR, and dated 11/03/2014 has revealed that there are 2 VCP sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CROSSROADS TRUST/AKA WESTMOREL	221 NORTH WESTMORELAND	WSW 1/8 - 1/4 (0.159 mi.)	M68	81
TERMINIX	2828 LONDON STREET	E 1/4 - 1/2 (0.452 mi.)	146	232

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 09/22/2014 has revealed that there is 1 US BROWNFIELDS site within approximately 0.5 miles of the target property.

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BEVERLY/VIRGIL SUB AREA	BEVERLY AND VIRGIL	WSW 0 - 1/8 (0.095 mi.)	F33	47

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 09/16/2014 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
TEMPLE RECYCLING CENTER CORP	3521 W TEMPLE ST	NW 0 - 1/8 (0.068 mi.)	C14	30

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 WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
2ND & JUANITA AVENUE DUMP-LOS	2ND & JUANITA AVE	SW 1/4 - 1/2 (0.438 mi.)	144	230

Local Lists of Hazardous waste / Contaminated Sites

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 SCH list, as provided by EDR, and dated 11/03/2014 has revealed that there are 2 SCH sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PUEBLO NUEVO CHARTER ACADEMY	3501-3515 WEST TEMPLE S	NNW 0 - 1/8 (0.049 mi.)	C7	15
CROSSROADS TRUST/AKA WESTMOREL	221 NORTH WESTMORELAND	WSW 1/8 - 1/4 (0.159 mi.)	M68	81

Local Lists of Registered Storage Tanks

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 16 CA FID UST sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CULLIGAN D I WATER SERVICES	315 N HOOVER ST	NNW 0 - 1/8 (0.067 mi.)	C13	28
SILVERLAKE CAR WASH	3595 BEVERLY BLVD	WSW 0 - 1/8 (0.094 mi.)	F29	45

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNIFIED DEVELOPMENT	240 N VIRGIL AVE	W 0 - 1/8 (0.095 mi.)	G32	46
TUNEUP MASTERS INC.	3560 W BEVERLY BLVD	SW 0 - 1/8 (0.109 mi.)	F40	53
MOBIL OIL CORP	301 N VIRGIL AVE	WNW 0 - 1/8 (0.113 mi.)	H41	54
MARGARET MCCLELLAND	3644 W BEVERLY BLVD	W 0 - 1/8 (0.119 mi.)	G43	55
DAVID J MILTON	3631 BEVERLY BLVD	W 1/8 - 1/4 (0.126 mi.)	G50	63
UNK	3654 W BEVERLY BLVD	W 1/8 - 1/4 (0.132 mi.)	G57	70
PAULA E LUCIER	111 N VIRGIL AVE	SW 1/8 - 1/4 (0.135 mi.)	I60	73
COLUMBIA PEST CONTROL	101 N VIRGIL AVE	SW 1/8 - 1/4 (0.145 mi.)	I64	75
HARRY L BAILEY CO INC	418 N HOOVER ST	N 1/8 - 1/4 (0.160 mi.)	L71	89
FIRE STATION #6	326 N VIRGIL AVE	NW 1/8 - 1/4 (0.173 mi.)	O77	97
AMERICAN INDUSTRIAL SERVICE IN	201 N WESTMORELAND AVE	WSW 1/8 - 1/4 (0.187 mi.)	M84	102
FRED WOLF	3200 BEVERLY BLVD	S 1/8 - 1/4 (0.198 mi.)	P93	108
SILVERLAKE DISCOUNT TIRE CENTE	515 SILVERLAKE BLVD	NE 1/8 - 1/4 (0.223 mi.)	S108	114
JP CARROLL COMPANY	310 N MADISON AVE	WNW 1/8 - 1/4 (0.236 mi.)	T110	119

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 8 HIST UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WESTERN EXTERMINATOR COMPANY	3333 W TEMPLE ST	E 0 - 1/8 (0.044 mi.)	B5	14
CAL WATER	315 N HOOVER ST	NNW 0 - 1/8 (0.067 mi.)	C10	24
SILVERLAKE CAR WASH	3595 BEVERLY BLVD	WSW 0 - 1/8 (0.094 mi.)	F28	41
90373	3631 BEVERLY BLVD	W 1/8 - 1/4 (0.126 mi.)	G52	64
COLUMBIA PEST CONTROL	101 N VIRGIL AVE	SW 1/8 - 1/4 (0.145 mi.)	I64	75
STEINER CORPORATION	201 N WESTMORELAND AVE	WSW 1/8 - 1/4 (0.187 mi.)	M85	103
R & C SUNLAND SERVICE	515 SILVER LAKE BLVD	NE 1/8 - 1/4 (0.223 mi.)	S106	113
SAME AS ABOVE	310 N MADISON AVE	WNW 1/8 - 1/4 (0.236 mi.)	T111	120

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 16 SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CULLIGAN D I WATER SERVICES	315 N HOOVER ST	NNW 0 - 1/8 (0.067 mi.)	C13	28
SILVERLAKE CAR WASH	3595 BEVERLY BLVD	WSW 0 - 1/8 (0.094 mi.)	F28	41
UNIFIED DEVELOPMENT	240 N VIRGIL AVE	W 0 - 1/8 (0.095 mi.)	G32	46
TUNEUP MASTERS INC.	3560 W BEVERLY BLVD	SW 0 - 1/8 (0.109 mi.)	F40	53
MOBIL OIL CORP	301 N VIRGIL AVE	WNW 0 - 1/8 (0.113 mi.)	H41	54
MARGARET MCCLELLAND	3644 W BEVERLY BLVD	W 0 - 1/8 (0.119 mi.)	G43	55
CHEVRON #9-0373	3631 BEVERLY BLVD	W 1/8 - 1/4 (0.126 mi.)	G53	65
UNK	3654 W BEVERLY BLVD	W 1/8 - 1/4 (0.132 mi.)	G57	70
PAULA E LUCIER	111 N VIRGIL AVE	SW 1/8 - 1/4 (0.135 mi.)	I60	73
COLUMBIA PEST CONTROL	101 N VIRGIL AVE	SW 1/8 - 1/4 (0.145 mi.)	I64	75
HARRY L BAILEY CO INC	418 N HOOVER ST	N 1/8 - 1/4 (0.160 mi.)	L71	89
LOS ANGELES FIRE STATION 6	326 N VIRGIL AVE	NW 1/8 - 1/4 (0.173 mi.)	O78	98
AMERICAN INDUSTRIAL SERVICE IN	201 N WESTMORELAND AVE	WSW 1/8 - 1/4 (0.187 mi.)	M84	102

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
FRED WOLF	3200 BEVERLY BLVD	S 1/8 - 1/4 (0.198 mi.)	P91	107
SILVERLAKE DISCOUNT TIRE CENTE	515 SILVERLAKE BLVD	NE 1/8 - 1/4 (0.223 mi.)	S108	114
JP CARROLL COMPANY	310 N MADISON AVE	WNW 1/8 - 1/4 (0.236 mi.)	T110	119

Local Land Records

DEED: The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes .

A review of the DEED list, as provided by EDR, and dated 09/08/2014 has revealed that there is 1 DEED site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CENTRAL REGION ELEMENTARY SCHO	COUNCIL STREET/JUANITA	WSW 1/4 - 1/2 (0.292 mi.)	V126	153

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 06/10/2014 has revealed that there are 2 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PEAIRS ENGINEERS	3521 TEMPLE ST	NW 0 - 1/8 (0.068 mi.)	C15	31
LEMUEL DATOR L D TRUCKING L A	3459 PLATA ST	N 1/8 - 1/4 (0.150 mi.)	J65	79

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 HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 22 HIST CORTESE sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHEVRON STATION LA00894	3501 W TEMPLE BLVD	NNW 0 - 1/8 (0.049 mi.)	C8	20
SILVERLAKE CAR WASH	3595 BEVERLY BLVD	WSW 0 - 1/8 (0.094 mi.)	F28	41
PANGLOSSIAN DEVELOP.CORP	240 VIRGIL	W 0 - 1/8 (0.100 mi.)	G36	50
MCCLELLAND PROPERTY/ARCO	3644 BEVERLY BLVD	W 0 - 1/8 (0.120 mi.)	G45	57
CHEVRON #9-0373	3631 BEVERLY BLVD	W 1/8 - 1/4 (0.126 mi.)	G53	65
MCCLELLAND/WESTERN EXTERM	3654 BEVERLY BLVD	W 1/8 - 1/4 (0.132 mi.)	G59	71
COLUMBIA PEST CONTROL	101 N VIRGIL AVE	SW 1/8 - 1/4 (0.145 mi.)	I64	75
MOBIL SERVICE STATION	301 VIRGIL ST N	NW 1/8 - 1/4 (0.176 mi.)	O79	98
AMERICAN INDUSTRIAL SERVICES	201 WESTMORELAND AVE N	WSW 1/8 - 1/4 (0.187 mi.)	M86	104
PACIFIC BELL (G1-185)	3804 OAKWOOD AVE	WNW 1/4 - 1/2 (0.275 mi.)	121	135

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>PEDUS SERVICES INC</i>	<i>3500 001ST ST W</i>	<i>WSW 1/4 - 1/2 (0.291 mi.)</i>	<i>V122</i>	<i>137</i>
<i>ELLIS LEE & ASSOCIATES</i>	<i>2915 TEMPLE</i>	<i>ESE 1/4 - 1/2 (0.292 mi.)</i>	<i>U123</i>	<i>140</i>
<i>ARCO (FORMER)</i>	<i>3737 BEVERLY BOULEVARD</i>	<i>W 1/4 - 1/2 (0.292 mi.)</i>	<i>W124</i>	<i>141</i>
<i>MARY CARROLL TRUST</i>	<i>218 JUANITA AVE N</i>	<i>W 1/4 - 1/2 (0.305 mi.)</i>	<i>W130</i>	<i>177</i>
<i>PACIFIC BELL</i>	<i>316 JUANITA AVE N</i>	<i>W 1/4 - 1/2 (0.312 mi.)</i>	<i>W131</i>	<i>180</i>
<i>MIDWAY FORD</i>	<i>200 VERMONT AVE N</i>	<i>W 1/4 - 1/2 (0.374 mi.)</i>	<i>X134</i>	<i>197</i>
<i>UNOCAL #6377</i>	<i>304 VERMONT AVE N</i>	<i>W 1/4 - 1/2 (0.378 mi.)</i>	<i>Y136</i>	<i>205</i>
<i>SHELL</i>	<i>341 VERMONT</i>	<i>W 1/4 - 1/2 (0.385 mi.)</i>	<i>Y138</i>	<i>213</i>
<i>DEPT OF TRANSPORTATION</i>	<i>411 VERMONT</i>	<i>WNW 1/4 - 1/2 (0.405 mi.)</i>	<i>AA140</i>	<i>219</i>
<i>LADWP-STREETLIGHT MAINT.HDQTRS</i>	<i>611 HOOVER ST N</i>	<i>N 1/4 - 1/2 (0.409 mi.)</i>	<i>Z142</i>	<i>222</i>
<i>JOHN'S TEXACO</i>	<i>565 VIRGIL AVE N</i>	<i>NNW 1/4 - 1/2 (0.423 mi.)</i>	<i>143</i>	<i>226</i>
<i>RAMPART POLICE STATION GARAGE</i>	<i>2710 W TEMPLE ST</i>	<i>ESE 1/4 - 1/2 (0.456 mi.)</i>	<i>147</i>	<i>237</i>

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 Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHEVRON USA INC.	4166 MELROSE AVE. #9337	NW 1/2 - 1 (0.647 mi.)	151	252

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 11/24/2014 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>CULLIGAN D I WATER SERVICES</i>	<i>315 N HOOVER ST</i>	<i>NNW 0 - 1/8 (0.067 mi.)</i>	<i>C13</i>	<i>28</i>

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR US Hist Auto Stat: 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 US Hist Auto Stat list, as provided by EDR, has revealed that there are 39 EDR US

EXECUTIVE SUMMARY

Hist Auto Stat sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	3501 W TEMPLE ST	NNW 0 - 1/8 (0.049 mi.)	C6	14
Not reported	315 N HOOVER ST	NNW 0 - 1/8 (0.067 mi.)	C11	27
Not reported	330 ROBINSON ST	ENE 0 - 1/8 (0.071 mi.)	B16	33
Not reported	3639 W TEMPLE ST	WNW 0 - 1/8 (0.090 mi.)	E20	36
Not reported	3645 W TEMPLE ST	WNW 0 - 1/8 (0.090 mi.)	E21	37
Not reported	3649 W TEMPLE ST	WNW 0 - 1/8 (0.091 mi.)	E22	37
CLARK FRED	3228 TEMPLE AL	E 0 - 1/8 (0.091 mi.)	B23	37
Not reported	3585 BEVERLY BLVD	WSW 0 - 1/8 (0.092 mi.)	F24	38
Not reported	220 N VIRGIL AVE	W 0 - 1/8 (0.094 mi.)	G25	38
CONKEY ROBINSON	218 N VIRGIL AVE	W 0 - 1/8 (0.094 mi.)	G26	39
HUNT H O	240 N VIRGIL AVE	W 0 - 1/8 (0.095 mi.)	G31	46
Not reported	3551 BEVERLY BLVD	SW 0 - 1/8 (0.096 mi.)	D35	49
GREEN R W	3221 TEMPLE AL	E 0 - 1/8 (0.108 mi.)	37	50
HARTLEY R A	3330 BEVERLY BLVD	SW 0 - 1/8 (0.109 mi.)	D38	51
MANKIN W J	139 N VIRGIL AVE	WSW 0 - 1/8 (0.119 mi.)	F42	55
GERBER HAUGHTON	3355 W 1ST TER	SW 0 - 1/8 (0.123 mi.)	I47	61
CARR T G	3631 BEVERLY BLVD	W 1/8 - 1/4 (0.126 mi.)	G51	63
Not reported	121 N VIRGIL AVE	SW 1/8 - 1/4 (0.128 mi.)	I54	68
Not reported	3625 BEVERLY BLVD	WNW 1/8 - 1/4 (0.131 mi.)	H56	69
BARNETT M M	3654 BEVERLY BLVD	W 1/8 - 1/4 (0.132 mi.)	G58	70
Not reported	3448 PLATA ST	N 1/8 - 1/4 (0.142 mi.)	J61	74
ROBINSON R S	3308 BEVERLY BLVD	SSW 1/8 - 1/4 (0.143 mi.)	K62	74
BURTON A J	402 N HOOVER ST	N 1/8 - 1/4 (0.143 mi.)	L63	74
PASCHAL R B	100 N HOOVER ST	S 1/8 - 1/4 (0.159 mi.)	K70	89
Not reported	104 ROBINSON ST	S 1/8 - 1/4 (0.161 mi.)	K72	90
BLANCHARD W H	3660 BEVERLY BLVD	WNW 1/8 - 1/4 (0.167 mi.)	N75	92
Not reported	3109 W TEMPLE ST	ESE 1/8 - 1/4 (0.178 mi.)	80	100
Not reported	3204 BEVERLY BLVD	S 1/8 - 1/4 (0.193 mi.)	P87	106
ALNETT D W	3201 BEVERLY BLVD	S 1/8 - 1/4 (0.197 mi.)	P89	107
WISHNOW B W	3200 BEVERLY BLVD	S 1/8 - 1/4 (0.198 mi.)	P92	108
NIELSEN W H	3436 W 1ST TER	WSW 1/8 - 1/4 (0.202 mi.)	Q94	109
PEDIGO PAUL	3113 BEVERLY BLVD	SSE 1/8 - 1/4 (0.202 mi.)	R96	109
HILBERT MARY MRS	3655 BEVERLY BLVD	W 1/8 - 1/4 (0.206 mi.)	N97	109
Not reported	505 SILVER LAKE BLVD	NE 1/8 - 1/4 (0.216 mi.)	S100	110
WALTERS F H	3112 BEVERLY BLVD	SSE 1/8 - 1/4 (0.217 mi.)	R102	111
Not reported	515 SILVER LAKE BLVD	NE 1/8 - 1/4 (0.223 mi.)	S105	113
SNYDER E C	3100 BEVERLY BLVD	SSE 1/8 - 1/4 (0.239 mi.)	R113	121
PASCHAL R B	101 S VENDOME ST	SSE 1/8 - 1/4 (0.241 mi.)	R114	121
D B SERVICE STATION	520 SILVER LAKE BLVD	NE 1/8 - 1/4 (0.245 mi.)	S118	128

EDR US Hist 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.

A review of the EDR US Hist Cleaners list, as provided by EDR, has revealed that there are 20 EDR US Hist Cleaners sites within approximately 0.25 miles of the target property.

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	125 N COMMONWEALTH AVE	SW 0 - 1/8 (0.061 mi.)	D9	24
LANDRETH S CLEANERS	321 N HOOVER ST	NNW 0 - 1/8 (0.078 mi.)	C18	35
Not reported	3553 W TEMPLE ST	NW 0 - 1/8 (0.083 mi.)	E19	35
Not reported	240 N VIRGIL AVE	W 0 - 1/8 (0.095 mi.)	G30	45
BESTWAY LAUNDRY SERVICE	3572 BEVERLY BLVD	WSW 0 - 1/8 (0.095 mi.)	D34	49
SCHUELLER J W	3360 W 1ST TER	SW 1/8 - 1/4 (0.125 mi.)	I48	61
COSMOPOLITAN LAUNDRY CO	221 N WESTMORELAND AVE	WSW 1/8 - 1/4 (0.159 mi.)	M67	81
Not reported	3251 BEVERLY BLVD	S 1/8 - 1/4 (0.166 mi.)	K74	92
CHAS SAML	3218 BEVERLY BLVD	S 1/8 - 1/4 (0.179 mi.)	P81	101
BUDROW J T	3216 BEVERLY BLVD	S 1/8 - 1/4 (0.180 mi.)	P82	101
HARDIN HATTIE MRS	453 N HOOVER ST	N 1/8 - 1/4 (0.197 mi.)	L88	107
FIENBERG ABR	3435 W 1ST TER	WSW 1/8 - 1/4 (0.197 mi.)	Q90	107
GOODMAN S H	3117 BEVERLY BLVD	SSE 1/8 - 1/4 (0.202 mi.)	R95	109
BARNES LUCILE MRS	3125 BEVERLY BLVD	SSE 1/8 - 1/4 (0.215 mi.)	R98	110
WONG SAM	3118 BEVERLY BLVD	SSE 1/8 - 1/4 (0.216 mi.)	R99	110
WILLIS G H	3114 BEVERLY BLVD	SSE 1/8 - 1/4 (0.216 mi.)	R101	111
Not reported	3106 BEVERLY BLVD	SSE 1/8 - 1/4 (0.219 mi.)	R104	113
Not reported	3007 W TEMPLE ST	ESE 1/8 - 1/4 (0.239 mi.)	U112	121
LA GRO FREEMAN	301 N RENO ST	ESE 1/8 - 1/4 (0.242 mi.)	U115	122
TREBOW SAML	500 N HOOVER ST	N 1/8 - 1/4 (0.246 mi.)	119	129

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 4 records.

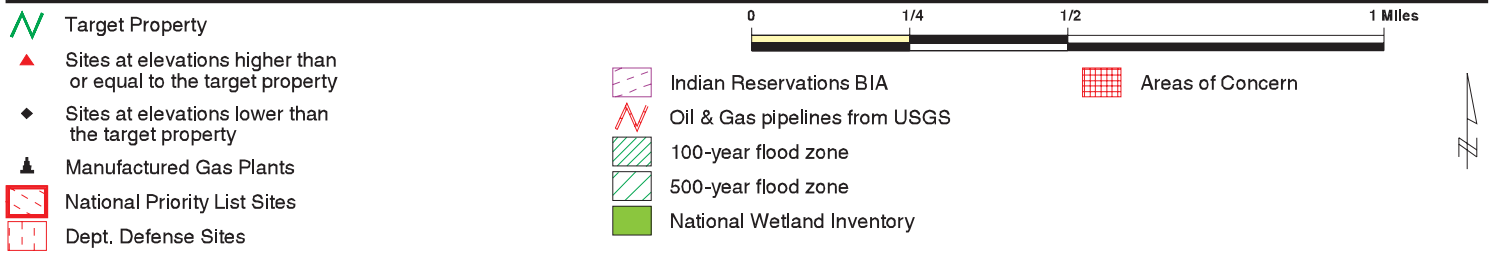
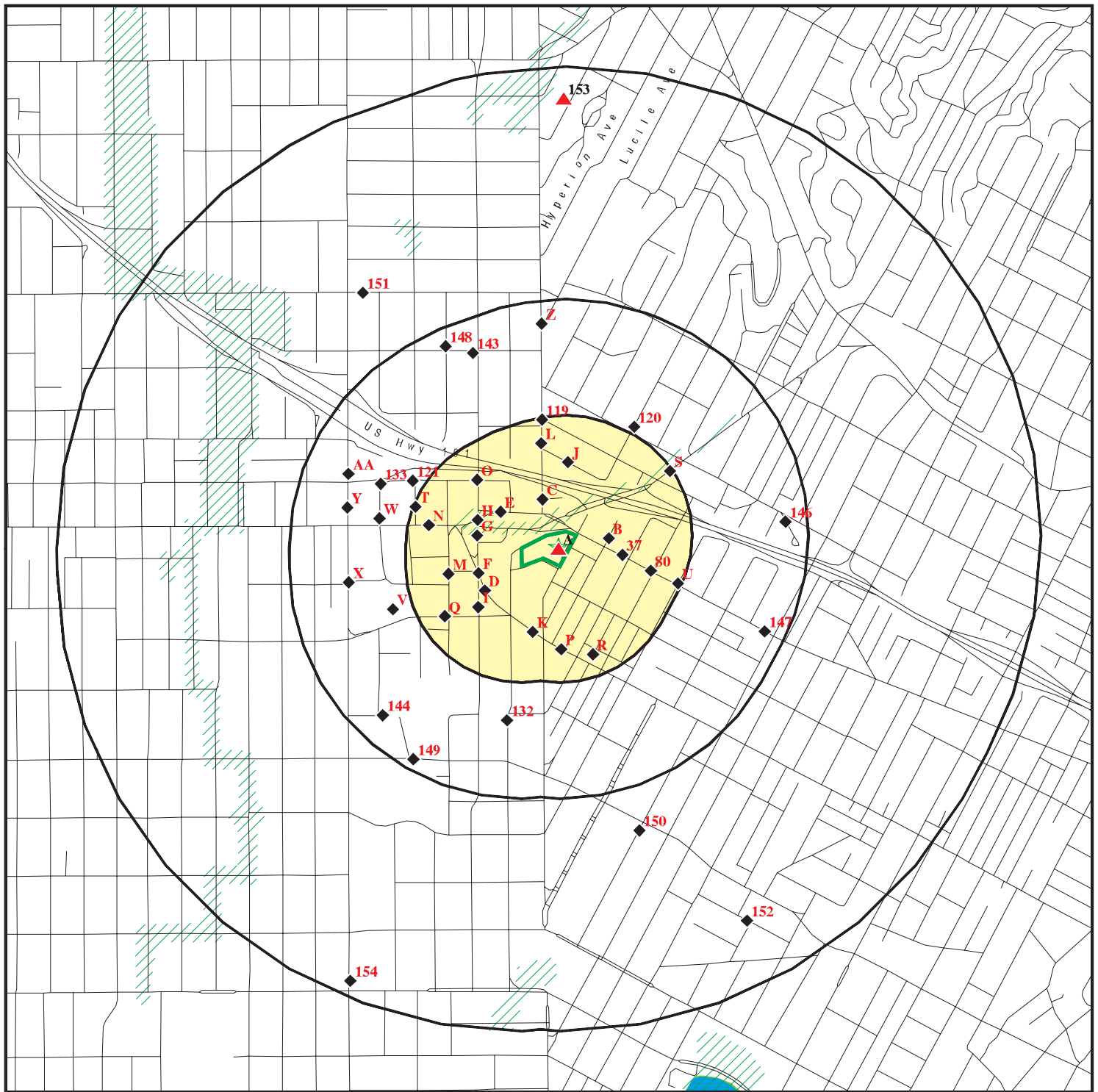
Site Name

Database(s)

WARD'S DUMP
HOLLYWOOD GRAND PRIX

CDL
CDL
SWF/LF
LUST

OVERVIEW MAP - 4175109.2S

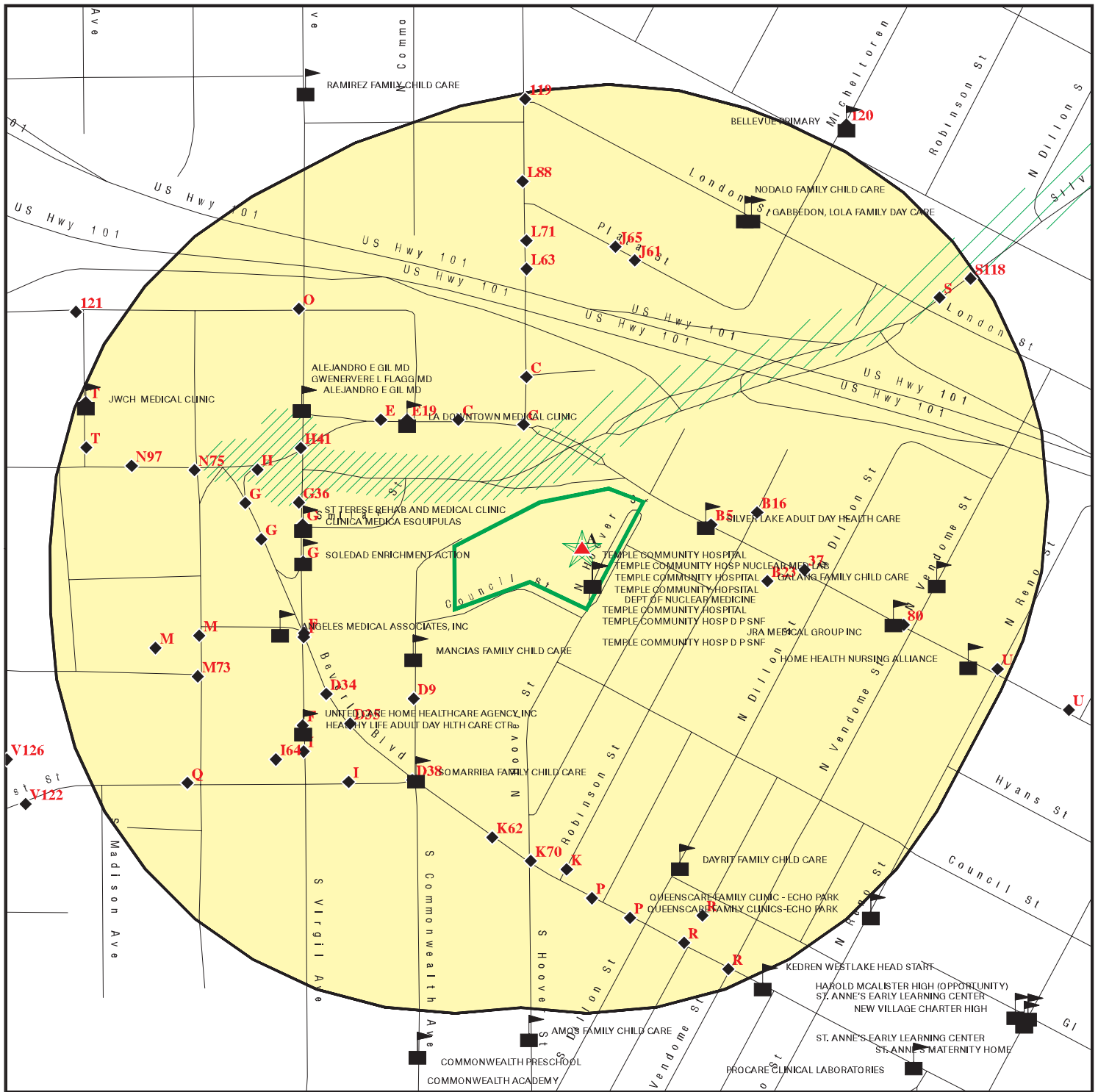














This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: NE14285
 ADDRESS: 235 N Hoover
 Los Angeles CA 90004
 LAT/LONG: 34.0756 / 118.2838

CLIENT: National Environmental Services, Inc.
 CONTACT: Salamat Ullah
 INQUIRY #: 4175109.2s
 DATE: January 07, 2015 9:17 am

DETAIL MAP - 4175109.2S



-  Target Property
-  Sites at elevations higher than or equal to the target property
-  Sites at elevations lower than the target property
-  Manufactured Gas Plants
-  Sensitive Receptors
-  National Priority List Sites
-  Dept. Defense Sites
-  Indian Reservations BIA
-  Oil & Gas pipelines from USGS
-  100-year flood zone
-  500-year flood zone
-  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: NE14285
 ADDRESS: 235 N Hoover
 Los Angeles CA 90004
 LAT/LONG: 34.0756 / 118.2838

CLIENT: National Environmental Services, Inc.
 CONTACT: Salamat Ullah
 INQUIRY #: 4175109.2s
 DATE: January 07, 2015 9:18 am

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								
<i>Federal NPL site list</i>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
<i>Federal Delisted NPL site list</i>								
Delisted NPL	1.000		0	0	0	0	NR	0
<i>Federal CERCLIS list</i>								
CERCLIS	0.500		0	0	0	NR	NR	0
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
<i>Federal CERCLIS NFRAP site List</i>								
CERC-NFRAP	0.500		1	0	1	NR	NR	2
<i>Federal RCRA CORRACTS facilities list</i>								
CORRACTS	1.000		0	0	0	0	NR	0
<i>Federal RCRA non-CORRACTS TSD facilities list</i>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<i>Federal RCRA generators list</i>								
RCRA-LQG	0.250		0	2	NR	NR	NR	2
RCRA-SQG	0.250	2	4	5	NR	NR	NR	11
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
<i>Federal institutional controls / engineering controls registries</i>								
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
LUCIS	0.500		0	0	0	NR	NR	0
<i>Federal ERNS list</i>								
ERNS	TP		NR	NR	NR	NR	NR	0
<i>State- and tribal - equivalent NPL</i>								
RESPONSE	1.000		0	0	0	0	NR	0
<i>State- and tribal - equivalent CERCLIS</i>								
ENVIROSTOR	1.000		2	3	9	4	NR	18
<i>State and tribal landfill and/or solid waste disposal site lists</i>								
SWF/LF	0.500		0	0	0	NR	NR	0
<i>State and tribal leaking storage tank lists</i>								
LUST	0.500		5	6	16	NR	NR	27

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
SLIC	0.500		0	0	3	NR	NR	3
INDIAN LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	0.250		0	4	NR	NR	NR	4
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
FEMA UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	1	1	NR	NR	2
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		1	0	0	NR	NR	1
Local Lists of Landfill / Solid Waste Disposal Sites								
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
SWRCY	0.500		1	0	0	NR	NR	1
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
WMUDS/SWAT	0.500		0	0	1	NR	NR	1
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		1	1	NR	NR	NR	2
Toxic Pits	1.000		0	0	0	0	NR	0
AOCONCERN	1.000		0	0	0	0	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST	0.250	1	6	10	NR	NR	NR	17
HIST UST	0.250		3	5	NR	NR	NR	8
SWEEPS UST	0.250	1	6	10	NR	NR	NR	17
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
LIENS	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	1	NR	NR	1
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		1	1	NR	NR	NR	2
DOT OPS	TP		NR	NR	NR	NR	NR	0
DOD	1.000		0	0	0	0	NR	0
FUDS	1.000		0	0	0	0	NR	0
CONSENT	1.000		0	0	0	0	NR	0
ROD	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
FINDS	TP	1	NR	NR	NR	NR	NR	1
RAATS	TP		NR	NR	NR	NR	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
Cortese	0.500		0	0	0	NR	NR	0
HIST CORTESE	0.500		4	5	13	NR	NR	22
CUPA Listings	0.250		0	0	NR	NR	NR	0
Notify 65	1.000		0	0	0	1	NR	1
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
LOS ANGELES CO. HMS	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
HAZNET	TP	2	NR	NR	NR	NR	NR	2
EMI	TP	1	NR	NR	NR	NR	NR	1
INDIAN RESERV	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
HWP	1.000		1	0	0	0	NR	1
HWT	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PROC	0.500		0	0	0	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	1.000		0	0	0	0	NR	0
EDR US Hist Auto Stat	0.250		16	23	NR	NR	NR	39
EDR US Hist Cleaners	0.250		5	15	NR	NR	NR	20

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

A1 **1X TEMPLE COMMUNITY HOSPITAL**
Target **235 NORTH HOOVER**
Property **LOS ANGELES, CA 90004**

HAZNET **S112848175**
 N/A

Site 1 of 4 in cluster A

Actual: HAZNET:
363 ft. envid: S112848175
 Year: 1993
 GEPAID: CAC000861592
 Contact: TEMPLE COMMUNITY HOSPITAL
 Telephone: 0000000000
 Mailing Name: Not reported
 Mailing Address: 235 NORTH HOOVER
 Mailing City,St,Zip: LOS ANGELES, CA 900040000
 Gen County: Not reported
 TSD EPA ID: CAD009452708
 TSD County: Not reported
 Waste Category: Tank bottom waste
 Disposal Method: Recycler
 Tons: 0.12509999999
 Facility County: Los Angeles

A2 **TEMPLE COMMUNITY HOSPITAL**
Target **235 N HOOVER**
Property **LOS ANGELES, CA 90004**

RCRA-SQG **1000348040**
FINDS **CAD078799095**
HAZNET

Site 2 of 4 in cluster A

Actual: RCRA-SQG:
363 ft. Date form received by agency: 09/01/1996
 Facility name: TEMPLE COMMUNITY HOSPITAL
 Facility address: 235 N HOOVER
 LOS ANGELES, CA 90004
 EPA ID: CAD078799095
 Contact: Not reported
 Contact address: Not reported
 Not reported
 Contact country: Not reported
 Contact telephone: Not reported
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: TEMPLE COMMUNITY HOSPITAL, 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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TEMPLE COMMUNITY HOSPITAL (Continued)

1000348040

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: 02/11/1986
Site name: TEMPLE COMMUNITY HOSPITAL
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002659588

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: 1000348040
Year: 2003
GEPAID: CAD078799095

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TEMPLE COMMUNITY HOSPITAL (Continued)

1000348040

Contact: CHARLES FERGUSON DIRECTOR OF F
Telephone: 2133827252
Mailing Name: Not reported
Mailing Address: 235 N HOOVER ST
Mailing City,St,Zip: LOS ANGELES, CA 900043627
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Tons: 0.02
Facility County: Los Angeles

envid: 1000348040
Year: 2002
GEPAID: CAD078799095
Contact: CHARLES FERGUSON DIRECTOR OF F
Telephone: 2133827252
Mailing Name: Not reported
Mailing Address: 235 N HOOVER ST
Mailing City,St,Zip: LOS ANGELES, CA 900043627
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Tons: 0.02
Facility County: Los Angeles

envid: 1000348040
Year: 2001
GEPAID: CAD078799095
Contact: CHARLES FERGUSON DIRECTOR OF F
Telephone: 2133827252
Mailing Name: Not reported
Mailing Address: 235 N HOOVER ST
Mailing City,St,Zip: LOS ANGELES, CA 900043627
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Tons: 0.02
Facility County: Los Angeles

envid: 1000348040
Year: 2001
GEPAID: CAD078799095
Contact: CHARLES FERGUSON DIRECTOR OF F
Telephone: 2133827252
Mailing Name: Not reported
Mailing Address: 235 N HOOVER ST
Mailing City,St,Zip: LOS ANGELES, CA 900043627
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Laboratory waste chemicals

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TEMPLE COMMUNITY HOSPITAL (Continued)

1000348040

Disposal Method: Transfer Station
Tons: 0.22
Facility County: Los Angeles

envid: 1000348040
Year: 2001
GEPAID: CAD078799095
Contact: CHARLES FERGUSON DIRECTOR OF F
Telephone: 2133827252
Mailing Name: Not reported
Mailing Address: 235 N HOOVER ST
Mailing City,St,Zip: LOS ANGELES, CA 900043627
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: 0.12
Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
22 additional CA_HAZNET: record(s) in the EDR Site Report.

A3
Target
Property

TEMPLE HOSPITAL INCORPORATED
235 N HOOVER ST
LOS ANGELES, CA 90004

CA FID UST **S101582586**
SWEEPS UST **N/A**

Site 3 of 4 in cluster A

Actual:
363 ft.

CA FID UST:
Facility ID: 19000164
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 235 N HOOVER ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:

Status: Not reported
Comp Number: 5133
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TEMPLE HOSPITAL INCORPORATED (Continued)

S101582586

SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

A4 TEMPLE COMMUNITY HOSPITAL
Target 235 N HOOVER ST
Property LOS ANGELES, CA 90004

RCRA-SQG 1000686484
EMI CAD983638040

Site 4 of 4 in cluster A

Actual:
363 ft.

RCRA-SQG:
Date form received by agency: 02/27/1992
Facility name: TEMPLE COMMUNITY HOSPITAL
Facility address: 235 N HOOVER ST
LOS ANGELES, CA 90004
EPA ID: CAD983638040
Contact: WILLIE PACPACO
Contact address: 235 N HOOVER ST
LOS ANGELES, CA 91402
Contact country: US
Contact telephone: (213) 382-7252
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: TEMPLE COMMUNITY HOSPITAL
Owner/operator address: 235 N HOOVER ST
LOS ANGELES, CA 91402
Owner/operator country: Not reported
Owner/operator telephone: (213) 382-7252
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TEMPLE COMMUNITY HOSPITAL (Continued)

1000686484

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

EMI:

Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 25457
Air District Name: SC
SIC Code: 8062
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 2
SOX - Oxides of Sulphur Tons/Yr: 8
Particulate Matter Tons/Yr: 2
Part. Matter 10 Micrometers & Smllr Tons/Yr: 2

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 25457
Air District Name: SC
SIC Code: 8062
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 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 & Smllr Tons/Yr: 0

Year: 1995
County Code: 19
Air Basin: SC
Facility ID: 25457
Air District Name: SC
SIC Code: 8062
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TEMPLE COMMUNITY HOSPITAL (Continued)

1000686484

Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1996
County Code: 19
Air Basin: SC
Facility ID: 25457
Air District Name: SC
SIC Code: 8062
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

B5
East
< 1/8
0.044 mi.
234 ft.

WESTERN EXTERMINATOR COMPANY
3333 W TEMPLE ST
LOS ANGELES, CA 90026

HIST UST **1000403036**
N/A

Site 1 of 3 in cluster B

Relative:
Lower

HIST UST:

Actual:
333 ft.

Region: STATE
Facility ID: 00000003018
Facility Type: Other
Other Type: PEST SERVIC
Contact Name: CARL DOUCETTE,
Telephone: 2133828151
Owner Name: WESTERN EXTERMINATOR COMPANY
Owner Address: 1732 KAISER AVENUE
Owner City,St,Zip: IRVINE, CA 92714
Total Tanks: 0001

Tank Num: 001
Container Num: 0000000001
Year Installed: Not reported
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: 1/4
Leak Detection: Visual

C6
NNW
< 1/8
0.049 mi.
260 ft.

3501 W TEMPLE ST
LOS ANGELES, CA 90004

EDR US Hist Auto Stat **1015442945**
N/A

Site 1 of 11 in cluster C

Relative:
Lower

EDR Historical Auto Stations:

Actual:
286 ft.

Name: MONTRI AUTO REPAIR
Year: 1999
Address: 3501 W TEMPLE ST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

1015442945

Name: MONTRI AUTO REPAIR
Year: 2001
Address: 3501 W TEMPLE ST

Name: MONTRI AUTO REPAIR
Year: 2002
Address: 3501 W TEMPLE ST

Name: MONTRI AUTO REPAIR
Year: 2003
Address: 3501 W TEMPLE ST

Name: MONTRI AUTO REPAIR
Year: 2004
Address: 3501 W TEMPLE ST

Name: MONTRI AUTO REPAIR
Year: 2005
Address: 3501 W TEMPLE ST

Name: MONTRI AUTO REPAIR
Year: 2006
Address: 3501 W TEMPLE ST

Name: MONTRI AUTO REPAIR
Year: 2007
Address: 3501 W TEMPLE ST

Name: MONTRI AUTO REPAIR
Year: 2008
Address: 3501 W TEMPLE ST

C7
NNW
< 1/8
0.049 mi.
260 ft.

PUEBLO NUEVO CHARTER ACADEMY
3501-3515 WEST TEMPLE STREET AND 325 NORTH HOOVER STREET
LOS ANGELES, CA 90004

SCH S108407581
ENVIROSTOR N/A

Site 2 of 11 in cluster C

Relative:
Lower

SCH:

Actual:
286 ft.

Facility ID: 60000553
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0.8
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Juli Propes
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304556
Assembly: 53
Senate: 26
Special Program Status: Not reported
Status: Certified
Status Date: 10/20/2011

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PUEBLO NUEVO CHARTER ACADEMY (Continued)

S108407581

Restricted Use: NO
Funding: School District
Latitude: 34.07709
Longitude: -118.2846
APN: 5501-003-003, 5501-003-021, 5501-003-033, 5501-003-042, 5501-003-043, 5501003003, 5501003021, 5501003033, 5501003042, 5501003043
Past Use: FUEL - VEHICLE STORAGE/ REFUELING, FUEL HYDRANT PUMPING STATIONS, OFFICE BUILDING, VEHICLE MAINTENANCE, WASTE - INDUSTRIAL TREATMENT FACILITY
Potential COC: Arsenic, Lead
Confirmed COC: Arsenic, 30013-NO
Potential Description: OTH, SOIL
Alias Name: Camino Nuevo Charter Academy
Alias Type: Alternate Name
Alias Name: 5501-003-003
Alias Type: APN
Alias Name: 5501-003-021
Alias Type: APN
Alias Name: 5501-003-033
Alias Type: APN
Alias Name: 5501-003-042
Alias Type: APN
Alias Name: 5501-003-043
Alias Type: APN
Alias Name: 5501003003
Alias Type: APN
Alias Name: 5501003021
Alias Type: APN
Alias Name: 5501003033
Alias Type: APN
Alias Name: 5501003042
Alias Type: APN
Alias Name: 5501003043
Alias Type: APN
Alias Name: 304556
Alias Type: Project Code (Site Code)
Alias Name: 60000553
Alias Type: Envirostor ID Number
Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/15/2009
Comments: Done
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/06/2007
Comments: Sent fully executed agreement to district.
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/13/2011
Comments: completed

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PUEBLO NUEVO CHARTER ACADEMY (Continued)

S108407581

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/22/2009
Comments: RP will perform supplemental sampling.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 07/22/2009
Comments: RP to incorporate DTSC comments into upcoming field work, no revision to the work plan document will be made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/22/2011
Comments: Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan Amendment
Completed Date: 07/21/2011
Comments: Additional excavation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/18/2010
Comments: mailed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/05/2011
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/07/2007
Comments: Accounting file is being closed at the request of project proponent.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 12/29/2008
Comments: Not reported

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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PUEBLO NUEVO CHARTER ACADEMY (Continued)

S108407581

Schedule Revised Date: Not reported

ENVIROSTOR:

Facility ID: 60000553
Status: Certified
Status Date: 10/20/2011
Site Code: 304556
Site Type: School Cleanup
Site Type Detailed: School
Acres: 0.8
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Juli Propes
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07709
Longitude: -118.2846
APN: 5501-003-003, 5501-003-021, 5501-003-033, 5501-003-042, 5501-003-043,
5501003003, 5501003021, 5501003033, 5501003042, 5501003043
Past Use: FUEL - VEHICLE STORAGE/ REFUELING, FUEL HYDRANT PUMPING STATIONS,
OFFICE BUILDING, VEHICLE MAINTENANCE, WASTE - INDUSTRIAL TREATMENT
FACILITY
Potential COC: Arsenic Lead
Confirmed COC: Arsenic 30013-NO
Potential Description: OTH, SOIL
Alias Name: Camino Nuevo Charter Academy
Alias Type: Alternate Name
Alias Name: 5501-003-003
Alias Type: APN
Alias Name: 5501-003-021
Alias Type: APN
Alias Name: 5501-003-033
Alias Type: APN
Alias Name: 5501-003-042
Alias Type: APN
Alias Name: 5501-003-043
Alias Type: APN
Alias Name: 5501003003
Alias Type: APN
Alias Name: 5501003021
Alias Type: APN
Alias Name: 5501003033
Alias Type: APN
Alias Name: 5501003042
Alias Type: APN
Alias Name: 5501003043
Alias Type: APN
Alias Name: 304556
Alias Type: Project Code (Site Code)
Alias Name: 60000553

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PUEBLO NUEVO CHARTER ACADEMY (Continued)

S108407581

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: 10/15/2009
Comments: Done

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/06/2007
Comments: Sent fully executed agreement to district.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/13/2011
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/22/2009
Comments: RP will perform supplemental sampling.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 07/22/2009
Comments: RP to incorporate DTSC comments into upcoming field work, no revision to the work plan document will be made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/22/2011
Comments: Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan Amendment
Completed Date: 07/21/2011
Comments: Additional excavation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/18/2010
Comments: mailed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/05/2011
Comments: completed

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PUEBLO NUEVO CHARTER ACADEMY (Continued)

S108407581

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/07/2007
Comments: Accounting file is being closed at the request of project proponent.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 12/29/2008
Comments: Not reported

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

C8
NNW
< 1/8
0.049 mi.
260 ft.

CHEVRON STATION LA00894
3501 W TEMPLE BLVD
LOS ANGELES, CA 90004
Site 3 of 11 in cluster C

RCRA-SQG **1000857394**
FINDS **CAD983668260**
HIST CORTESE
LUST

Relative:
Lower

RCRA-SQG:

Actual:
286 ft.

Date form received by agency: 03/17/1993
Facility name: CHEVRON STATION LA00894
Facility address: 3501 W TEMPLE BLVD
LOS ANGELES, CA 90004
EPA ID: CAD983668260
Mailing address: P O BOX 2833
LA HABRA, CA 90632
Contact: DESIREE CLOSS
Contact address: P O BOX 2833
LA HABRA, CA 90632
Contact country: US
Contact telephone: (310) 694-7452
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: CHEVRON USA PRODUCTS CO
Owner/operator address: P O BOX 2833
LA HABRA, CA 90632
Owner/operator country: Not reported
Owner/operator telephone: (310) 694-7452
Legal status: Private

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON STATION LA00894 (Continued)

1000857394

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
Used 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: 110002899123

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.

HIST CORTESE:

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040170

LUST:

Region: STATE
Global Id: T0603700439
Latitude: 34.0769779
Longitude: -118.284583
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: 900040170
LOC Case Number: Not reported
File Location: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON STATION LA00894 (Continued)

1000857394

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: T0603700439
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

Global Id: T0603700439
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: T0603700439
Status: Completed - Case Closed
Status Date: 07/19/1996

Global Id: T0603700439
Status: Open - Remediation
Status Date: 01/11/1990

Global Id: T0603700439
Status: Open - Remediation
Status Date: 11/07/1990

Global Id: T0603700439
Status: Open - Verification Monitoring
Status Date: 01/27/1992

Global Id: T0603700439
Status: Open - Case Begin Date
Status Date: 06/15/1986

Global Id: T0603700439
Status: Open - Site Assessment
Status Date: 01/31/1989

Global Id: T0603700439
Status: Open - Site Assessment
Status Date: 11/23/1989

Global Id: T0603700439
Status: Open - Site Assessment
Status Date: 03/08/1991

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON STATION LA00894 (Continued)

1000857394

Regulatory Activities:

Global Id: T0603700439
Action Type: Other
Date: 06/15/1986
Action: Leak Stopped

Global Id: T0603700439
Action Type: Other
Date: 10/01/1988
Action: Leak Discovery

Global Id: T0603700439
Action Type: Other
Date: 02/27/1989
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040170
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: T0603700439
W Global ID: W0603700547
Staff: UNK
Local Agency: 19050
Cross Street: HOOVER
Enforcement Type: Not reported
Date Leak Discovered: 10/1/1988
Date Leak First Reported: 2/27/1989
Date Leak Record Entered: Not reported
Date Confirmation Began: Not reported
Date Leak Stopped: 6/15/1986
Date Case Last Changed on Database: 7/19/1996
Date the Case was Closed: 7/19/1996
How Leak Discovered: Subsurface Monitoring
How Leak Stopped: Not reported
Cause of Leak: Other Cause
Leak Source: Tank
Operator: OLD CASE #030289-05
Water System: FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name: Not reported
Approx. Dist To Production Well (ft): 5521.8717583436066984697774212
Source of Cleanup Funding: Tank
Preliminary Site Assessment Workplan Submitted: 1/31/1989
Preliminary Site Assessment Began: 11/23/1989
Pollution Characterization Began: 3/8/1991
Remediation Plan Submitted: 1/11/1990
Remedial Action Underway: 11/7/1990
Post Remedial Action Monitoring Began: 1/27/1992

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON STATION LA00894 (Continued)

1000857394

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. PRODUCTS CO
RP Address: P.O BOX 2833, LA HABRA CA 90632-2833
Program: LUST
Lat/Long: 34.0767375 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1900547-001GEN
Summary: SOIL TPH (MAX 1200 MG/KG). LEAD CONTAMINATION (5.2 MG/KG). TPH IN G/W (MAX. 2900 UG/L). SAME SITE 315 HOOVER ST., HANCOCK PARK, CASE #900040270 PER DAB & RN

D9
SW
< 1/8
0.061 mi.
321 ft.

125 N COMMONWEALTH AVE
LOS ANGELES, CA 90004

EDR US Hist Cleaners 1014984750
N/A

Site 1 of 4 in cluster D

Relative:
Lower

EDR Historical Cleaners:
Name: UNIVERSAL CARPET CLEANER
Year: 2011
Address: 125 N COMMONWEALTH AVE

Actual:
304 ft.

Name: UNIVERSAL CARPET CLEANER
Year: 2012
Address: 125 N COMMONWEALTH AVE

C10
NNW
< 1/8
0.067 mi.
355 ft.

CAL WATER
315 N HOOVER ST
LOS ANGELES, CA 90004

HIST UST U001560312
ENVIROSTOR N/A

Site 4 of 11 in cluster C

Relative:
Lower

HIST UST:
Region: STATE
Facility ID: 00000055651
Facility Type: Other
Other Type: WATER TREATMENT
Contact Name: RALPH MCGRADY
Telephone: 7148357878
Owner Name: CAL WATER
Owner Address: 315 N. HOOVER ST.
Owner City,St,Zip: LOS ANGELES, CA 90004
Total Tanks: 0004

Actual:
287 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAL WATER (Continued)

U001560312

Tank Num: 001
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 1
Year Installed: 1975
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

ENVIROSTOR:

Facility ID: 80001345
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: 53
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.07677

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAL WATER (Continued)

U001560312

Longitude: -118.2851
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD000819755
Alias Type: EPA Identification Number
Alias Name: 80001345
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 19350464
Status: Refer: RCRA
Status Date: 01/18/1984
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 22
Special Program: * RCRA 3012 - Past Haz Waste Disp Inven Site
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.0775
Longitude: -118.2844
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * ORGANIC LIQUIDS WITH METALS * UNSPECIFIED ACID SOLUTION *
UNSPECIFIED SLUDGE WASTE * OTHER INORGANIC SOLID WASTE * UNSPECIFIED
ORGANIC LIQUID MIXTURE Chromium VI Nickel
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: PEARIRS ENGINEERS INC
Alias Type: Alternate Name

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAL WATER (Continued)

U001560312

Alias Name: CAD049355003
Alias Type: EPA Identification Number
Alias Name: 19350464
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 01/18/1984
Comments: SOURCE ACT: CHEM WATER SOFTENING-DEIONZT & REGENERATION OF PORTABLE ION EXCHANGE UNITS USED FOR INDST WASTEWATER TREATMNT AT PLATING & AEROSPACE COOMPANIES. FAC TYPE: TANKS (OR & NI IN SOL'N) FOR STORAGE SANITARY SEWER FOR DISP. INCIDENT: RELEASE OF HAZ WASTES INTO SEWER ON SEVERAL TIMES PRIOR TO 11/19/82 375,000,000GAL/D. ENF HISTORY: 12/6/82 REQ TO CRIMINAL/ INJUNCTIVE RELIEF AGAINST; RESULT-DENIAL OF APPLICATION FOR HZD WASTE FAC PERMIT. FINE BY CITY & SENTENCE FOR THE OWNER. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

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

C11
NNW
< 1/8
0.067 mi.
355 ft.

315 N HOOVER ST
LOS ANGELES, CA 90004

EDR US Hist Auto Stat 1015417858
N/A

Site 5 of 11 in cluster C

Relative:
Lower

EDR Historical Auto Stations:
Name: IZEABEL AUTO BODY & PAINT
Year: 1999
Address: 315 N HOOVER ST

Actual:
287 ft.

C12
NNW
< 1/8
0.067 mi.
355 ft.

CULLIGAN D I WATER SERV
315 N HOOVER ST
LOS ANGELES, CA 90004

CERC-NFRAP 1003878340
CAD049335003

Site 6 of 11 in cluster C

Relative:
Lower

CERC-NFRAP:
Site ID: 0901400
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

Actual:
287 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CULLIGAN D I WATER SERV (Continued)

1003878340

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID: 13286546.00000
Person ID: 13003854.00000

Contact Sequence ID: 13292141.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297999.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Site Alias Name(s):

Alias Name: PEAIRS ENGINEERS INC
Alias Address: 315 N HOOVER ST
LOS ANGELES, CA 90004

CERCLIS-NFRAP Assessment History:

Action: DISCOVERY
Date Started: / /
Date Completed: 05/01/81
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 05/01/84
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 03/01/84
Date Completed: 05/01/84
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

C13
NNW
< 1/8
0.067 mi.
355 ft.

CULLIGAN D I WATER SERVICES
315 N HOOVER ST
LOS ANGELES, CA 90004

Site 7 of 11 in cluster C

CA FID UST
SWEEPS UST
LA Co. Site Mitigation
HWP

S101617084
N/A

Relative:
Lower

CA FID UST:

Actual:
287 ft.

Facility ID: 19001948
Regulated By: UTNKA
Regulated ID: 00055651
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 7148357878
Mail To: Not reported
Mailing Address: 315 N HOOVER ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CULLIGAN D I WATER SERVICES (Continued)

S101617084

SWEEPS UST:

Status: Not reported
Comp Number: 3033
Number: Not reported
Board Of Equalization: 44-012729
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003033-000001
Tank Status: Not reported
Capacity: 3000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 4

Status: Not reported
Comp Number: 3033
Number: Not reported
Board Of Equalization: 44-012729
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003033-000002
Tank Status: Not reported
Capacity: 7500
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3033
Number: Not reported
Board Of Equalization: 44-012729
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003033-000003
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3033
Number: Not reported
Board Of Equalization: 44-012729
Referral Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CULLIGAN DI WATER SERVICES (Continued)

S101617084

Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003033-000004
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

LA Co. Site Mitigation:

Facility ID: Not reported
Site ID: SD0010885
Jurisdiction: County
Case ID: RO0000779
Abated: Not reported
Assigned To: Not reported
Entered Date: 05/11/2004

HWP:

EPA Id: CAD000819755
Cleanup Status: UNKNOWN
Latitude: 34.07677
Longitude: -118.2851
Facility Type: Historical - Non-Operating
Facility Size: Not reported
Team: Not reported
Supervisor: Not reported
Site Code: Not reported
Assembly District: 53
Senate District: 24
Public Information Officer: Not reported

**C14
NW
< 1/8
0.068 mi.
361 ft.**

**TEMPLE RECYCLING CENTER CORP
3521 W TEMPLE ST
LOS ANGELES, CA 90004**

**SWRCY S106841231
EMI N/A**

Site 8 of 11 in cluster C

**Relative:
Lower**

SWRCY:
Reg Id: 19334
Cert Id: RC10925
Mailing Address: 3521 W Temple St
Mailing City: Los Angeles
Mailing State: CA
Mailing Zip Code: 90004
Website: Not reported
Email: Not reported
Phone Number: Not reported
Grand Father: N
Rural: N
Operation Begin Date: 11/01/2001
Aluminium: Y
Glass: Y
Plastic: Y

**Actual:
275 ft.**

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TEMPLE RECYCLING CENTER CORP (Continued)

S106841231

Bimetal: Y
Agency: N/A
Monday Hours Of Operation: 7:00 am - 5:30 pm
Tuesday Hours Of Operation: 7:00 am - 5:30 pm
Wednesday Hours Of Operation: 7:00 am - 5:30 pm
Thursday Hours Of Operation: 7:00 am - 5:30 pm
Friday Hours Of Operation: 7:00 am - 5:30 pm
Saturday Hours Of Operation: 7:00 am - 5:30 pm
Sunday Hours Of Operation: 9:00 am - 2:00 pm
Organization ID: 19334
Organization Name: Temple Recycling Center Corp

EMI:

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 68873
Air District Name: SC
SIC Code: 7538
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 & Smllr Tons/Yr: 0

C15
NW
< 1/8
0.068 mi.
361 ft.

PEAIRS ENGINEERS
3521 TEMPLE ST
LOS ANGELES, CA 90004
Site 9 of 11 in cluster C

RCRA NonGen / NLR 1000261769
FINDS CAD000819755

Relative:
Lower

RCRA NonGen / NLR:

Date form received by agency: 08/20/1980
Facility name: PEAIRS ENGINEERS
Facility address: 3521 TEMPLE ST
LOS ANGELES, CA 90004
EPA ID: CAD000819755
Mailing address: 315 NO. HOOVER ST
LOS ANGELES, CA 90004
Contact: ENVIRONMENTAL MANAGER
Contact address: 3521 TEMPLE ST
LOS ANGELES, CA 90004
Contact country: US
Contact telephone: (213) 663-9328
Contact email: Not reported
EPA Region: 09
Land type: Other land type
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: FRANCIS N. PEAIRS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PEAIRS ENGINEERS (Continued)

1000261769

Owner/operator address: 1357 ROSCOMARE
LOS ANGELES, CA 90024
Owner/operator country: Not reported
Owner/operator telephone: (213) 472-0854
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: PEAIRS DAVID N.
Owner/operator address: 6338 IVARENE AVE
CITY NOT REPORTED, CA 99999
Owner/operator country: Not reported
Owner/operator telephone: (213) 461-7473
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
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

Corrective Action Summary:

Event date: 01/01/1990
Event: CA029ST

Facility Has Received Notices of Violations:

Regulation violated: F - 263
Area of violation: Transporters - General
Date violation determined: 05/04/1987
Date achieved compliance: 07/13/1987
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

Regulation violated: F - 264.140-150.H

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PEAIRS ENGINEERS (Continued)

1000261769

Area of violation: TSD - Financial Requirements
Date violation determined: 12/05/1986
Date achieved compliance: 07/13/1987
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/26/1987
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: 05/04/1987
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Transporters - General
Date achieved compliance: 07/13/1987
Evaluation lead agency: State

Evaluation date: 05/04/1987
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 12/05/1986
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 07/13/1987
Evaluation lead agency: State

FINDS:

Registry ID: 110002628942

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.

B16
ENE
< 1/8
0.071 mi.
373 ft.

330 ROBINSON ST
LOS ANGELES, CA 90026

Site 2 of 3 in cluster B

Relative:
Lower

EDR Historical Auto Stations:

Name: ABC AUTOMOTIVE
Year: 2004
Address: 330 ROBINSON ST

Actual:
338 ft.

EDR US Hist Auto Stat 1015429563
N/A

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

C17
NNW
< 1/8
0.077 mi.
407 ft.

WD MACHINE SHOP
310 N HOOVER ST
LOS ANGELES, CA 90004

Site 10 of 11 in cluster C

RCRA-SQG
FINDS

1000294913
CAD981971393

Relative:
Lower

RCRA-SQG:

Actual:
288 ft.

Date form received by agency: 09/01/1996
Facility name: WD MACHINE SHOP
Facility address: 310 N HOOVER ST
LOS ANGELES, CA 90004
EPA ID: CAD981971393
Mailing address: N HOOVER ST
LOS ANGELES, CA 90004
Contact: Not reported
Contact address: Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: DAVE HUSSEY
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WD MACHINE SHOP (Continued)

1000294913

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: 110002760325

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.

**C18
NNW
< 1/8
0.078 mi.
410 ft.**

**LANDRETH S CLEANERS
321 N HOOVER ST
WHITTIER, CA**

EDR US Hist Cleaners

**1009144581
N/A**

Site 11 of 11 in cluster C

**Relative:
Lower**

EDR Historical Cleaners:

Name: LANDRETH S CLEANERS
Year: 1949
Type: CARPET AND RUG CLEANERS

**Actual:
288 ft.**

**E19
NW
< 1/8
0.083 mi.
438 ft.**

**3553 W TEMPLE ST
LOS ANGELES, CA 90004**

EDR US Hist Cleaners

**1015048583
N/A**

Site 1 of 4 in cluster E

**Relative:
Lower**

EDR Historical Cleaners:

Name: LAUNDERLAND COIN LAUNDRY
Year: 1999
Address: 3553 W TEMPLE ST

Name: LNDRLND COIN LNDRY SLF SRVC
Year: 2001
Address: 3553 W TEMPLE ST

Name: LAUNDERLAND COIN LAUNDRY
Year: 2003
Address: 3553 W TEMPLE ST

Name: TEMPLE COIN LAUNDRY
Year: 2010
Address: 3553 W TEMPLE ST

**Actual:
270 ft.**

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

1015048583

Name: TEMPLE COIN LAUNDRY
Year: 2011
Address: 3553 W TEMPLE ST

Name: TEMPLE COIN LAUNDRY
Year: 2012
Address: 3553 W TEMPLE ST

E20
WNW
< 1/8
0.090 mi.
473 ft.

3639 W TEMPLE ST
LOS ANGELES, CA 90004

EDR US Hist Auto Stat 1015450749
N/A

Site 2 of 4 in cluster E

Relative:
Lower

EDR Historical Auto Stations:

Name: BEVERLY AUTO BODY
Year: 1999
Address: 3639 W TEMPLE ST

Actual:
269 ft.

Name: BEVERLY AUTO BODY
Year: 2001
Address: 3639 W TEMPLE ST

Name: BEVERLY AUTO BODY
Year: 2002
Address: 3639 W TEMPLE ST

Name: BEVERLY AUTO BODY
Year: 2003
Address: 3639 W TEMPLE ST

Name: BEVERLY AUTO BODY
Year: 2005
Address: 3639 W TEMPLE ST

Name: BEVERLY AUTO BODY SHOP
Year: 2006
Address: 3639 W TEMPLE ST

Name: BEVERLY AUTO BODY
Year: 2007
Address: 3639 W TEMPLE ST

Name: BEVERLY AUTO BODY
Year: 2008
Address: 3639 W TEMPLE ST

Name: BEVERLY AUTO BODY
Year: 2009
Address: 3639 W TEMPLE ST

Name: BEVERLY AUTO BODY
Year: 2010
Address: 3639 W TEMPLE ST

Name: BEVERLY AUTO BODY
Year: 2011
Address: 3639 W TEMPLE ST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

1015450749

Name: BEVERLY AUTO BODY
Year: 2012
Address: 3639 W TEMPLE ST

E21
WNW
< 1/8
0.090 mi.
476 ft.

3645 W TEMPLE ST
LOS ANGELES, CA 90004

EDR US Hist Auto Stat

1015451030
N/A

Site 3 of 4 in cluster E

Relative:
Lower

EDR Historical Auto Stations:

Name: BEVERLY AUTO CENTER
Year: 1999
Address: 3645 W TEMPLE ST

Actual:
269 ft.

Name: ALULEMAS AUTO CTR
Year: 2002
Address: 3645 W TEMPLE ST

Name: ALULEMA AUTO CTR
Year: 2010
Address: 3645 W TEMPLE ST

Name: ALULEMA AUTO CENTER
Year: 2012
Address: 3645 W TEMPLE ST

E22
WNW
< 1/8
0.091 mi.
478 ft.

3649 W TEMPLE ST
LOS ANGELES, CA 90004

EDR US Hist Auto Stat

1015451102
N/A

Site 4 of 4 in cluster E

Relative:
Lower

EDR Historical Auto Stations:

Name: NEW SMOG STATION
Year: 2001
Address: 3649 W TEMPLE ST

Actual:
269 ft.

Name: NEW SMOG STATION
Year: 2002
Address: 3649 W TEMPLE ST

B23
East
< 1/8
0.091 mi.
479 ft.

CLARK FRED
3228 TEMPLE AL
LOS ANGELES, CA

EDR US Hist Auto Stat

1009079856
N/A

Site 3 of 3 in cluster B

Relative:
Lower

EDR Historical Auto Stations:

Name: CLARK FRED
Year: 1933
Type: AUTOMOBILE REPAIRING

Actual:
326 ft.

Name: HENDERSON F W
Year: 1942

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CLARK FRED (Continued)

1009079856

Type: AUTOMOBILE REPAIRING

F24
WSW
< 1/8
0.092 mi.
487 ft.

3585 BEVERLY BLVD
LOS ANGELES, CA 90004

EDR US Hist Auto Stat 1015447178
N/A

Site 1 of 8 in cluster F

Relative:
Lower

EDR Historical Auto Stations:

Name: STAR BODY SHOP
Year: 1999
Address: 3585 BEVERLY BLVD

Actual:
277 ft.

Name: STAR BODY SHOP
Year: 2001
Address: 3585 BEVERLY BLVD

Name: STAR BODY SHOP
Year: 2003
Address: 3585 BEVERLY BLVD

Name: RIGOS TRANSMISSION SERVICE
Year: 2005
Address: 3585 BEVERLY BLVD

Name: RIGOS AUTO SMOG
Year: 2007
Address: 3585 BEVERLY BLVD

Name: ESCOBAR COLLISION CTR
Year: 2010
Address: 3585 BEVERLY BLVD

G25
West
< 1/8
0.094 mi.
494 ft.

220 N VIRGIL AVE
LOS ANGELES, CA 90004

EDR US Hist Auto Stat 1015332825
N/A

Site 1 of 18 in cluster G

Relative:
Lower

EDR Historical Auto Stations:

Name: CITY LUBE
Year: 1999
Address: 220 N VIRGIL AVE

Actual:
273 ft.

Name: CITY LUBE
Year: 2001
Address: 220 N VIRGIL AVE

Name: CITY LUBE
Year: 2002
Address: 220 N VIRGIL AVE

Name: CITY LUBE
Year: 2003
Address: 220 N VIRGIL AVE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

1015332825

Name: LA LUBE SHOP
Year: 2004
Address: 220 N VIRGIL AVE

Name: CITY LUBE
Year: 2005
Address: 220 N VIRGIL AVE

Name: CITY LUBE
Year: 2010
Address: 220 N VIRGIL AVE

Name: MOONSTAR AUTO CARE
Year: 2011
Address: 220 N VIRGIL AVE

Name: MOONSTAR AUTO CARE
Year: 2012
Address: 220 N VIRGIL AVE

G26
West
< 1/8
0.094 mi.
494 ft.

CONKEY ROBINSON
218 N VIRGIL AVE
LOS ANGELES, CA

EDR US Hist Auto Stat

1009080124
N/A

Site 2 of 18 in cluster G

Relative:
Lower

EDR Historical Auto Stations:

Name: CONKEY ROBINSON
Year: 1929

Actual:
273 ft.

Type: AUTOMOBILE REPAIRING AND SERVICE STATIONS

G27
West
< 1/8
0.094 mi.
495 ft.

PANGLOSSIAN DEVELOP.CORP FORME
240 VIRGIL AVE N
LOS ANGELES, CA 90004

LUST

S103281886
N/A

Site 3 of 18 in cluster G

Relative:
Lower

LUST:

Region: STATE
Global Id: T0603700455
Latitude: 34.075955
Longitude: -118.286608
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/14/1998
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040343
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PANGLOSSIAN DEVELOP.CORP FORME (Continued)

S103281886

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0603700455
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: T0603700455
Status: Open - Site Assessment
Status Date: 09/11/1995

Global Id: T0603700455
Status: Open - Case Begin Date
Status Date: 07/03/1987

Global Id: T0603700455
Status: Completed - Case Closed
Status Date: 05/14/1998

Regulatory Activities:

Global Id: T0603700455
Action Type: Other
Date: 07/03/1987
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040343
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Excavate and Dispose
Global ID: T0603700455
W Global ID: Not reported
Staff: MSH
Local Agency: 19050
Cross Street: SILVERLAKE BLVD
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 7/3/1987
Date Leak Record Entered: 9/9/1987
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 6/26/1998

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PANGLOSSIAN DEVELOP.CORP FORME (Continued)

S103281886

Date the Case was Closed: 5/14/1998
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): 6130.4127347705251201692628483
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 9/11/1995
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: SILVERGIL ASSOCIATES LTD.
RP Address: 241 S BEVERLY HILLS, BEVERLY HILLS, CA 90212
Program: LUST
Lat/Long: 34.0758015 / -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: OFFSITE ASSESSMENT INCOMPLETE. 12/15/97
DAB ASSIGNED TO WENDY PHILLIPS UNIT OLD CASE #900400025
06/26/98 - ABANDONMENT OF 4 GW
MON WELLS

F28
WSW
< 1/8
0.094 mi.
498 ft.
SILVERLAKE CAR WASH
3595 BEVERLY BLVD
LOS ANGELES, CA 90004
Site 2 of 8 in cluster F

Relative:
Lower
Actual:
276 ft.
HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040316

LUST:
Region: STATE
Global Id: T0603700452
Latitude: 34.0747056
Longitude: -118.2865936

HIST CORTESE
LUST
HIST UST
SWEEPS UST
LA Co. Site Mitigation
U001560328
N/A

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SILVERLAKE CAR WASH (Continued)

U001560328

Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 02/25/1998
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040316
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: T0603700452
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: T0603700452
Status: Open - Case Begin Date
Status Date: 02/05/1993

Global Id: T0603700452
Status: Open - Remediation
Status Date: 02/05/1993

Global Id: T0603700452
Status: Open - Verification Monitoring
Status Date: 10/11/1996

Global Id: T0603700452
Status: Completed - Case Closed
Status Date: 02/25/1998

Regulatory Activities:

Global Id: T0603700452
Action Type: ENFORCEMENT
Date: 12/01/1997
Action: * Historical Enforcement

Global Id: T0603700452
Action Type: Other
Date: 05/04/1994
Action: Leak Reported

LUST REG 4:

Region: 4

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SILVERLAKE CAR WASH (Continued)

U001560328

Regional Board:	04	
County:	Los Angeles	
Facility Id:	900040316	
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:	T0603700452	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19050	
Cross Street:	VIRGIL AVE	
Enforcement Type:	EF	
Date Leak Discovered:	Not reported	
Date Leak First Reported:	5/4/1994	
Date Leak Record Entered:	1/26/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:	2/4/1998	
Date the Case was Closed:	2/25/1998	
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	OLD CASE #960105-01	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):	6028.5778510550924292422424928	
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:	2/5/1993	
Remedial Action Underway:	Not reported	
Post Remedial Action Monitoring Began:	10/11/1996	
Enforcement Action Date:	12/1/1997	
Historical Max MTBE Date:	1/1/1965	
Hist Max MTBE Conc in Groundwater:	180	
Hist Max MTBE Conc in Soil:	Not reported	
Significant Interim Remedial Action Taken:	Not reported	
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	LAILAI CAPITOL CORPORATION	
RP Address:	223 E GARVEY AVE, SUITE 228, MONTEREY PARK CA 91755	
Program:	LUST	
Lat/Long:	34.0747056 / -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:	QUARTERLY GW MONITORING RPT	05/20/97 -

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SILVERLAKE CAR WASH (Continued)

U001560328

GW INVESTIGATION RPT 11/18/97 - CHANGE
CONSULTANT, SAR SUBM.DATE EXTENDED TO 1/3102/04/98 - GW INVESTIGATION
AND CLOSURE RPT

HIST UST:

Region: STATE
Facility ID: 00000064247
Facility Type: Gas Station
Other Type: Not reported
Contact Name: JIM CARTER
Telephone: 2133838844
Owner Name: C & B ENTERPRISES
Owner Address: 3595 BEVERLY BLVD
Owner City,St,Zip: LOS ANGELES, CA 90004
Total Tanks: 0002

Tank Num: 001
Container Num: 01
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: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

SWEEPS UST:

Status: Not reported
Comp Number: 3752
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

LA Co. Site Mitigation:

Facility ID: Not reported
Site ID: SD0012037
Jurisdiction: County

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SILVERLAKE CAR WASH (Continued)

U001560328

Case ID: RO0000535
Abated: Yes
Assigned To: Not reported
Entered Date: 05/11/2004

F29
WSW
< 1/8
0.094 mi.
498 ft.

SILVERLAKE CAR WASH
3595 BEVERLY BLVD
LOS ANGELES, CA 90004

CA FID UST

S101617087
N/A

Site 3 of 8 in cluster F

Relative:
Lower

CA FID UST:

Facility ID: 19010192
Regulated By: UTKNI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133838844
Mail To: Not reported
Mailing Address: 3595 BEVERLY BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

Actual:
276 ft.

G30
West
< 1/8
0.095 mi.
501 ft.

240 N VIRGIL AVE
LOS ANGELES, CA 90004

EDR US Hist Cleaners

1015025555
N/A

Site 4 of 18 in cluster G

Relative:
Lower

EDR Historical Cleaners:

Name: LA BEST CLEANERS
Year: 2005
Address: 240 N VIRGIL AVE

Name: LAS BEST CLEANERS
Year: 2010
Address: 240 N VIRGIL AVE

Name: LAS BEST CLEANERS
Year: 2011
Address: 240 N VIRGIL AVE

Actual:
270 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

G31
West
< 1/8
0.095 mi.
501 ft.

HUNT H O
240 N VIRGIL AVE
LOS ANGELES, CA

Site 5 of 18 in cluster G

EDR US Hist Auto Stat

1009080293
N/A

Relative:
Lower

EDR Historical Auto Stations:

Name: HUNT H O

Year: 1937

Type: GASOLINE AND OIL SERVICE STATIONS

Actual:
270 ft.

G32
West
< 1/8
0.095 mi.
501 ft.

UNIFIED DEVELOPMENT
240 N VIRGIL AVE
LOS ANGELES, CA 90004

Site 6 of 18 in cluster G

CA FID UST
SWEEPS UST

S101582786
N/A

Relative:
Lower

CA FID UST:

Facility ID: 19001396

Regulated By: UTNKI

Regulated ID: Not reported

Cortese Code: Not reported

SIC Code: Not reported

Facility Phone: 2130000000

Mail To: Not reported

Mailing Address: 240 N VIRGIL AVE

Mailing Address 2: Not reported

Mailing City,St,Zip: LOS ANGELES 900040000

Contact: Not reported

Contact Phone: Not reported

DUNs Number: Not reported

NPDES Number: Not reported

EPA ID: Not reported

Comments: Not reported

Status: Inactive

Actual:
270 ft.

SWEEPS UST:

Status: Not reported

Comp Number: 7016

Number: Not reported

Board Of Equalization: Not reported

Referral Date: Not reported

Action Date: Not reported

Created Date: Not reported

Owner Tank Id: Not reported

SWRCB Tank Id: Not reported

Tank Status: Not reported

Capacity: Not reported

Active Date: Not reported

Tank Use: Not reported

STG: Not reported

Content: Not reported

Number Of Tanks: 0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

F33
WSW
< 1/8
0.095 mi.
501 ft.
BEVERLY/VIRGIL SUB AREA
BEVERLY AND VIRGIL
LOS ANGELES, CA 90001
Site 4 of 8 in cluster F

US BROWNFIELDS
FINDS
1016350968
N/A

Relative:
Lower

US BROWNFIELDS:

Actual:
276 ft.

Recipient name: Los Angeles, City of
Grant type: Assessment
Property name: BEVERLY/VIRGIL SUB AREA
Property #: Not reported
Parcel size: 13
Property Description: Light industrial
Latitude: 34.0748
Longitude: -118.2868
HCM label: Address Matching-Nearest Intersection
Map scale: 100000
Point of reference: Entrance Point of a Facility or Station
Datum: North American Datum of 1983
ACRES property ID: 11443
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 #: 98912501
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
Controlled substance found: Not reported
Controlled substance cleaned: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BEVERLY/VIRGIL SUB AREA (Continued)

1016350968

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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BEVERLY/VIRGIL SUB AREA (Continued)

1016350968

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

FINDS:

Registry ID: 110039529748

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.

D34
WSW
< 1/8
0.095 mi.
503 ft.

BESTWAY LAUNDRY SERVICE
3572 BEVERLY BLVD
LOS ANGELES, CA
Site 2 of 4 in cluster D

EDR US Hist Cleaners **1009191410**
N/A

Relative:
Lower

EDR Historical Cleaners:
Name: BESTWAY LAUNDRY SERVICE
Year: 1937

Actual:
279 ft.

Type: LAUNDRIES STEAM

D35
SW
< 1/8
0.096 mi.
506 ft.

3551 BEVERLY BLVD
LOS ANGELES, CA 90004
Site 3 of 4 in cluster D

EDR US Hist Auto Stat **1015446002**
N/A

Relative:
Lower

EDR Historical Auto Stations:
Name: J P AUTO CENTER
Year: 1999
Address: 3551 BEVERLY BLVD

Actual:
287 ft.

Name: J & P AUTO CTR
Year: 2001
Address: 3551 BEVERLY BLVD

Name: J P AUTO BODY INC
Year: 2005
Address: 3551 BEVERLY BLVD

Name: J P AUTO CENTER
Year: 2006
Address: 3551 BEVERLY BLVD

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

1015446002

Name: J P AUTO CENTER
Year: 2007
Address: 3551 BEVERLY BLVD

Name: J P AUTO CENTER
Year: 2008
Address: 3551 BEVERLY BLVD

Name: J P AUTO CENTER
Year: 2009
Address: 3551 BEVERLY BLVD

Name: J P AUTO CTR
Year: 2010
Address: 3551 BEVERLY BLVD

Name: J P AUTO CENTER
Year: 2011
Address: 3551 BEVERLY BLVD

Name: J P AUTO CENTER
Year: 2012
Address: 3551 BEVERLY BLVD

G36
West
< 1/8
0.100 mi.
527 ft.

PANGLOSSIAN DEVELOP.CORP
240 VIRGIL
LOS ANGELES, CA 90004
Site 7 of 18 in cluster G

HIST CORTESE S101297327
N/A

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040343

Actual:
269 ft.

37
East
< 1/8
0.108 mi.
571 ft.

GREEN R W
3221 TEMPLE AL
LOS ANGELES, CA

EDR US Hist Auto Stat 1009077015
N/A

Relative:
Lower

EDR Historical Auto Stations:

Name: HOUSTON R E
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

Name: BURTON A J
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: GREENE R W
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: GREEN R W

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GREEN R W (Continued)

1009077015

Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

**D38
SW
< 1/8
0.109 mi.
575 ft.**

**HARTLEY R A
3330 BEVERLY BLVD
LOS ANGELES, CA**

EDR US Hist Auto Stat

**1009082781
N/A**

Site 4 of 4 in cluster D

**Relative:
Lower**

EDR Historical Auto Stations:

Name: HARTLEY R A
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

**Actual:
290 ft.**

**F39
SW
< 1/8
0.109 mi.
577 ft.**

**TUNE UP MASTERS
3560 BEVERLY BLVD.
LOS ANGELES, CA 90004**

**LUST S109117747
N/A**

Site 5 of 8 in cluster F

**Relative:
Lower**

LUST:

Region: STATE
Global Id: T0603723677
Latitude: 34.073855
Longitude: -118.286522
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 04/01/2010
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040443
LOC Case Number: 4691
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

**Actual:
280 ft.**

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0603723677
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: T0603723677
Status: Completed - Case Closed
Status Date: 04/01/2010

Global Id: T0603723677

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TUNE UP MASTERS (Continued)

S109117747

Status: Open - Site Assessment
Status Date: 03/27/2008

Global Id: T0603723677
Status: Open - Case Begin Date
Status Date: 03/01/1990

Regulatory Activities:

Global Id: T0603723677
Action Type: RESPONSE
Date: 06/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603723677
Action Type: Other
Date: 03/01/1990
Action: Leak Discovery

Global Id: T0603723677
Action Type: RESPONSE
Date: 06/15/2009
Action: Well Installation Report

Global Id: T0603723677
Action Type: ENFORCEMENT
Date: 03/12/2009
Action: Staff Letter

Global Id: T0603723677
Action Type: RESPONSE
Date: 04/24/2008
Action: Soil and Water Investigation Report

Global Id: T0603723677
Action Type: RESPONSE
Date: 11/15/2009
Action: Well Installation Report

Global Id: T0603723677
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603723677
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603723677
Action Type: Other
Date: 03/26/2008
Action: Leak Reported

Global Id: T0603723677
Action Type: RESPONSE
Date: 09/30/2008
Action: Other Report / Document

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TUNE UP MASTERS (Continued)

S109117747

Global Id:	T0603723677
Action Type:	ENFORCEMENT
Date:	06/13/2008
Action:	13267 Requirement
Global Id:	T0603723677
Action Type:	RESPONSE
Date:	05/26/2009
Action:	Soil and Water Investigation Workplan
Global Id:	T0603723677
Action Type:	RESPONSE
Date:	06/15/2009
Action:	Well Installation Report
Global Id:	T0603723677
Action Type:	ENFORCEMENT
Date:	04/01/2010
Action:	Closure/No Further Action Letter
Global Id:	T0603723677
Action Type:	ENFORCEMENT
Date:	03/12/2009
Action:	Staff Letter
Global Id:	T0603723677
Action Type:	ENFORCEMENT
Date:	03/04/2010
Action:	Notification - Preclosure
Global Id:	T0603723677
Action Type:	ENFORCEMENT
Date:	06/30/2009
Action:	Staff Letter
Global Id:	T0603723677
Action Type:	ENFORCEMENT
Date:	10/24/2008
Action:	Staff Letter
Global Id:	T0603723677
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Monitoring Report - Semi-Annually

F40
SW
< 1/8
0.109 mi.
577 ft.

TUNEUP MASTERS INC.
3560 W BEVERLY BLVD
LOS ANGELES, CA 90004
Site 6 of 8 in cluster F

CA FID UST **S101585298**
SWEEPS UST **N/A**

Relative:
Lower

CA FID UST:
Facility ID: 19022068
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported

Actual:
280 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TUNEUP MASTERS INC. (Continued)

S101585298

Facility Phone: 8053751100
Mail To: Not reported
Mailing Address: 3560 BEVERLY BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

Status: Not reported
Comp Number: 7618
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

H41
WNW
< 1/8
0.113 mi.
595 ft.

MOBIL OIL CORP
301 N VIRGIL AVE
LOS ANGELES, CA 90004

CA FID UST
SWEEPS UST

S101582984
N/A

Site 1 of 3 in cluster H

Relative:
Lower

CA FID UST:

Actual:
270 ft.

Facility ID: 19002127
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 301 N VIRGIL AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOBIL OIL CORP (Continued)

S101582984

SWEEPS UST:

Status: Not reported
Comp Number: 6687
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

F42
WSW
< 1/8
0.119 mi.
626 ft.

MANKIN W J
139 N VIRGIL AVE
LOS ANGELES, CA
Site 7 of 8 in cluster F

EDR US Hist Auto Stat **1009083174**
N/A

Relative:
Lower

EDR Historical Auto Stations:

Name: MANKIN W J
Year: 1937

Actual:
277 ft.

Type: GASOLINE AND OIL SERVICE STATIONS

G43
West
< 1/8
0.119 mi.
628 ft.

MARGARET MCCLELLAND
3644 W BEVERLY BLVD
LOS ANGELES, CA 90057

CA FID UST **S101583458**
SWEEPS UST **N/A**

Site 8 of 18 in cluster G

Relative:
Lower

CA FID UST:

Facility ID: 19003822
Regulated By: UTKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 3644 W BEVERLY BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900570000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
273 ft.

SWEEPS UST:

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARGARET MCCLELLAND (Continued)

S101583458

Status: Not reported
Comp Number: 7422
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

F44
WSW
< 1/8
0.120 mi.
631 ft.

BOGARZ INC
137 NORTH VIRGIL AVE
LOS ANGELES, CA 90004

RCRA-SQG **1000156618**
FINDS **CAD094429750**

Site 8 of 8 in cluster F

Relative:
Lower

RCRA-SQG:

Date form received by agency: 08/11/1986

Facility name: BOGARZ INC

Facility address: 137 NORTH VIRGIL AVE
LOS ANGELES, CA 90004

EPA ID: CAD094429750

Mailing address: 137M NORTH VIRGIL AVE
LOS ANGELES, CA 90004

Contact: Not reported

Contact address: Not reported

Contact country: Not reported

Contact telephone: Not reported

Contact email: Not reported

EPA Region: 09

Classification: Small Small Quantity Generator

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: ANTHONY BOGOSIAN

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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BOGARZ INC (Continued)

1000156618

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
Used 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: 110002664359

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.

G45
West
< 1/8
0.120 mi.
631 ft.

MCCLELLAND PROPERTY/ARCO
3644 BEVERLY BLVD
LOS ANGELES, CA 90004

HIST CORTESE **S101296896**
LUST **N/A**

Site 9 of 18 in cluster G

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040207

Actual:
273 ft.

LUST:
Region: STATE
Global Id: T0603700442
Latitude: 34.0758985

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MCCLELLAND PROPERTY/ARCO (Continued)

S101296896

Longitude: -118.2875746
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 06/28/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040207
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: T0603700442
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

Global Id: T0603700442
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: T0603700442
Status: Completed - Case Closed
Status Date: 06/28/1996

Global Id: T0603700442
Status: Open - Case Begin Date
Status Date: 11/30/1989

Global Id: T0603700442
Status: Open - Verification Monitoring
Status Date: 11/27/1995

Global Id: T0603700442
Status: Open - Site Assessment
Status Date: 11/19/1992

Regulatory Activities:

Global Id: T0603700442
Action Type: Other
Date: 11/30/1989
Action: Leak Reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MCCLELLAND PROPERTY/ARCO (Continued)

S101296896

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900040207	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:	Excavate and Dispose	
Global ID:	T0603700442	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	WESTMORELAND AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:	11/30/1989	
Date Leak Record Entered:	12/27/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:	6/20/1996	
Date the Case was Closed:	6/28/1996	
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):	5880.7120763012739099128722055	
Source of Cleanup Funding:	UNK	
Preliminary Site Assessment Workplan Submitted:	Not reported	
Preliminary Site Assessment Began:	Not reported	
Pollution Characterization Began:	11/19/1992	
Remediation Plan Submitted:	Not reported	
Remedial Action Underway:	Not reported	
Post Remedial Action Monitoring Began:	11/27/1995	
Enforcement Action Date:	Not reported	
Historical Max MTBE Date:	Not reported	
Hist Max MTBE Conc in Groundwater:	Not reported	
Hist Max MTBE Conc in Soil:	Not reported	
Significant Interim Remedial Action Taken:	Yes	
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	WESTERN EXTERMINATOR	
RP Address:	3333 W. TEMPLE ST., LOS ANGELES CA 90026	
Program:	LUST	
Lat/Long:	34.0758985 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MCCLELLAND PROPERTY/ARCO (Continued)

S101296896

Assigned Name: Not reported
Summary: 9/5/97-LOC REMOVED DUE TO CASE CLOSURE

G46 **DUNLEE CORP**
West **3644 BEVERLY BLVD**
< 1/8 **LOS ANGELES, CA 90004**
0.120 mi.
631 ft. **Site 10 of 18 in cluster G**

RCRA-SQG **1000279895**
FINDS **CAD052403706**

Relative:
Lower

RCRA-SQG:

Actual:
273 ft.

Date form received by agency: 09/01/1996
Facility name: DUNLEE CORP
Facility address: 3644 BEVERLY BLVD
LOS ANGELES, CA 90004
EPA ID: CAD052403706
Mailing address: BEVERLY BLVD
LOS ANGELES, CA 90004
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: RCA-PICKER
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DUNLEE CORP (Continued)

1000279895

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
Used 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: 110002649028

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.

**I47
SW
< 1/8
0.123 mi.
652 ft.**

**GERBER HAUGHTON
3355 W 1ST TER
LOS ANGELES, CA
Site 1 of 5 in cluster I**

**EDR US Hist Auto Stat 1009078546
N/A**

**Relative:
Lower

Actual:
283 ft.**

EDR Historical Auto Stations:
Name: GERBER HAUGHTON
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

**I48
SW
1/8-1/4
0.125 mi.
662 ft.**

**SCHUELLER J W
3360 W 1ST TER
LOS ANGELES, CA
Site 2 of 5 in cluster I**

**EDR US Hist Cleaners 1009189401
N/A**

**Relative:
Lower

Actual:
282 ft.**

EDR Historical Cleaners:
Name: SCHUELLER J W
Year: 1937
Type: CLOTHES PRESSERS AND CLEANERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

G49
West
1/8-1/4
0.126 mi.
664 ft.

CHEVRON STATION 90373
3631 BEVERLY
LOS ANGELES, CA 90004

Site 11 of 18 in cluster G

RCRA-SQG
FINDS

1000857395
CAD983668278

Relative:
Lower

RCRA-SQG:

Actual:
272 ft.

Date form received by agency: 05/17/1993
Facility name: CHEVRON STATION 90373
Facility address: 3631 BEVERLY
LOS ANGELES, CA 90004
EPA ID: CAD983668278
Mailing address: P O BOX 2833
LA HABRA, CA 90632
Contact: DESIREE CLOSS
Contact address: P O BOX 2833
LA HABRA, CA 90632
Contact country: US
Contact telephone: (310) 694-7452
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: CHEVRON USA PRODUCTS CO
Owner/operator address: P O BOX 2833
LA HABRA, CA 90632
Owner/operator country: Not reported
Owner/operator telephone: (310) 694-7452
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
Used 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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON STATION 90373 (Continued)

1000857395

FINDS:

Registry ID: 110002899132

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.

G50
West
1/8-1/4
0.126 mi.
664 ft.

DAVID J MILTON
3631 BEVERLY BLVD
LOS ANGELES, CA 90004

CA FID UST **S101582996**
N/A

Site 12 of 18 in cluster G

Relative:
Lower

CA FID UST:

Facility ID: 19002163
Regulated By: UTKI
Regulated ID: 00061800
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133895900
Mail To: Not reported
Mailing Address: 575 MARKET
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

Actual:
272 ft.

G51
West
1/8-1/4
0.126 mi.
664 ft.

CARR T G
3631 BEVERLY BLVD
LOS ANGELES, CA

EDR US Hist Auto Stat **1009080665**
N/A

Site 13 of 18 in cluster G

Relative:
Lower

EDR Historical Auto Stations:

Name: WAY A W
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: CARR T G
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

Actual:
272 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

G52
West
1/8-1/4
0.126 mi.
664 ft.

90373
3631 BEVERLY BLVD
LOS ANGELES, CA 90004
Site 14 of 18 in cluster G

HIST UST
U001560309
N/A

Relative:
Lower

HIST UST:

Region: STATE
Facility ID: 00000061800
Facility Type: Gas Station
Other Type: Not reported
Contact Name: MILTON, DAVID J.
Telephone: 2133895900
Owner Name: CHEVRON U.S.A. INC.
Owner Address: 575 MARKET
Owner City,St,Zip: SAN FRANCISCO, CA 94105
Total Tanks: 0004

Actual:
272 ft.

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: 0000370
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 0000370
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: 0000370
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: 0000370
Leak Detection: Stock Inventor

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

G53
West
1/8-1/4
0.126 mi.
664 ft.
CHEVRON #9-0373
3631 BEVERLY BLVD
LOS ANGELES, CA 90004
Site 15 of 18 in cluster G

HIST CORTESE
LUST
SWEEPS UST
1000730065
N/A

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040043

Actual:
272 ft.

LUST:
Region: STATE
Global Id: T0603700428
Latitude: 34.0759767
Longitude: -118.2873738
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 09/19/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040043
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: T0603700428
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

Global Id: T0603700428
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: T0603700428
Status: Open - Case Begin Date
Status Date: 10/27/1989

Global Id: T0603700428
Status: Open - Remediation
Status Date: 07/18/1991

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON #9-0373 (Continued)

1000730065

Global Id: T0603700428
Status: Completed - Case Closed
Status Date: 09/19/1996

Global Id: T0603700428
Status: Open - Site Assessment
Status Date: 10/27/1989

Global Id: T0603700428
Status: Open - Site Assessment
Status Date: 11/29/1990

Regulatory Activities:

Global Id: T0603700428
Action Type: Other
Date: 10/27/1989
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040043
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: T0603700428
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: TEMPLE ST
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 10/27/1989
Date Leak Record Entered: 11/20/1989
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 1/7/1997
Date the Case was Closed: 9/19/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5984.2712881406306763253817973
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: 10/27/1989
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 11/29/1990
Remediation Plan Submitted: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON #9-0373 (Continued)

1000730065

Remedial Action Underway: 7/18/1991
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: CHEVRON PRODUCTS CO
RP Address: P.O. BOX 2833, LA HABRA CA 90632-2833
Program: LUST
Lat/Long: 34.0758125 / -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: GW MONITORING WELL ABANDONMENT REPORT

SWEEPS UST:

Status: Not reported
Comp Number: 3451
Number: Not reported
Board Of Equalization: 44-012998
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003451-000001
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: 4

Status: Not reported
Comp Number: 3451
Number: Not reported
Board Of Equalization: 44-012998
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003451-000002
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON #9-0373 (Continued)

1000730065

Status: Not reported
Comp Number: 3451
Number: Not reported
Board Of Equalization: 44-012998
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003451-000003
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3451
Number: Not reported
Board Of Equalization: 44-012998
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003451-000004
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

**I54
SW
1/8-1/4
0.128 mi.
678 ft.**

**121 N VIRGIL AVE
LOS ANGELES, CA 90004**

**EDR US Hist Auto Stat 1015183104
N/A**

Site 3 of 5 in cluster I

**Relative:
Lower**

EDR Historical Auto Stations:

Name: RIGOS TRANSMISSION SERVICE
Year: 1999
Address: 121 N VIRGIL AVE

**Actual:
277 ft.**

Name: 121 AUTO REPAIR
Year: 2000
Address: 121 N VIRGIL AVE

Name: 121 AUTO REPAIR
Year: 2001
Address: 121 N VIRGIL AVE

Name: 121 AUTO REPAIR
Year: 2002
Address: 121 N VIRGIL AVE

Name: 121 AUTO REPAIR

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

1015183104

Year: 2003
Address: 121 N VIRGIL AVE

H55 BH - 126, INC.
WNW 3625 BEVERLY BLVD
1/8-1/4 LOS ANGELES, CA 90004
0.131 mi.
690 ft. Site 2 of 3 in cluster H

UST U003781699
N/A

Relative: UST:
Lower Facility ID: 25475
Permitting Agency: LOS ANGELES, CITY OF
Actual: Latitude: 34.0774293
271 ft. Longitude: -118.2859252

H56
WNW 3625 BEVERLY BLVD
1/8-1/4 LOS ANGELES, CA 90004
0.131 mi.
690 ft. Site 3 of 3 in cluster H

EDR US Hist Auto Stat 1015450096
N/A

Relative: EDR Historical Auto Stations:
Lower Name: BEVERLY CHEVRON
Year: 2001
Actual: Address: 3625 BEVERLY BLVD
271 ft.
Name: CLASSIC CHEVRON
Year: 2003
Address: 3625 BEVERLY BLVD
Name: BEVERLY CHEVRON
Year: 2004
Address: 3625 BEVERLY BLVD
Name: BEVERLY CHEVRON
Year: 2005
Address: 3625 BEVERLY BLVD
Name: CLASSIC CHEVRON
Year: 2006
Address: 3625 BEVERLY BLVD
Name: CLASSIC CHEVRON
Year: 2007
Address: 3625 BEVERLY BLVD
Name: CLASSIC CHEVRON
Year: 2008
Address: 3625 BEVERLY BLVD
Name: CLASSIC CHEVRON
Year: 2009
Address: 3625 BEVERLY BLVD
Name: CLASSIC CHEVRON
Year: 2010

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

1015450096

Address: 3625 BEVERLY BLVD

G57
West
1/8-1/4
0.132 mi.
697 ft.
UNK
3654 W BEVERLY BLVD
LOS ANGELES, CA 90004
Site 16 of 18 in cluster G

CA FID UST **S101583001**
SWEEPS UST **N/A**

Relative:
Lower

CA FID UST:
Facility ID: 19002189
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: UNK
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
272 ft.

SWEEPS UST:

Status: Not reported
Comp Number: 7896
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

G58
West
1/8-1/4
0.132 mi.
697 ft.
BARNETT M M
3654 BEVERLY BLVD
LOS ANGELES, CA
Site 17 of 18 in cluster G

EDR US Hist Auto Stat **1009081297**
N/A

Relative:
Lower

EDR Historical Auto Stations:
Name: BARNETT M M
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

Actual:
272 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

G59
West
1/8-1/4
0.132 mi.
697 ft.
MCCLELLAND/WESTERN EXTERM
3654 BEVERLY BLVD
LOS ANGELES, CA 90004
Site 18 of 18 in cluster G

HIST CORTESE
LUST
S101296897
N/A

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040034

Actual:
272 ft.

LUST:
Region: STATE
Global Id: T0603700427
Latitude: 34.075939
Longitude: -118.287634
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 06/20/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040034
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Kerosene
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0603700427
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

Global Id: T0603700427
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: T0603700427
Status: Completed - Case Closed
Status Date: 06/20/1996

Global Id: T0603700427
Status: Open - Case Begin Date
Status Date: 11/30/1989

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MCCLELLAND/WESTERN EXTERM (Continued)

S101296897

Global Id: T0603700427
Status: Open - Site Assessment
Status Date: 11/19/1992

Regulatory Activities:

Global Id: T0603700427
Action Type: Other
Date: 11/30/1989
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040034
Status: Case Closed
Substance: Kerosene
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Excavate and Dispose
Global ID: T0603700427
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 11/30/1989
Date Leak Record Entered: 6/17/1996
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 6/18/1996
Date the Case was Closed: 6/20/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: OLD CASE #900040207
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5850.4484851441976300685903149
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 11/19/1992
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MCCLELLAND/WESTERN EXTERM (Continued)

S101296897

Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: ROY J. MURRAY FAMILY TRUST
RP Address: 120 PARKVIEW CIRCLE, PARK CITY UTAH 84060
Program: LUST
Lat/Long: 34.0761175 / -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

**I60
SW
1/8-1/4
0.135 mi.
711 ft.**

**PAULA E LUCIER
111 N VIRGIL AVE
LOS ANGELES, CA 90004**

**CA FID UST
SWEEPS UST**

**S101583816
N/A**

Site 4 of 5 in cluster I

**Relative:
Lower**

CA FID UST:

Facility ID: 19006463
Regulated By: UTKNI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 111 N VIRGIL AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

**Actual:
276 ft.**

SWEEPS UST:

Status: Not reported
Comp Number: 4383
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

J61
North
1/8-1/4
0.142 mi.
750 ft.

3448 PLATA ST
LOS ANGELES, CA 90026

Site 1 of 2 in cluster J

Relative:
Lower

Actual:
296 ft.

EDR Historical Auto Stations:

Name: SMART AUTO BODY & REPAIR SHOP
Year: 2006
Address: 3448 PLATA ST

EDR US Hist Auto Stat

1015439569
N/A

K62
SSW
1/8-1/4
0.143 mi.
754 ft.

ROBINSON R S
3308 BEVERLY BLVD
LOS ANGELES, CA

Site 1 of 4 in cluster K

Relative:
Lower

Actual:
291 ft.

EDR Historical Auto Stations:

Name: ROBINSON R S
Year: 1942
Type: AUTOMOBILE REPAIRING

EDR US Hist Auto Stat

1009084316
N/A

L63
North
1/8-1/4
0.143 mi.
755 ft.

BURTON A J
402 N HOOVER ST
LOS ANGELES, CA

Site 1 of 3 in cluster L

Relative:
Lower

Actual:
286 ft.

EDR Historical Auto Stations:

Name: FREW J S
Year: 1924
Type: AUTOMOBILE SERVICE STATIONS

Name: BURTON A J
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

Name: OHMIT VERNE
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: LIVELY N O MRS
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: LITTLE HOMER
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

EDR US Hist Auto Stat

1009078093
N/A

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

I64
SW
1/8-1/4
0.145 mi.
763 ft.
COLUMBIA PEST CONTROL
101 N VIRGIL AVE
LOS ANGELES, CA 90004
Site 5 of 5 in cluster I

HIST CORTESE
LUST
CA FID UST
HIST UST
SWEEPS UST
1000591214
N/A

Relative:
Lower
Actual:
273 ft.
HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040289

LUST:
Region: STATE
Global Id: T0603700449
Latitude: 34.073675
Longitude: -118.287105
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 09/06/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040289
LOC Case Number: Not reported
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: T0603700449
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

Global Id: T0603700449
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: T0603700449
Status: Completed - Case Closed
Status Date: 09/06/1996

Global Id: T0603700449
Status: Open - Case Begin Date
Status Date: 07/17/1991

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COLUMBIA PEST CONTROL (Continued)

1000591214

Global Id: T0603700449
Status: Open - Site Assessment
Status Date: 07/17/1991

Regulatory Activities:

Global Id: T0603700449
Action Type: Other
Date: 07/17/1991
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040289
Status: Case Closed
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700449
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 7/17/1991
Date Leak Record Entered: 7/23/1991
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 8/1/1991
Date the Case was Closed: 9/6/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: OLD CASE #072491-01
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5830.4569110646657330489181231
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 7/17/1991
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COLUMBIA PEST CONTROL (Continued)

1000591214

Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: COLUMBIA PEST CONTROL
RP Address: 101 N. VIRGIL AVE., LOS ANGELES CA 90004
Program: LUST
Lat/Long: 34.0734536 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

CA FID UST:

Facility ID: 19003148
Regulated By: UTKNI
Regulated ID: 00047248
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133873285
Mail To: Not reported
Mailing Address: 101 N VIRGIL AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

HIST UST:

Region: STATE
Facility ID: 00000047248
Facility Type: Other
Other Type: FUMIGATION
Contact Name: LESLIE K. HARPER
Telephone: 2133873285
Owner Name: COLUMBIA PEST CONTROL CO. OF O
Owner Address: 101 N. VIRGIL
Owner City,St,Zip: LOS ANGELES, CA 90004
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 002

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COLUMBIA PEST CONTROL (Continued)

1000591214

Container Num: 2
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Pressure Test

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Pressure Test

SWEEPS UST:

Status: Not reported
Comp Number: 2529
Number: Not reported
Board Of Equalization: 44-012392
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002529-000001
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 2529
Number: Not reported
Board Of Equalization: 44-012392
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002529-000002
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2529
Number: Not reported
Board Of Equalization: 44-012392
Referral Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COLUMBIA PEST CONTROL (Continued)

1000591214

Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002529-000003
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

J65
North
1/8-1/4
0.150 mi.
790 ft.

LEMUEL DATOR L D TRUCKING L A CA
3459 PLATA ST
LOS ANGELES, CA 90026

RCRA NonGen / NLR **1004677382**
FINDS **CAR000096511**

Site 2 of 2 in cluster J

Relative:
Lower

RCRA NonGen / NLR:

Date form received by agency: 05/08/2001

Facility name: LEMUEL DATOR L D TRUCKING L A CA

Facility address: 3459 PLATA ST
LOS ANGELES, CA 90026

EPA ID: CAR000096511

Contact: LEMUEL DATOR

Contact address: 3459 PLATA ST
LOS ANGELES, CA 90026

Contact country: US

Contact telephone: (323) 661-5013

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: LEMUEL DATOR

Owner/operator address: 3459 PLATA ST
LOS ANGELES, CA 90026

Owner/operator country: Not reported

Owner/operator telephone: (323) 661-5013

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: Yes

Treater, storer or disposer of HW: No

Underground injection activity: No

On-site burner exemption: No

Furnace exemption: No

Used oil fuel burner: No

Used oil processor: No

User oil refiner: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LEMUEL DATOR L D TRUCKING L A CA (Continued)

1004677382

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: 110012240440

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.

M66
WSW
1/8-1/4
0.159 mi.
839 ft.

NEWELL COLOUR
221 N. WESTMORLAND AVENUE
LOS ANGELES, CA 90004

ENVIROSTOR S110494101
N/A

Site 1 of 9 in cluster M

Relative:
Lower

ENVIROSTOR:

Actual:
267 ft.

Facility ID: 71003148
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 22
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.05223
Longitude: -118.2436
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD983616822
Alias Type: EPA Identification Number
Alias Name: 110002867327
Alias Type: EPA (FRS #)
Alias Name: 71003148

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

NEWELL COLOUR (Continued)

S110494101

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

M67
WSW
1/8-1/4
0.159 mi.
839 ft.

COSMOPOLITAN LAUNDRY CO
221 N WESTMORELAND AVE
LOS ANGELES, CA

EDR US Hist Cleaners **1009191079**
N/A

Site 2 of 9 in cluster M

Relative:
Lower

EDR Historical Cleaners:

Name: COSMOPOLITAN LAUNDRY CO
Year: 1933
Type: LAUNDRIES STEAM

Actual:
267 ft.

Name: COSMOPOLITAN LAUNDRY CO
Year: 1937
Type: LAUNDRIES STEAM

Name: COSMOPOLITAN LAUNDRY CO
Year: 1942
Type: LAUNDRIES STEAM

M68
WSW
1/8-1/4
0.159 mi.
839 ft.

CROSSROADS TRUST/AKA WESTMORELAND
221 NORTH WESTMORELAND AVE.
LOS ANGELES, CA 90004

SCH **1010728020**
VCP **N/A**
ENVIROSTOR

Site 3 of 9 in cluster M

Relative:
Lower

SCH:

Facility ID: 19730196
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa

Actual:
267 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROADS TRUST/AKA WESTMORELAND (Continued)

1010728020

Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304413
Assembly: 53
Senate: 26
Special Program Status: Not reported
Status: Certified
Status Date: 01/16/2004
Restricted Use: NO
Funding: School District
Latitude: 34.07500
Longitude: -118.2885
APN: 5501008024
Past Use: * BUSINESS SERVICES
Potential COC: TPH-diesel, TPH-diesel, Tetrachloroethylene (PCE, Silver
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: CROSSROADS TRUST
Alias Type: Alternate Name
Alias Name: CROSSROADS TRUST-VALUE CHARTER SCHOOL
Alias Type: Alternate Name
Alias Name: VALUE CHARTER SCHOOL
Alias Type: Alternate Name
Alias Name: 5501008024
Alias Type: APN
Alias Name: 110033613365
Alias Type: EPA (FRS #)
Alias Name: 304413
Alias Type: Project Code (Site Code)
Alias Name: 19730196
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 09/18/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 06/27/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 01/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROADS TRUST/AKA WESTMORELAND (Continued)

1010728020

Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/09/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 01/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 11/07/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/16/2004
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

VCP:

Facility ID: 19270328
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0.1
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Cleanup Chatsworth
Site Code: Not reported
Assembly: 53
Senate: 26
Special Programs Code: Voluntary Cleanup Program
Status: Inactive - Action Required
Status Date: 11/08/2005
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.07509 / -118.2886
APN: 5501008024, 5547-019-032
Past Use: PHOTOGRAPHIC PROCESSING
Potential COC: 10086, 10197

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROADS TRUST/AKA WESTMORELAND (Continued)

1010728020

Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: 5501008024
Alias Type: APN
Alias Name: 5547-019-032
Alias Type: APN
Alias Name: 110033616567
Alias Type: EPA (FRS #)
Alias Name: 19270328
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 10/10/2001
Comments: A Voluntary Cleanup Agreement between the owner and the Department of Toxic Substances Control (DTSC) was entered. Two documents, Environmental Site Assessment Subsurface Soil Investigation dated June 2001 (previously submitted), and Environmental Site Assessment Subsurface Soil and Groundwater Investigation dated July 2001 (previously submitted) were reviewed by the DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/22/2002
Comments: Proponent submitted PEAE for review. DTSC reviewed and requested additional site characterization. Proponent conducted additional field activities and submitted RI report to DTSC. DTSC reviewed and issued comments. Proponent then transferred project to schools unit, thus completing Scope of work with Site Mitigation.

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: 19270328
Status: Inactive - Action Required
Status Date: 11/08/2005
Site Code: Not reported
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 0.1
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Cleanup Chatsworth

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROADS TRUST/AKA WESTMORELAND (Continued)

1010728020

Assembly: 53
Senate: 26
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.07509
Longitude: -118.2886
APN: 5501008024, 5547-019-032
Past Use: PHOTOGRAPHIC PROCESSING
Potential COC: * Photochemicals/Photoprocessing Waste * UNSPECIFIED SLUDGE WASTE
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: 5501008024
Alias Type: APN
Alias Name: 5547-019-032
Alias Type: APN
Alias Name: 110033616567
Alias Type: EPA (FRS #)
Alias Name: 19270328
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 10/10/2001
Comments: A Voluntary Cleanup Agreement between the owner and the Department of Toxic Substances Control (DTSC) was entered. Two documents, Environmental Site Assessment Subsurface Soil Investigation dated June 2001 (previously submitted), and Environmental Site Assessment Subsurface Soil and Groundwater Investigation dated July 2001 (previously submitted) were reviewed by the DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/22/2002
Comments: Proponent submitted PEAE for review. DTSC reviewed and requested additional site characterization. Proponent conducted additional field activities and submitted RI report to DTSC. DTSC reviewed and issued comments. Proponenet then transferred project to schools unit, thus coupleting Scope of work with Site Mitigation.

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: 19730196
Status: Certified
Status Date: 01/16/2004
Site Code: 304413

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROADS TRUST/AKA WESTMORELAND (Continued)

1010728020

Site Type: School Cleanup
Site Type Detailed: School
Acres: 1
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07500
Longitude: -118.2885
APN: 5501008024
Past Use: * BUSINESS SERVICES
Potential COC: TPH-diesel Tetrachloroethylene (PCE Silver)
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: CROSSROADS TRUST
Alias Type: Alternate Name
Alias Name: CROSSROADS TRUST-VALUE CHARTER SCHOOL
Alias Type: Alternate Name
Alias Name: VALUE CHARTER SCHOOL
Alias Type: Alternate Name
Alias Name: 5501008024
Alias Type: APN
Alias Name: 110033613365
Alias Type: EPA (FRS #)
Alias Name: 304413
Alias Type: Project Code (Site Code)
Alias Name: 19730196
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 09/18/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 06/27/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 01/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CROSSROADS TRUST/AKA WESTMORELAND (Continued)

1010728020

Completed Document Type: * CEQA
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/09/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 01/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 11/07/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/16/2004
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

M69 **NEWELL COLOUR LAB**
WSW **221 N WESTMORELAND AVE**
1/8-1/4 **LOS ANGELES, CA 90004**

0.159 mi.
839 ft.

Site 4 of 9 in cluster M

RCRA-SQG **1000597662**
FINDS **CAD983616822**

Relative:
Lower

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: NEWELL COLOUR LAB
Facility address: 221 N WESTMORELAND AVE
LOS ANGELES, CA 900044892
EPA ID: CAD983616822
Contact: Not reported
Contact address: Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator

Actual:
267 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

NEWELL COLOUR LAB (Continued)

1000597662

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: WACE USA
Owner/operator address: 2 N RIVERSIDE PL STE 1400
CHICAGO, IL 60606
Owner/operator country: Not reported
Owner/operator telephone: (312) 876-0533
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
Used 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: 01/28/1992
Site name: NEWELL COLOUR LAB
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002867327

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.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

K70
South
1/8-1/4
0.159 mi.
841 ft.

PASCHAL R B
100 N HOOVER ST
LOS ANGELES, CA

Site 2 of 4 in cluster K

EDR US Hist Auto Stat

1009080868
N/A

Relative:
Lower

EDR Historical Auto Stations:

Name: PASCHAL R B
Year: 1929

Actual:
291 ft.

Type: GASOLINE AND OIL SERVICE STATION

L71
North
1/8-1/4
0.160 mi.
846 ft.

HARRY L BAILEY CO INC
418 N HOOVER ST
LOS ANGELES, CA 90004

Site 2 of 3 in cluster L

CA FID UST
SWEEPS UST

S101583957
N/A

Relative:
Lower

CA FID UST:

Facility ID: 19007591
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136662255
Mail To: Not reported
Mailing Address: 655 BURCHETT ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

Actual:
294 ft.

SWEEPS UST:

Status: Not reported
Comp Number: 4256
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

K72
South
1/8-1/4
0.161 mi.
852 ft.

104 ROBINSON ST
LOS ANGELES, CA 90026

Site 3 of 4 in cluster K

EDR US Hist Auto Stat **1015136159**
N/A

Relative:
Lower

EDR Historical Auto Stations:

Name: BROWN MECHANIC INC
Year: 2011
Address: 104 ROBINSON ST

Actual:
292 ft.

Name: BROWN MECHANIC INC
Year: 2012
Address: 104 ROBINSON ST

M73
WSW
1/8-1/4
0.164 mi.
867 ft.

CENTRAL REGION ELEMENTARY SCHOOL #20
3600 W. COUNCIL STREET
LOS ANGELES, CA 90004

Site 5 of 9 in cluster M

RCRA-LQG **1014465464**
CAR000219444

Relative:
Lower

RCRA-LQG:

Date form received by agency: 02/15/2012
Facility name: CENTRAL REGION ELEMENTARY SCHOOL #20
Facility address: 3600 W. COUNCIL STREET

Actual:
264 ft.

LOS ANGELES, CA 90004
EPA ID: CAR000219444
Mailing address: S. BEAUDRY AVE
LOS ANGELES, CA 90017
Contact: SOE AUNG
Contact address: S. BEAUDRY AVE
LOS ANGELES, CA 90017

Contact country: Not reported
Contact telephone: (213) 241-3904
Contact email: SOE.AUNG@LAUSD.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: CENTRAL REGION ELEMENTARY SCHOOL
Owner/operator address: S. BEAUDRY AVE
LOS ANGELES, CA 90017
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: 06/27/2011

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 (Continued)

1014465464

Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES UNIFIED SCHOOL DIST
Owner/operator address: 333 S BEAUDRY AVE 27TH FL
LOS ANGELES, CA 90017
Owner/operator country: US
Owner/operator telephone: 213-241-3199
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: 06/11/2008
Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address: W. COUNCIL STREET
LOS ANGELES, CA 90004
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: 06/27/2011
Owner/Op end date: Not reported

Owner/operator name: CENTRAL REGION ELEM SCHOOL NO 20
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: 06/11/2008
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: 05/17/2011
Site name: CENTRAL REGION ELEMENTARY SCHOOL NO 20
Classification: Large Quantity Generator

Hazardous Waste Summary:

Waste code: D008

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 (Continued)

1014465464

Waste name: LEAD

Waste code: 181

Waste name: 181

Waste code: D008

Waste name: LEAD

Biennial Reports:

Last Biennial Reporting Year: 2013

Annual Waste Handled:

Waste code: D008

Waste name: LEAD

Amount (Lbs): 228000

Violation Status: No violations found

K74
South
1/8-1/4
0.166 mi.
876 ft.

3251 BEVERLY BLVD
LOS ANGELES, CA 90057

EDR US Hist Cleaners

1015043694
N/A

Site 4 of 4 in cluster K

Relative:
Lower

EDR Historical Cleaners:

Name: GOOD NEWS LAUNDROMAT

Year: 2007

Address: 3251 BEVERLY BLVD

Actual:
291 ft.

Name: GOOD NEWS LAUNDROMAT

Year: 2010

Address: 3251 BEVERLY BLVD

N75
WNW
1/8-1/4
0.167 mi.
884 ft.

BLANCHARD W H
3660 BEVERLY BLVD
LOS ANGELES, CA

EDR US Hist Auto Stat

1009080606
N/A

Site 1 of 2 in cluster N

Relative:
Lower

EDR Historical Auto Stations:

Name: BLANCHARD W H

Year: 1929

Type: GASOLINE AND OIL SERVICE STATION

Actual:
271 ft.

O76
NW
1/8-1/4
0.173 mi.
914 ft.

FIRE STATION #6
326 VIRGIL AVE N.
LOS ANGELES, CA 90004

LUST

S106116265
N/A

Site 1 of 4 in cluster O

Relative:
Lower

LUST:

Region: STATE

Global Id: T0603784269

Latitude: 34.077739

Actual:
280 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FIRE STATION #6 (Continued)

S106116265

Longitude: -118.286796
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/16/2009
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040434
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: T0603784269
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: T0603784269
Status: Open - Site Assessment
Status Date: 09/06/2002

Global Id: T0603784269
Status: Open - Site Assessment
Status Date: 07/30/2003

Global Id: T0603784269
Status: Open - Site Assessment
Status Date: 02/03/2004

Global Id: T0603784269
Status: Completed - Case Closed
Status Date: 11/16/2009

Global Id: T0603784269
Status: Open - Case Begin Date
Status Date: 07/01/1990

Regulatory Activities:

Global Id: T0603784269
Action Type: ENFORCEMENT
Date: 09/08/2003
Action: Staff Letter

Global Id: T0603784269
Action Type: ENFORCEMENT
Date: 11/24/2003
Action: Staff Letter

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FIRE STATION #6 (Continued)

S106116265

Global Id:	T0603784269
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Well Installation Report
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	Other
Date:	07/01/1990
Action:	Leak Discovery
Global Id:	T0603784269
Action Type:	ENFORCEMENT
Date:	02/03/2004
Action:	Staff Letter
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Soil and Water Investigation Workplan
Global Id:	T0603784269
Action Type:	ENFORCEMENT
Date:	06/15/2009
Action:	Staff Letter
Global Id:	T0603784269
Action Type:	ENFORCEMENT
Date:	11/16/2009
Action:	Closure/No Further Action Letter
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FIRE STATION #6 (Continued)

S106116265

Date:	04/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	Other
Date:	07/30/2003
Action:	Leak Reported
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	REMEDIATION
Date:	12/01/2000
Action:	Excavation
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	10/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Other Report / Document
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	08/27/2003
Action:	Soil and Water Investigation Report
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	10/31/2003
Action:	Other Report / Document
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603784269
Action Type:	ENFORCEMENT
Date:	08/21/2006
Action:	Staff Letter

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FIRE STATION #6 (Continued)

S106116265

Global Id: T0603784269
Action Type: ENFORCEMENT
Date: 11/17/2006
Action: Staff Letter

Global Id: T0603784269
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603784269
Action Type: RESPONSE
Date: 10/15/2006
Action: Interim Remedial Action Plan

Global Id: T0603784269
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603784269
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040434
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: T0603784269
W Global ID: Not reported
Staff: MSH
Local Agency: 19050
Cross Street: BEVERLY BLVD.
Enforcement Type: DLSEL
Date Leak Discovered: 7/1/1990
Date Leak First Reported: 7/30/2003
Date Leak Record Entered: Not reported
Date Confirmation Began: 7/30/2003
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: Other Means
Cause of Leak: Not reported
Leak Source: Piping
Operator: Not reported
Water System: Not reported
Well Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FIRE STATION #6 (Continued)

S106116265

Approx. Dist To Production Well (ft):	Not reported
Source of Cleanup Funding:	Piping
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	9/6/2002
Pollution Characterization Began:	1/29/2004
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:	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:	MIKE MULHERN
RP Address:	650 S. SPRINGS ST., SUITE #600
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

O77
NW
1/8-1/4
0.173 mi.
915 ft.

FIRE STATION #6
326 N VIRGIL AVE
LOS ANGELES, CA 90004

Site 2 of 4 in cluster O

CA FID UST **S101586259**
N/A

Relative:
Lower

CA FID UST:
Facility ID: 19042305
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134855846
Mail To: Not reported
Mailing Address: 200 N MAIN ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
280 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

O78 **LOS ANGELES FIRE STATION 6**
NW **326 N VIRGIL AVE**
1/8-1/4 **LOS ANGELES, CA 90004**
0.173 mi.
915 ft. **Site 3 of 4 in cluster O**

UST **U003780807**
SWEEPS UST **N/A**

Relative: **UST:**
Lower Facility ID: 24367
Permitting Agency: LOS ANGELES, CITY OF
Actual: Latitude: 34.0788736
280 ft. Longitude: -118.2853179

SWEEPS UST:
Status: Active
Comp Number: 6095
Number: 4
Board Of Equalization: Not reported
Referral Date: 02-23-93
Action Date: 03-31-94
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

O79 **MOBIL SERVICE STATION**
NW **301 VIRGIL ST N**
1/8-1/4 **LOS ANGELES, CA 90004**
0.176 mi.
927 ft. **Site 4 of 4 in cluster O**

HIST CORTESE **S104406303**
LUST **N/A**

Relative: **HIST CORTESE:**
Lower Region: CORTESE
Facility County Code: 19
Actual: Reg By: LTNKA
280 ft. Reg Id: 900402521

LUST:
Region: STATE
Global Id: T0603700986
Latitude: 34.076643
Longitude: -118.287157
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 07/17/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900402521
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOBIL SERVICE STATION (Continued)

S104406303

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0603700986
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

Global Id: T0603700986
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: T0603700986
Status: Completed - Case Closed
Status Date: 07/17/1996

Global Id: T0603700986
Status: Open - Case Begin Date
Status Date: 05/14/1984

Regulatory Activities:

Global Id: T0603700986
Action Type: Other
Date: 05/14/1984
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900402521
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: T0603700986
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOBIL SERVICE STATION (Continued)

S104406303

Date Leak First Reported: 5/14/1984
Date Leak Record Entered: 9/29/1989
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 9/29/1989
Date the Case was Closed: 7/17/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Tank
Operator: BADKOUBEI, FHAHRIAR
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 6105.7362017096129030830012368
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: MOBIL CORP
RP Address: 3800 W ALAMEDA AVE, SUITE 700, BURBANK CA 91505
Program: LUST
Lat/Long: 34.0762035 / -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

80
ESE
1/8-1/4
0.178 mi.
941 ft.

3109 W TEMPLE ST
LOS ANGELES, CA 90026

EDR US Hist Auto Stat 1015413722
N/A

Relative:
Lower

EDR Historical Auto Stations:
Name: EX GOVERNMENT AUTOS
Year: 2002
Address: 3109 W TEMPLE ST

Actual:
310 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

	Site	Database(s)	
P81 South 1/8-1/4 0.179 mi. 944 ft.	CHAS SAML 3218 BEVERLY BLVD LOS ANGELES, CA Site 1 of 7 in cluster P	EDR US Hist Cleaners	1009192599 N/A
Relative: Lower	EDR Historical Cleaners: Name: CHAS SAML Year: 1933 Type: CLOTHES PRESSERS AND CLEANERS		
Actual: 292 ft.			
P82 South 1/8-1/4 0.180 mi. 951 ft.	BUDROW J T 3216 BEVERLY BLVD LOS ANGELES, CA Site 2 of 7 in cluster P	EDR US Hist Cleaners	1009188507 N/A
Relative: Lower	EDR Historical Cleaners: Name: BUDROW J T Year: 1929 Type: CLOTHES PRESSERS CLEANERS AND REPAIRERS		
Actual: 292 ft.			
M83 WSW 1/8-1/4 0.187 mi. 985 ft.	AMERICAN INDUSTRIAL 201 N WESTMORLAND LOS ANGELES, CA 90004 Site 6 of 9 in cluster M	RCRA-SQG FINDS	1000819693 CAD983656901
Relative: Lower	RCRA-SQG: Date form received by agency: 01/14/1993 Facility name: AMERICAN INDUSTRIAL Facility address: 201 N WESTMORLAND LOS ANGELES, CA 90004 EPA ID: CAD983656901 Mailing address: N WESTMORLAND LOS ANGELES, CA 90004 Contact: RANDY BOYD Contact address: 201 N WESTMORLAND LOS ANGELES, CA 90004 Contact country: US Contact telephone: (213) 387-2187 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		
Actual: 264 ft.			
	Owner/Operator Summary: Owner/operator name: AMERICAN INDUSTRIAL CO Owner/operator address: 201 N WESTMORLAND LOS ANGELES, CA 90004 Owner/operator country: Not reported Owner/operator telephone: (213) 387-2187 Legal status: Private Owner/Operator Type: Owner		

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AMERICAN INDUSTRIAL (Continued)

1000819693

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
Used 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: 110002890710

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.

M84
WSW
1/8-1/4
0.187 mi.
985 ft.

AMERICAN INDUSTRIAL SERVICE IN
201 N WESTMORELAND AVE
LOS ANGELES, CA 90003

CA FID UST **S101586131**
SWEEPS UST **N/A**

Site 7 of 9 in cluster M

Relative:
Lower

CA FID UST:
Facility ID: 19039181
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 201 N WESTMORELAND AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900030000
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported

Actual:
264 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AMERICAN INDUSTRIAL SERVICE IN (Continued)

S101586131

Status: Active

SWEEPS UST:

Status: Not reported
Comp Number: 4254
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

M85
WSW
1/8-1/4
0.187 mi.
985 ft.

STEINER CORPORATION
201 N WESTMORELAND AVE
LOS ANGELES, CA 90004

HIST UST **U001560329**
N/A

Site 8 of 9 in cluster M

Relative:
Lower

HIST UST:

Region: STATE
Facility ID: 00000068850
Facility Type: Other
Other Type: INDUSTRIAL UNIFORM R
Contact Name: RANDY BOYD
Telephone: 2133872187
Owner Name: STEINER CORPORATION
Owner Address: 201 NORTH WEST MORELAND AVENUE
Owner City,St,Zip: LOS ANGELES, CA 90004
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00007600
Tank Used for: WASTE
Type of Fuel: 2
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 003

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

STEINER CORPORATION (Continued)

U001560329

Container Num: 3
Year Installed: Not reported
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

M86
WSW
1/8-1/4
0.187 mi.
985 ft.
AMERICAN INDUSTRIAL SERVICES
201 WESTMORELAND AVE N
LOS ANGELES, CA 90004
Site 9 of 9 in cluster M

HIST CORTESE
LUST
S100854748
N/A

Relative: HIST CORTESE:
Lower Region: CORTESE
Facility County Code: 19
Actual: Reg By: LTNKA
264 ft. Reg Id: 900040243

LUST:
Region: STATE
Global Id: T0603700446
Latitude: 34.074746
Longitude: -118.288424
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 08/13/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040243
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: T0603700446
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

Global Id: T0603700446
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AMERICAN INDUSTRIAL SERVICES (Continued)

S100854748

Status History:

Global Id: T0603700446
Status: Completed - Case Closed
Status Date: 08/13/1996

Global Id: T0603700446
Status: Open - Case Begin Date
Status Date: 05/26/1993

Global Id: T0603700446
Status: Open - Site Assessment
Status Date: 11/10/1993

Regulatory Activities:

Global Id: T0603700446
Action Type: Other
Date: 05/26/1993
Action: Leak Stopped

Global Id: T0603700446
Action Type: Other
Date: 05/26/1993
Action: Leak Discovery

Global Id: T0603700446
Action Type: Other
Date: 03/31/1994
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040243
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: T0603700446
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: COUNCIL ST
Enforcement Type: Not reported
Date Leak Discovered: 5/26/1993
Date Leak First Reported: 3/31/1994
Date Leak Record Entered: 4/15/1994
Date Confirmation Began: Not reported
Date Leak Stopped: 5/26/1993
Date Case Last Changed on Database: 8/28/1996
Date the Case was Closed: 8/13/1996
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AMERICAN INDUSTRIAL SERVICES (Continued)

S100854748

Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5588.8430526042645867324397431
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: 11/10/1993
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: STEINER CORP
RP Address: 505 E SOUTH TEMPLE, SALT LAKE CITY, UT 84102
Program: LUST
Lat/Long: 34.0744786 / -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

P87
South
1/8-1/4
0.193 mi.
1018 ft.

3204 BEVERLY BLVD
LOS ANGELES, CA 90057
Site 3 of 7 in cluster P

EDR US Hist Auto Stat 1015422546
N/A

Relative:
Lower

EDR Historical Auto Stations:

Name: SHAMIM AUTO REPAIR
Year: 2001
Address: 3204 BEVERLY BLVD

Actual:
292 ft.

Name: H & S AUTO CTR
Year: 2002
Address: 3204 BEVERLY BLVD

Name: H & S AUTO CTR
Year: 2003
Address: 3204 BEVERLY BLVD

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

L88
North
1/8-1/4
0.197 mi.
1039 ft.

HARDIN HATTIE MRS
453 N HOOVER ST
LOS ANGELES, CA

EDR US Hist Cleaners

1009188350
N/A

Site 3 of 3 in cluster L

Relative: EDR Historical Cleaners:
Lower Name: HARDIN HATTIE MRS
Year: 1929
Type: CLOTHES PRESSERS CLEANERS AND REPAIRERS

Actual:
293 ft. Name: HARDIN HATTIE MRS
Year: 1937
Type: CLOTHES PRESSERS AND CLEANERS

P89
South
1/8-1/4
0.197 mi.
1040 ft.

ALNETT D W
3201 BEVERLY BLVD
LOS ANGELES, CA

EDR US Hist Auto Stat

1009080587
N/A

Site 4 of 7 in cluster P

Relative: EDR Historical Auto Stations:
Lower Name: ALNETT D W
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

Actual:
292 ft.

Q90
WSW
1/8-1/4
0.197 mi.
1042 ft.

FIENBERG ABR
3435 W 1ST TER
LOS ANGELES, CA

EDR US Hist Cleaners

1009191168
N/A

Site 1 of 2 in cluster Q

Relative: EDR Historical Cleaners:
Lower Name: FIENBERG ABR
Year: 1937
Type: CLOTHES PRESSERS AND CLEANERS

Actual:
255 ft.

P91
South
1/8-1/4
0.198 mi.
1047 ft.

FRED WOLF
3200 BEVERLY BLVD
LOS ANGELES, CA 90057

UST
SWEEPS UST

U003781432
N/A

Site 5 of 7 in cluster P

Relative: UST:
Lower Facility ID: 25137
Permitting Agency: LOS ANGELES, CITY OF
Actual: Latitude: 34.0735607
292 ft. Longitude: -118.2821051

SWEEPS UST:
Status: Active
Comp Number: 7965
Number: 2
Board Of Equalization: Not reported
Referral Date: 04-07-93
Action Date: 04-07-93

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FRED WOLF (Continued)

U003781432

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

P92
South
1/8-1/4
0.198 mi.
1047 ft.

WISHNOW B W
3200 BEVERLY BLVD
LOS ANGELES, CA

EDR US Hist Auto Stat

1009084091
N/A

Site 6 of 7 in cluster P

Relative:
Lower

EDR Historical Auto Stations:

Name: GOLSEN STERN
Year: 1937

Actual:
292 ft.

Type: GASOLINE AND OIL SERVICE STATIONS

Name: WISHNOW B W
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

P93
South
1/8-1/4
0.198 mi.
1047 ft.

FRED WOLF
3200 BEVERLY BLVD
LOS ANGELES, CA 90057

CA FID UST

S101584815
N/A

Site 7 of 7 in cluster P

Relative:
Lower

CA FID UST:

Facility ID: 19015853
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: UNK
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900570000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
292 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

Q94 **NIELSEN W H** **EDR US Hist Auto Stat** **1009080377**
WSW **3436 W 1ST TER** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.202 mi.
1067 ft. **Site 2 of 2 in cluster Q**

Relative: EDR Historical Auto Stations:
Lower Name: NIELSEN W H
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION
Actual:
254 ft. Name: NIELSEN W H
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS
Name: NIELSEN W H
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

R95 **GOODMAN S H** **EDR US Hist Cleaners** **1009188196**
SSE **3117 BEVERLY BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.202 mi.
1069 ft. **Site 1 of 9 in cluster R**

Relative: EDR Historical Cleaners:
Lower Name: GOODMAN S H
Year: 1929
Type: CLOTHES PRESSERS CLEANERS AND REPAIRERS
Actual:
295 ft.

R96 **PEDIGO PAUL** **EDR US Hist Auto Stat** **1009081184**
SSE **3113 BEVERLY BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.202 mi.
1069 ft. **Site 2 of 9 in cluster R**

Relative: EDR Historical Auto Stations:
Lower Name: PEDIGO PAUL
Year: 1937
Type: AUTOMOBILE REPAIRING
Actual:
295 ft.

N97 **HILBERT MARY MRS** **EDR US Hist Auto Stat** **1009078669**
West **3655 BEVERLY BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.206 mi.
1086 ft. **Site 2 of 2 in cluster N**

Relative: EDR Historical Auto Stations:
Lower Name: HILBERT MARY MRS
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION
Actual:
271 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

	Site	Database(s)	EDR ID Number EPA ID Number
R98 SSE 1/8-1/4 0.215 mi. 1134 ft.	BARNES LUCILE MRS 3125 BEVERLY BLVD LOS ANGELES, CA Site 3 of 9 in cluster R	EDR US Hist Cleaners	1009190169 N/A
Relative: Lower	EDR Historical Cleaners: Name: BARNES LUCILE MRS Year: 1929 Type: CLOTHES PRESSERS CLEANERS AND REPAIRERS		
Actual: 293 ft.			

R99 SSE 1/8-1/4 0.216 mi. 1138 ft.	WONG SAM 3118 BEVERLY BLVD LOS ANGELES, CA Site 4 of 9 in cluster R	EDR US Hist Cleaners	1009191353 N/A
Relative: Lower	EDR Historical Cleaners: Name: WONG SAM Year: 1942 Type: LAUNDRIES ORIENTAL		
Actual: 293 ft.			

S100 NE 1/8-1/4 0.216 mi. 1139 ft.	505 SILVER LAKE BLVD LOS ANGELES, CA 90026 Site 1 of 7 in cluster S	EDR US Hist Auto Stat	1015527530 N/A
Relative: Lower	EDR Historical Auto Stations: Name: M Z BODY SHOP Year: 1999 Address: 505 SILVER LAKE BLVD		
Actual: 291 ft.	Name: MZ BODY SHOP Year: 2001 Address: 505 SILVER LAKE BLVD		
	Name: MZ BODY SHOP Year: 2002 Address: 505 SILVER LAKE BLVD		
	Name: MZ BODY SHOP Year: 2003 Address: 505 SILVER LAKE BLVD		
	Name: MZ BODY SHOP Year: 2004 Address: 505 SILVER LAKE BLVD		
	Name: MZ BODY SHOP Year: 2007 Address: 505 SILVER LAKE BLVD		
	Name: MZ BODY SHOP Year: 2008 Address: 505 SILVER LAKE BLVD		
	Name: MZ BODY SHOP		

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

1015527530

Year: 2009
Address: 505 SILVER LAKE BLVD

Name: M Z BODY SHOP
Year: 2010
Address: 505 SILVER LAKE BLVD

Name: M Z BODY SHOP
Year: 2011
Address: 505 SILVER LAKE BLVD

Name: M Z BODY SHOP
Year: 2012
Address: 505 SILVER LAKE BLVD

R101
SSE
1/8-1/4
0.216 mi.
1143 ft.

WILLIS G H
3114 BEVERLY BLVD
LOS ANGELES, CA

EDR US Hist Cleaners

1009191699
N/A

Site 5 of 9 in cluster R

Relative:
Lower

EDR Historical Cleaners:

Name: WILLIS G H
Year: 1937

Actual:
293 ft.

Type: CLOTHES PRESSERS AND CLEANERS

R102
SSE
1/8-1/4
0.217 mi.
1145 ft.

WALTERS F H
3112 BEVERLY BLVD
LOS ANGELES, CA

EDR US Hist Auto Stat

1009079272
N/A

Site 6 of 9 in cluster R

Relative:
Lower

EDR Historical Auto Stations:

Name: WALTERS F H
Year: 1929

Actual:
293 ft.

Type: AUTOMOBILE REPAIRING AND SERVICE STATIONS

S103
NE
1/8-1/4
0.218 mi.
1151 ft.

TOPPERS
505 N SILVERLAKE BLVD
LOS ANGELES, CA 90026

RCRA-SQG
FINDS

1000346594
CAD982037053

Site 2 of 7 in cluster S

Relative:
Lower

RCRA-SQG:

Date form received by agency: 09/15/1987
Facility name: TOPPERS
Facility address: 505 N SILVERLAKE BLVD
LOS ANGELES, CA 90026
EPA ID: CAD982037053
Mailing address: N SILVERLAKE BLVD
LOS ANGELES, CA 90026
Contact: ENVIRONMENTAL MANAGER
Contact address: 505 N SILVERLAKE BLVD
LOS ANGELES, CA 90026
Contact country: US

Actual:
291 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TOPPERS (Continued)

1000346594

Contact telephone: (213) 483-3052
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: TOPPERS
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
Used 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: 110002784354

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TOPPERS (Continued)

1000346594

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.

**R104
SSE
1/8-1/4
0.219 mi.
1156 ft.**

**3106 BEVERLY BLVD
LOS ANGELES, CA 90057**

EDR US Hist Cleaners

**1015040297
N/A**

Site 7 of 9 in cluster R

**Relative:
Lower**

EDR Historical Cleaners:

Name: NAVAR BROTHERS LAUNDROMAT NO 3
Year: 1999
Address: 3106 BEVERLY BLVD

**Actual:
294 ft.**

**S105
NE
1/8-1/4
0.223 mi.
1175 ft.**

**515 SILVER LAKE BLVD
LOS ANGELES, CA 90026**

EDR US Hist Auto Stat

**1015534106
N/A**

Site 3 of 7 in cluster S

**Relative:
Lower**

EDR Historical Auto Stations:

Name: SILVER LAKE MOBIL
Year: 2010
Address: 515 SILVER LAKE BLVD

**Actual:
291 ft.**

Name: SILVER LAKE MOBIL
Year: 2012
Address: 515 SILVER LAKE BLVD

**S106
NE
1/8-1/4
0.223 mi.
1175 ft.**

**R & C SUNLAND SERVICE
515 SILVER LAKE BLVD
LOS ANGELES, CA 90026**

HIST UST

**U001561164
N/A**

Site 4 of 7 in cluster S

**Relative:
Lower**

HIST UST:

Region: STATE
Facility ID: 00000055356
Facility Type: Gas Station
Other Type: Not reported
Contact Name: MR. REY GARDEA
Telephone: 2134135515
Owner Name: MR. J.C. HARMON
Owner Address: C/O: P.O. BOX 668
Owner City,St,Zip: NILAND, CA 92257
Total Tanks: 0004

**Actual:
291 ft.**

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

R & C SUNLAND SERVICE (Continued)

U001561164

Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

S107 **JACK HADADD**
NE **515 SILVER LAKE BLVD**
1/8-1/4 **LOS ANGELES, CA 90026**
0.223 mi.
1175 ft. **Site 5 of 7 in cluster S**

UST **U003780841**
N/A

Relative: UST:
Lower Facility ID: 24407
Permitting Agency: LOS ANGELES, CITY OF
Actual: Latitude: 34.0796764
291 ft. Longitude: -118.2781908

S108 **SILVERLAKE DISCOUNT TIRE CENTER**
NE **515 SILVERLAKE BLVD**
1/8-1/4 **LOS ANGELES, CA 90026**
0.223 mi.
1175 ft. **Site 6 of 7 in cluster S**

CA FID UST **S101587412**
SWEEPS UST **N/A**

Relative: CA FID UST:
Lower Facility ID: 19055559
Regulated By: UTNKA
Actual: Regulated ID: 00055356
291 ft. Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134135515

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SILVERLAKE DISCOUNT TIRE CENTER (Continued)

S101587412

Mail To: Not reported
Mailing Address: P O BOX
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900260000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:

Status: Not reported
Comp Number: 2938
Number: Not reported
Board Of Equalization: 44-012655
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002938-000001
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 7

Status: Not reported
Comp Number: 2938
Number: Not reported
Board Of Equalization: 44-012655
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002938-000002
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2938
Number: Not reported
Board Of Equalization: 44-012655
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002938-000003
Tank Status: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SILVERLAKE DISCOUNT TIRE CENTER (Continued)

S101587412

Capacity: 1
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2938
Number: Not reported
Board Of Equalization: 44-012655
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002938-000004
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2938
Number: Not reported
Board Of Equalization: 44-012655
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002938-000005
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2938
Number: Not reported
Board Of Equalization: 44-012655
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002938-000006
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SILVERLAKE DISCOUNT TIRE CENTER (Continued)

S101587412

Status: Not reported
Comp Number: 2938
Number: Not reported
Board Of Equalization: 44-012655
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002938-000007
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 2938
Number: 2
Board Of Equalization: 44-012655
Referral Date: 02-25-93
Action Date: 11-09-93
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

T109
WNW
1/8-1/4
0.236 mi.
1244 ft.

J.P. CARROL COMPANY
310 N. MADISON AVENUE
LOS ANGELES, CA 90004

RCRA-SQG **1010313354**
CAL000294502

Site 1 of 5 in cluster T

Relative:
Lower

RCRA-SQG:

Date form received by agency: 05/31/2006
Facility name: J.P. CARROL COMPANY
Facility address: 310 N. MADISON AVENUE
LOS ANGELES, CA 90004
EPA ID: CAL000294502
Contact: REBECCA M DERRY
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (323) 660-9230
Telephone ext.: 102
Contact email: BDERRY@JPCARROLLCO.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

Actual:
270 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

J.P. CARROL COMPANY (Continued)

1010313354

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: KEVIN FITZPATRICK

Owner/operator address: Not reported

Not reported

Owner/operator country: US

Owner/operator telephone: Not reported

Legal status: Private

Owner/Operator Type: Operator

Owner/Op start date: 01/01/2000

Owner/Op end date: Not reported

Owner/operator name: HOWARD FITZPATRICK

Owner/operator address: 310 N. MADISON AVENUE
LOS ANGELES, CA 90004

Owner/operator country: US

Owner/operator telephone: Not reported

Legal status: Private

Owner/Operator Type: Owner

Owner/Op start date: 01/01/1967

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: 05/31/2006

Site name: J.P. CARROL COMPANY

Classification: Large Quantity Generator

Hazardous Waste Summary:

Waste code: D001

Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-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.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

J.P. CARROL COMPANY (Continued)

1010313354

Waste code: D018
Waste name: BENZENE

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

T110
WNW
1/8-1/4
0.236 mi.
1244 ft.

JP CARROLL COMPANY
310 N MADISON AVE
LOS ANGELES, CA 90004

CA FID UST
SWEEPS UST

S101585491
N/A

Site 2 of 5 in cluster T

Relative:
Lower

CA FID UST:
Facility ID: 19024335
Regulated By: UTNKA
Regulated ID: 00004056
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136609230
Mail To: Not reported
Mailing Address: 310 N MADISON AVE
Mailing Address 2: Not reported
Mailing City, St, Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
270 ft.

SWEEPS UST:
Status: Active
Comp Number: 371
Number: 9
Board Of Equalization: 44-011136
Referral Date: 01-15-93
Action Date: 03-15-94

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

JP CARROLL COMPANY (Continued)

S101585491

Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000371-000001
Tank Status: A
Capacity: 6000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 371
Number: 9
Board Of Equalization: 44-011136
Referral Date: 01-15-93
Action Date: 03-15-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000371-000002
Tank Status: A
Capacity: 6000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

T111
WNW
1/8-1/4
0.236 mi.
1244 ft.
SAME AS ABOVE
310 N MADISON AVE
LOS ANGELES, CA 90004
Site 3 of 5 in cluster T

HIST UST **U001560326**
N/A

Relative: HIST UST:
Lower Region: STATE
Facility ID: 00000004056
Actual: Facility Type: Other
270 ft. Other Type: PNTG & W/C. CONTRACT
Contact Name: Not reported
Telephone: 2136609230
Owner Name: J.P. CARROLL COMPANY
Owner Address: 310 N. MADISON AVE
Owner City,St,Zip: LOS ANGELES, CA 90004
Total Tanks: 0002

Tank Num: 001
Container Num: 1
Year Installed: 1971
Tank Capacity: 00006000
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAME AS ABOVE (Continued)

U001560326

Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: None

U112
ESE
1/8-1/4
0.239 mi.
1260 ft.

3007 W TEMPLE ST
LOS ANGELES, CA 90026

EDR US Hist Cleaners

1015037612
N/A

Site 1 of 4 in cluster U

Relative:
Lower

EDR Historical Cleaners:

Name: MONARCH CARPET DRAPERY & UPHOLSTERY CLEANERS
Year: 1999
Address: 3007 W TEMPLE ST

Actual:
330 ft.

Name: MONARCH CARPET DRAPE & UPHOLSTERY CLEANERS
Year: 1999
Address: 3007 W TEMPLE ST

Name: LIBERTY CARPET DYERS & CLEANERS
Year: 2006
Address: 3007 W TEMPLE ST

Name: LIBERTY CARPET DYERS & CLEANERS
Year: 2007
Address: 3007 W TEMPLE ST

R113
SSE
1/8-1/4
0.239 mi.
1263 ft.

SNYDER E C
3100 BEVERLY BLVD
LOS ANGELES, CA

EDR US Hist Auto Stat

1009085012
N/A

Site 8 of 9 in cluster R

Relative:
Lower

EDR Historical Auto Stations:

Name: PASCHAL R B
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Actual:
296 ft.

Name: SNYDER E C
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

R114
SSE
1/8-1/4
0.241 mi.
1272 ft.

PASCHAL R B
101 S VENDOME ST
LOS ANGELES, CA

EDR US Hist Auto Stat

1009079095
N/A

Site 9 of 9 in cluster R

Relative:
Lower

EDR Historical Auto Stations:

Name: PASCHAL R B
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Actual:
296 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

U115 **LA GRO FREEMAN** **EDR US Hist Cleaners** **1009191149**
ESE **301 N RENO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.242 mi.
1279 ft. **Site 2 of 4 in cluster U**

Relative: EDR Historical Cleaners:
Lower Name: ROBERTSON W M
 Year: 1933
Actual: Type: CLOTHES PRESSERS AND CLEANERS
331 ft.

 Name: LA GRO FREEMAN
 Year: 1937
 Type: CLOTHES PRESSERS AND CLEANERS

T116 **APPLIED GRAPHICS TECH, GORE GR** **EMI** **S104566372**
WNW **340 N MADISON AV** **ENVIROSTOR** **N/A**
1/8-1/4 **LOS ANGELES, CA 90004**
0.245 mi.
1292 ft. **Site 4 of 5 in cluster T**

Relative: EMI:
Lower Year: 1990
 County Code: 19
Actual: Air Basin: SC
271 ft. Facility ID: 50729
 Air District Name: SC
 SIC Code: 2796
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 38
 Reactive Organic Gases Tons/Yr: 17
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

 Year: 1993
 County Code: 19
 Air Basin: SC
 Facility ID: 50729
 Air District Name: SC
 SIC Code: 2796
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 11
 Reactive Organic Gases Tons/Yr: 11
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

 Year: 1995
 County Code: 19
 Air Basin: SC
 Facility ID: 50729

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

APPLIED GRAPHICS TECH, GORE GR (Continued)

S104566372

Air District Name: SC
SIC Code: 2796
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 11
Reactive Organic Gases Tons/Yr: 11
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1996
County Code: 19
Air Basin: SC
Facility ID: 50729
Air District Name: SC
SIC Code: 2796
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 21
Reactive Organic Gases Tons/Yr: 19
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1997
County Code: 19
Air Basin: SC
Facility ID: 50729
Air District Name: SC
SIC Code: 2752
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 9
Reactive Organic Gases Tons/Yr: 9
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1998
County Code: 19
Air Basin: SC
Facility ID: 50729
Air District Name: SC
SIC Code: 2752
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 9

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

APPLIED GRAPHICS TECH, GORE GR (Continued)

S104566372

Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	50729
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	50729
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	50729
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

APPLIED GRAPHICS TECH, GORE GR (Continued)

S104566372

ENVIROSTOR:

Facility ID: 71002193
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.07747
Longitude: -118.2886
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD008332991
Alias Type: EPA Identification Number
Alias Name: 110017206744
Alias Type: EPA (FRS #)
Alias Name: 71002193
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Non-Submittal
Completed Date: 07/31/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

T117
WNW
1/8-1/4
0.245 mi.
1292 ft.

GORE GRAPHICS
340 N MADISON AVE
LOS ANGELES, CA 90004

Site 5 of 5 in cluster T

RCRA-LQG
HAZNET

1007198718
CAD008332991

Relative:
Lower

RCRA-LQG:

Date form received by agency: 06/27/1991

Facility name: GORE GRAPHICS

Facility address: 340 N MADISON AVE

LOS ANGELES, CA 900040000

EPA ID: CAD008332991

Contact: DON C RIL

Contact address: Not reported

Not reported

Contact country: Not reported

Contact telephone: (213) 668-2111

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

HAZNET:

envid: 1007198718

Year: 1996

GEPAID: CAD008332991

Contact: Not reported

Telephone: 0000000000

Mailing Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GORE GRAPHICS (Continued)

1007198718

Mailing Address: 340 N MADISON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900043504
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .8107
Facility County: Los Angeles

envid: 1007198718
Year: 1995
GEPAID: CAD008332991
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 340 N MADISON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900043504
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .6263
Facility County: Los Angeles

envid: 1007198718
Year: 1994
GEPAID: CAD008332991
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 340 N MADISON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900043504
Gen County: Not reported
TSD EPA ID: CAT080011059
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Recycler
Tons: 5.9631
Facility County: Los Angeles

envid: 1007198718
Year: 1994
GEPAID: CAD008332991
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 340 N MADISON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900043504
Gen County: Not reported
TSD EPA ID: CAT080011059
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Disposal, Other
Tons: .9174
Facility County: Los Angeles

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GORE GRAPHICS (Continued)

1007198718

envid: 1007198718
Year: 1994
GEPAID: CAD008332991
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 340 N MADISON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900043504
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .2400
Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

**S118
NE
1/8-1/4
0.245 mi.
1294 ft.**

**D B SERVICE STATION
520 SILVER LAKE BLVD
LOS ANGELES, CA**

EDR US Hist Auto Stat

**1009083076
N/A**

Site 7 of 7 in cluster S

**Relative:
Lower**

EDR Historical Auto Stations:

Name: D B SERVICE STATION
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

**Actual:
291 ft.**

Name: PETES AUTO REPAIR
Year: 1999
Address: 520 SILVER LAKE BLVD

Name: PETES AUTO REPAIR
Year: 2001
Address: 520 SILVER LAKE BLVD

Name: SEOUL AUTO REPAIR
Year: 2002
Address: 520 SILVER LAKE BLVD

Name: PETES AUTO REPAIR
Year: 2003
Address: 520 SILVER LAKE BLVD

Name: PEACE AUTO CTR
Year: 2004
Address: 520 SILVER LAKE BLVD

Name: PEACE AUTO CENTER
Year: 2005
Address: 520 SILVER LAKE BLVD

Name: PETES AUTO REPAIR
Year: 2006
Address: 520 SILVER LAKE BLVD

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

D B SERVICE STATION (Continued)

1009083076

Name: PETES AUTO REPAIR
Year: 2007
Address: 520 SILVER LAKE BLVD

Name: PEACE AUTO CENTER
Year: 2008
Address: 520 SILVER LAKE BLVD

Name: GERMAN AUTO TECH
Year: 2009
Address: 520 SILVER LAKE BLVD

Name: PETES AUTO REPAIR
Year: 2010
Address: 520 SILVER LAKE BLVD

Name: GERMAN AUTO TECH
Year: 2011
Address: 520 SILVER LAKE BLVD

Name: PETES AUTO REPAIR
Year: 2012
Address: 520 SILVER LAKE BLVD

119
North
1/8-1/4
0.246 mi.
1300 ft.

TREBOW SAML
500 N HOOVER ST
LOS ANGELES, CA

EDR US Hist Cleaners

1009189909
N/A

Relative:
Lower

EDR Historical Cleaners:

Name: TROBLOW SAML
Year: 1929
Type: CLOTHES PRESSERS CLEANERS AND REPAIRERS

Actual:
300 ft.

Name: TREBOW SAML
Year: 1933
Type: CLOTHES PRESSERS AND CLEANERS

Name: TREBOW SAML
Year: 1937
Type: CLOTHES PRESSERS AND CLEANERS

120
NNE
1/4-1/2
0.265 mi.
1399 ft.

BELMONT NEW P C NO 1
610 MICHELTORENA ST
LOS ANGELES, CA 90026

RCRA-SQG
FINDS
SCH
HAZNET
ENVIROSTOR

1006805468
CAR000128090

Relative:
Lower

RCRA-SQG:

Date form received by agency: 09/12/2002
Facility name: BELMONT NEW P C NO 1
Facility address: 610 MICHELTORENA ST
LOS ANGELES, CA 90026
EPA ID: CAR000128090
Mailing address: 1449 S SAN PEDRO ST

Actual:
310 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW P C NO 1 (Continued)

1006805468

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
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: 09/12/2002
Site name: BELMONT NEW P C NO 1
Classification: Small Quantity Generator

Hazardous Waste Summary:

Waste code: D000
Waste name: Not Defined

Waste code: D008
Waste name: LEAD

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW P C NO 1 (Continued)

1006805468

Violation Status: No violations found

FINDS:

Registry ID: 110013293024

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.

SCH:

Facility ID: 19820049
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.5
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304132
Assembly: 51
Senate: 22
Special Program Status: Not reported
Status: No Further Action
Status Date: 09/07/2001
Restricted Use: NO
Funding: School District
Latitude: 34.07937
Longitude: -118.2803
APN: 5401015900
Past Use: * EDUCATIONAL SERVICES
Potential COC: Lead, Lead, Methane
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PRIMARY CENTER #1/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW P C NO 1 (Continued)

1006805468

Alias Name: 5401015900
Alias Type: APN
Alias Name: 304029
Alias Type: Project Code (Site Code)
Alias Name: 304132
Alias Type: Project Code (Site Code)
Alias Name: 19820049
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051)
EXECUTED ON 2/10/00. As part of the Master Oversight Agreement
between DTSC and the Los Angeles Unified School District (LAUSD),
DTSC will provide oversight for a Preliminary Endangerment Assessment
(PEA) for the proposed Belmont Primary Center #1 site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/07/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/04/2000
Comments: DTSC approved the Phase I with a PEAR determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/24/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW P C NO 1 (Continued)

1006805468

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: 1006805468
Year: 2005
GEPAID: CAR000128090
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: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.2
Facility County: Los Angeles

ENVIROSTOR:

Facility ID: 19820049
Status: No Further Action
Status Date: 09/07/2001
Site Code: 304132
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.5
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 51
Senate: 22
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07937
Longitude: -118.2803
APN: 5401015900
Past Use: * EDUCATIONAL SERVICES
Potential COC: Lead Methane
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW P C NO 1 (Continued)

1006805468

Alias Name: LAUSD-BELMONT PRIMARY CENTER #1/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5401015900
Alias Type: APN
Alias Name: 304029
Alias Type: Project Code (Site Code)
Alias Name: 304132
Alias Type: Project Code (Site Code)
Alias Name: 19820049
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051)
EXECUTED ON 2/10/00. As part of the Master Oversight Agreement
between DTSC and the Los Angeles Unified School District (LAUSD),
DTSC will provide oversight for a Preliminary Endangerment Assessment
(PEA) for the proposed Belmont Primary Center #1 site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/07/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/04/2000
Comments: DTSC approved the Phase I with a PEAR determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/24/2001

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW P C NO 1 (Continued)

1006805468

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

121
WNW
1/4-1/2
0.275 mi.
1454 ft.

PACIFIC BELL (G1-185)
3804 OAKWOOD AVE
LOS ANGELES, CA 90004

HIST CORTESE
LUST **S102434863**
N/A

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040307

Actual:
270 ft.

LUST:
Region: STATE
Global Id: T0603700451
Latitude: 34.0775144
Longitude: -118.2893167
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/17/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040307
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T0603700451
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

Global Id: T0603700451
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACIFIC BELL (G1-185) (Continued)

S102434863

Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Status History:

Global Id: T0603700451
Status: Open - Case Begin Date
Status Date: 12/01/1988

Global Id: T0603700451
Status: Completed - Case Closed
Status Date: 10/17/1996

Global Id: T0603700451
Status: Open - Site Assessment
Status Date: 02/06/1990

Regulatory Activities:

Global Id: T0603700451
Action Type: Other
Date: 02/21/1991
Action: Leak Stopped

Global Id: T0603700451
Action Type: Other
Date: 12/01/1988
Action: Leak Discovery

Global Id: T0603700451
Action Type: Other
Date: 02/13/1990
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040307
Status: Case Closed
Substance: Diesel
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700451
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: MADISON AVENUE
Enforcement Type: Not reported
Date Leak Discovered: 12/1/1988
Date Leak First Reported: 2/13/1990
Date Leak Record Entered: 2/5/1990
Date Confirmation Began: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACIFIC BELL (G1-185) (Continued)

S102434863

Date Leak Stopped: 2/21/1991
Date Case Last Changed on Database: 2/24/1997
Date the Case was Closed: 10/17/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: OLD CASE #021690-03
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5640.9641453351134069650351666
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: 2/6/1990
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: PACIFIC BELL
RP Address: 100 N STONEMAN, RM 120, ALHAMBRA CA 91801
Program: LUST
Lat/Long: 34.0775144 / -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: 02/24/97 - WELL ABANDONMENT FOR UST CASE CLOSURE

V122 PEDUS SERVICES INC
WSW 3500 001ST ST W
1/4-1/2 LOS ANGELES, CA 90004
0.291 mi.
1539 ft. Site 1 of 2 in cluster V

HIST CORTESE S101297396
LUST N/A

Relative: HIST CORTESE:
Lower Region: CORTESE
Facility County Code: 19
Actual: Reg By: LTNKA
272 ft. Reg Id: 900040389

LUST:
Region: STATE
Global Id: T0603700459
Latitude: 34.0731646
Longitude: -118.2896527
Case Type: LUST Cleanup Site

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PEDUS SERVICES INC (Continued)

S101297396

Status: Completed - Case Closed
Status Date: 07/23/1996
Lead Agency: LOS ANGELES, CITY OF
Case Worker: EL
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040389
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: T0603700459
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

Global Id: T0603700459
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: T0603700459
Status: Completed - Case Closed
Status Date: 07/23/1996

Global Id: T0603700459
Status: Open - Case Begin Date
Status Date: 11/07/1986

Global Id: T0603700459
Status: Open - Site Assessment
Status Date: 08/10/1987

Regulatory Activities:

Global Id: T0603700459
Action Type: Other
Date: 11/21/1986
Action: Leak Stopped

Global Id: T0603700459
Action Type: Other
Date: 11/07/1986
Action: Leak Discovery

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PEDUS SERVICES INC (Continued)

S101297396

Global Id: T0603700459
Action Type: Other
Date: 11/20/1986
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040389
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: T0603700459
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: MADISON AVE
Enforcement Type: Not reported
Date Leak Discovered: 11/7/1986
Date Leak First Reported: 11/20/1986
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: 11/21/1986
Date Case Last Changed on Database: 7/23/1996
Date the Case was Closed: 7/23/1996
How Leak Discovered: Tank Test
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Tank
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4997.0721476251837127611082723
Source of Cleanup Funding: Tank
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 8/10/1987
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: PEDUS SERVICES, INC
RP Address: 3500 W FIRST ST, LOS ANGELES, CA 90004
Program: LUST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PEDUS SERVICES INC (Continued)

S101297396

Lat/Long: 34.0731646 / -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: TANK REMOVAL PLANNED. CONSULTING FIRM HAS BEEN RETAINED TO DO A]
SITE ASSESSMENT. OLD CASE #000760

U123
ESE
1/4-1/2
0.292 mi.
1540 ft.

ELLIS LEE & ASSOCIATES
2915 TEMPLE
LOS ANGELES, CA 90026
Site 3 of 4 in cluster U

HIST CORTESE
CA FID UST
SWEEPS UST
S101586555
N/A

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260016

Actual:
344 ft.

CA FID UST:
Facility ID: 19053947
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 2915 W TEMPLE ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900260000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

Status: Not reported
Comp Number: 6819
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ELLIS LEE & ASSOCIATES (Continued)

S101586555

Number Of Tanks: 0

W124
West
1/4-1/2
0.292 mi.
1541 ft.

ARCO (FORMER)
3737 BEVERLY BOULEVARD
LOS ANGELES, CA 90004

HIST CORTESE
LUST
ENF

S102424100
N/A

Site 1 of 6 in cluster W

Relative:
Lower

HIST CORTESE:

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040098

Actual:
274 ft.

LUST:

Region: STATE
Global Id: T0603700432
Latitude: 34.0763415
Longitude: -118.2901667
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 12/11/2013
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: DPP
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040098
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: T0603700432
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Global Id: T0603700432
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: T0603700432
Status: Open - Site Assessment
Status Date: 08/31/1994

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Global Id:	T0603700432
Status:	Open - Site Assessment
Status Date:	04/23/2003
Global Id:	T0603700432
Status:	Open - Eligible for Closure
Status Date:	06/03/2013
Global Id:	T0603700432
Status:	Open - Verification Monitoring
Status Date:	06/21/1990
Global Id:	T0603700432
Status:	Open - Remediation
Status Date:	04/02/2002
Global Id:	T0603700432
Status:	Open - Remediation
Status Date:	08/13/2002
Global Id:	T0603700432
Status:	Open - Case Begin Date
Status Date:	06/21/1990
Global Id:	T0603700432
Status:	Completed - Case Closed
Status Date:	12/11/2013
Global Id:	T0603700432
Status:	Open - Site Assessment
Status Date:	08/14/1990
Global Id:	T0603700432
Status:	Open - Site Assessment
Status Date:	09/18/1990
Global Id:	T0603700432
Status:	Open - Site Assessment
Status Date:	12/10/1990

Regulatory Activities:

Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	08/26/2003
Action:	Staff Letter
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	04/09/2003
Action:	Notice of Violation
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	07/11/2003
Action:	Staff Letter
Global Id:	T0603700432

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Action Type: RESPONSE
Date: 04/01/2002
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700432
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700432
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700432
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700432
Action Type: RESPONSE
Date: 10/22/2009
Action: Other Report / Document

Global Id: T0603700432
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700432
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700432
Action Type: RESPONSE
Date: 12/01/2013
Action: Other Report / Document

Global Id: T0603700432
Action Type: RESPONSE
Date: 04/15/2014
Action: Well Destruction Report

Global Id: T0603700432
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700432
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700432
Action Type: RESPONSE
Date: 04/15/2004

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	11/22/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	04/15/2003
Action:	Soil and Water Investigation Workplan
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	07/15/2004
Action:	CAP/RAP - Feasibility Study Report
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	01/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	11/15/2000
Action:	Staff Letter
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	06/15/2009
Action:	Staff Letter
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Remedial Progress Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Global Id:	T0603700432
Action Type:	RESPONSE
Date:	04/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	REMEDIATION
Date:	03/06/2008
Action:	Excavation
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	07/03/2002
Action:	Staff Letter
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	08/13/2002
Action:	Notice of Violation
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	01/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700432
Action Type:	REMEDIATION
Date:	03/06/2008
Action:	Pump & Treat (P&T) Groundwater
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	07/17/2002
Action:	Notice of Violation
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	12/11/2013
Action:	Closure/No Further Action Letter
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	08/19/2002
Action:	Soil and Water Investigation Workplan
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Date:	10/22/2009
Action:	Soil and Water Investigation Report
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	04/06/2010
Action:	Staff Letter
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	01/15/2012
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	12/13/2011
Action:	Site Assessment Report
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	07/15/2012
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	01/15/2013
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	10/05/2004
Action:	Staff Letter
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	12/10/2001
Action:	Staff Letter
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	07/31/2003
Action:	Other Report / Document
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Monitoring Report - Quarterly

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Global Id:	T0603700432
Action Type:	RESPONSE
Date:	11/28/2003
Action:	Well Installation Report
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	09/26/2007
Action:	Clean Up Fund - 5-Year Review Summary
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	07/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700432
Action Type:	Other
Date:	06/21/1990
Action:	Leak Reported
Global Id:	T0603700432
Action Type:	ENFORCEMENT
Date:	10/01/2013
Action:	Notification - Preclosure
Global Id:	T0603700432
Action Type:	RESPONSE
Date:	10/12/2011
Action:	Soil and Water Investigation Workplan

ENF:

Region:	4
Facility Id:	206215
Agency Name:	Hankey Investment Company
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.076327
Place Longitude:	-118.29022
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	900040098
Reg Measure Id:	167763
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	240571
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	12/19/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	12/19/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 12/19/01 for overdue 3Q01 groundwater monitoring report & workplan.
Description:	Notice of Violation sent 12/19/01 for overdue 3Q01 groundwater monitoring report & workplan.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	\$0.00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Initial Assessed Amount:	\$0.00
Liability \$ Amount:	\$0.00
Project \$ Amount:	\$0.00
Liability \$ Paid:	\$0.00
Project \$ Completed:	\$0.00
Total \$ Paid/Completed Amount:	\$0.00
Region:	4
Facility Id:	206215
Agency Name:	Hankey Investment Company
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.076327
Place Longitude:	-118.29022
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	900040098
Reg Measure Id:	167763
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	229386
Region:	4
Order / Resolution Number:	Staff enforcement letter
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	10/01/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	10/01/1999
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Level 1 enforcement letter sent 10/01/99 for FTS 3 groundwater monitoring report
Description:	Level 1 enforcement letter sent 10/01/99 for FTS 3 groundwater monitoring reports.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	\$0.00
Initial Assessed Amount:	\$0.00
Liability \$ Amount:	\$0.00
Project \$ Amount:	\$0.00
Liability \$ Paid:	\$0.00
Project \$ Completed:	\$0.00
Total \$ Paid/Completed Amount:	\$0.00
Region:	4
Facility Id:	206215
Agency Name:	Hankey Investment Company
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.076327
Place Longitude:	-118.29022
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	900040098
Reg Measure Id:	167763
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228181
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	11/17/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	11/17/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Notice of Violation sent 11/17/00 for overdue workplan.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S102424100

Description:	Notice of Violation sent 11/17/00 for overdue workplan.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	\$0.00
Initial Assessed Amount:	\$0.00
Liability \$ Amount:	\$0.00
Project \$ Amount:	\$0.00
Liability \$ Paid:	\$0.00
Project \$ Completed:	\$0.00
Total \$ Paid/Completed Amount:	\$0.00

W125
West
1/4-1/2
0.292 mi.
1541 ft.

ARCO (FORMER)
3737 BEVERLY BLVD
LOS ANGELES, CA 90004

LUST **S103281821**
N/A

Site 2 of 6 in cluster W

Relative:
Lower

LUST REG 4:

Actual:
274 ft.

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900040098
Status:	Pollution Characterization
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	EDFP
Global ID:	T0603700432
W Global ID:	Not reported
Staff:	DP
Local Agency:	19050
Cross Street:	JUANITA AVE
Enforcement Type:	SEL
Date Leak Discovered:	Not reported
Date Leak First Reported:	6/21/1990
Date Leak Record Entered:	9/5/1990
Date Confirmation Began:	8/14/1990
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	7/15/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	HANKEY INVESTMENTS
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	5220.6493302365321092511731174
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	9/18/1990
Preliminary Site Assessment Began:	12/10/1990
Pollution Characterization Began:	4/23/2003
Remediation Plan Submitted:	4/2/2002
Remedial Action Underway:	8/13/2002
Post Remedial Action Monitoring Began:	6/21/1990
Enforcement Action Date:	11/17/2000

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO (FORMER) (Continued)

S103281821

Historical Max MTBE Date: 5/29/1997
Hist Max MTBE Conc in Groundwater: 674000
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: MR. MIKE MORGAN
RP Address: 4751 WILSHIRE BLVD., STE. 110
Program: LUST
Lat/Long: 34.0763415 / -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

V126 CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11
WSW COUNCIL STREET/JUANITA AVE & MADISON AVE/EASTERN PORTION OF
1/4-1/2 LOS ANGELES, CA 90004

SCH S109034303
DEED N/A
ENVIROSTOR

0.292 mi.
1543 ft.

Site 2 of 2 in cluster V

Relative:
Lower

SCH:

Actual:
286 ft.

Facility ID: 60000872
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 8.13
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Amit Pathak
Supervisor: Yolanda Garza
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 401556
Assembly: 53
Senate: 26
Special Program Status: Not reported
Status: Active
Status Date: 04/08/2008
Restricted Use: YES
Funding: School District
Latitude: 34.0737
Longitude: -118.29
APN: NONE SPECIFIED
Past Use: DEGREASING FACILITY, ENGINE TESTING/REPAIR, EQUIPMENT/INSTRUMENT REPAIR, FUEL HYDRANT PUMPING STATIONS, MACHINE SHOP, OIL FIELD, VEHICLE MAINTENANCE, TRANSPORTATION - WAREHOUSING
Potential COC: Benzene, Lead, Methane, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, TPH-JET FUEL, TPH-MOTOR OIL, 1,1,1-Trichloroethane (TCA, Trichloroethylene (TCE, Vinyl chloride, Hydrogen sulfide
Confirmed COC: Benzene, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, 30026-NO,

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Potential Description: Hydrogen sulfide, 3002501-NO, TPH-MOTOR OIL, Trichloroethylene (TCE,
Vinyl chloride, Lead, Methane
Alias Name: AQUI, SOIL, SV
Alias Type: Sammy Lee Elementary School
Alias Name: Alternate Name
Alias Type: 304599
Alias Name: Project Code (Site Code)
Alias Type: 401556
Alias Name: Project Code (Site Code)
Alias Type: 60000872
Alias Name: Envirostor ID Number

Completed Info:

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 04/22/2014
Comments: Recorded LUC uploaded.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 11/30/2009
Comments: DTSC approved the Remedial Action plan for implementation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/01/2009
Comments: Community Profile Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 05/27/2009
Comments: Fact Sheet Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 06/01/2009
Comments: Public Notice was reviewed and accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/21/2009
Comments: DTSC concurred with the information in the report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Date: 07/27/2009
Comments: DTSC signed Form 4.15 in response to District's request

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/22/2009
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Design
Completed Date: 06/15/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/24/2010
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 11/10/2010
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/27/2010
Comments: The SSI was performed this time because there were access issues before. The new findings have been incorporate in to Northern Area Remedial Design.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/11/2010
Comments: This Report will be part of RACR.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 01/03/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 10/04/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/23/2011

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Comments: DTSC approved gas mitigation system test procedure.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/29/2011
Comments: Approved the Tech Memo for Off Site Investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/23/2011
Comments: Concurred with the Report

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/14/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/16/2011
Comments: Concurred with the Report with comments. The comments will be addressed in the Remedial Completion Report.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 12/05/2011
Comments: Approved the soil RACR. Additional off site investigation will be done as a separate activity.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/01/2012
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/11/2012
Comments: Reviewed with comments.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/12/2012
Comments: DTSC concurred with the Report.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/03/2012
Comments: Concurred with some comments.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/03/2012
Comments: Concurred...

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/01/2012
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 05/28/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 09/07/2012
Comments: Concurred with the Tech Memo with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/20/2012
Comments: Concurred with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/12/2012
Comments: Concurred with the Report with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/20/2013
Comments: Concurred with comments.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/15/2013
Comments: Approved with Comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/04/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Date: 06/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/11/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 10/25/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 06/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 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: CEQA - Initial Study/ Environmental Impact Report
Completed Date: 11/20/2009
Comments: Draft Final

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: * Land Use Restriction Monitoring Report
Completed Date: 03/20/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 04/01/2014
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 02/13/2012
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 11/07/2011
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 04/09/2008
Comments: Accepted as a background information

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 05/15/2008
Comments: DTSC concurred with the project scoping document

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 05/15/2008
Comments: DTSC concurred with the Adequacy of the Groundwater investigation Technical Memorandum for implementation provided DTSC comments are incorporated in future work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/14/2008
Comments: DTSC approved the PEA with Further Action determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 09/02/2008
Comments: DTSC approved the Supplemental Site Investigation Technical Memorandum for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 11/06/2008
Comments: SSI TM is approved for the field work.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 12/01/2008
Comments: Accepted the Report. DTSC will hold comments on hydrogeology/Groundwater Monitoring Report until the review of the third quarter 2008 gw report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/04/2009
Comments: The Third Quarter Groundwater Monitoring Report is accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 02/11/2009

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Comments: DTSC concurs with Further Action required for Northern and Central Area and No Further Action Required for Southern Area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 08/18/2009
Comments: Rec'd signed agreement from district

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/31/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/19/2013
Comments: Concurrence with comments for future reporting/field work.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/05/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/16/2013
Comments: Concurred with comments

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/18/2013
Comments: Concurred with comments for future.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/14/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/31/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/25/2014
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/07/2014
Comments: DTSC concurs with the Report from LAUSD prepared for SCAQMD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/17/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/16/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/18/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Concurred with the Report.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: IC Public Advisory
Completed Date: 12/20/2010
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/08/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Environmental Impact Report

S109034303

Completed Date:	05/21/2009
Comments:	CEQA process completed
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2015
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2015
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2015
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2016
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2016
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2016
Future Area Name:	Central Area
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2015
Future Area Name:	Northern Area
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2015
Future Area Name:	Northern Area
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2016
Future Area Name:	Northern Area
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2016
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Operations and Maintenance Report
Schedule Due Date:	02/14/2015
Schedule Revised Date:	Not reported
Schedule Area Name:	Northern Area
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Operations and Maintenance Report
Schedule Due Date:	04/14/2015
Schedule Revised Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Operations and Maintenance Report
Schedule Due Date:	04/14/2015

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Schedule Revised Date: Not reported
Schedule Area Name: Central Area
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 04/14/2015
Schedule Revised Date: Not reported
Schedule Area Name: Central Area
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 02/14/2015
Schedule Revised Date: Not reported

DEED:

Area: NORTHERN AREA
Sub Area: Not reported
Site Type: SCHOOL CLEANUP
Status: ACTIVE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 02/13/2012
EDR Link ID: 60000872

Area: CENTRAL AREA
Sub Area: Not reported
Site Type: SCHOOL CLEANUP
Status: ACTIVE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 04/22/2014
EDR Link ID: 60000872

ENVIROSTOR:

Facility ID: 60000872
Status: Active
Status Date: 04/08/2008
Site Code: 401556
Site Type: School Cleanup
Site Type Detailed: School
Acres: 8.13
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Amit Pathak
Supervisor: Yolanda Garza
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 26
Special Program: Not reported
Restricted Use: YES
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.0737
Longitude: -118.29
APN: NONE SPECIFIED
Past Use: DEGREASING FACILITY, ENGINE TESTING/REPAIR, EQUIPMENT/INSTRUMENT REPAIR, FUEL HYDRANT PUMPING STATIONS, MACHINE SHOP, OIL FIELD,

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Potential COC: VEHICLE MAINTENANCE, TRANSPORTATION - WAREHOUSING
Benzene Lead Methane Tetrachloroethylene (PCE TPH-diesel TPH-gas
TPH-JET FUEL TPH-MOTOR OIL 1,1,1-Trichloroethane (TCA
Trichloroethylene (TCE Vinyl chloride Hydrogen sulfide
Confirmed COC: Benzene Tetrachloroethylene (PCE TPH-diesel TPH-gas 30026-NO
Hydrogen sulfide 3002501-NO TPH-MOTOR OIL Trichloroethylene (TCE
Vinyl chloride Lead Methane

Potential Description: AQUI, SOIL, SV
Alias Name: Sammy Lee Elementary School
Alias Type: Alternate Name
Alias Name: 304599
Alias Type: Project Code (Site Code)
Alias Name: 401556
Alias Type: Project Code (Site Code)
Alias Name: 60000872
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 04/22/2014
Comments: Recorded LUC uploaded.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 11/30/2009
Comments: DTSC approved the Remedial Action plan for implementation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/01/2009
Comments: Community Profile Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 05/27/2009
Comments: Fact Sheet Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 06/01/2009
Comments: Public Notice was reviewed and accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/21/2009

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Comments: DTSC concurred with the information in the report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 07/27/2009
Comments: DTSC signed Form 4.15 in response to District's request

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/22/2009
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Design
Completed Date: 06/15/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/24/2010
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 11/10/2010
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/27/2010
Comments: The SSI was performed this time because there were access issues before. The new findings have been incorporate in to Northern Area Remedial Design.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/11/2010
Comments: This Report will be part of RACR.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 01/03/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 10/04/2011
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/23/2011
Comments: DTSC approved gas mitigation system test procedure.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/29/2011
Comments: Approved the Tech Memo for Off Site Investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/23/2011
Comments: Concurred with the Report

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/14/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/16/2011
Comments: Concurred with the Report with comments. The comments will be addressed in the Remedial Completion Report.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 12/05/2011
Comments: Approved the soil RACR. Additional off site investigation will be done as a separate activity.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/01/2012
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/11/2012
Comments: Reviewed with comments.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/12/2012
Comments: DTSC concurred with the Report.

Completed Area Name: Northern Area

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/03/2012
Comments: Concurred with some comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/03/2012
Comments: Concurred...

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/01/2012
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 05/28/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 09/07/2012
Comments: Concurred with the Tech Memo with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/20/2012
Comments: Concurred with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/12/2012
Comments: Concurred with the Report with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/20/2013
Comments: Concurred with comments.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/15/2013
Comments: Approved with Comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/04/2013

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Comments:	Not reported
Completed Area Name:	Central Area
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Plan
Completed Date:	06/28/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	06/11/2013
Comments:	Not reported
Completed Area Name:	Central Area
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Plan
Completed Date:	10/25/2013
Comments:	Not reported
Completed Area Name:	Central Area
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Action Completion Report
Completed Date:	06/28/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	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:	CEQA - Initial Study/ Environmental Impact Report
Completed Date:	11/20/2009
Comments:	Draft Final
Completed Area Name:	Northern Area
Completed Sub Area Name:	Not reported
Completed Document Type:	* Land Use Restriction Monitoring Report
Completed Date:	03/20/2013
Comments:	Not reported
Completed Area Name:	Central Area
Completed Sub Area Name:	Not reported
Completed Document Type:	Operation & Maintenance Order/Agreement
Completed Date:	04/01/2014
Comments:	Not reported
Completed Area Name:	Northern Area
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction
Completed Date:	02/13/2012
Comments:	Not reported
Completed Area Name:	Northern Area

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 11/07/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 04/09/2008
Comments: Accepted as a background information

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 05/15/2008
Comments: DTSC concurred with the project scoping document

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 05/15/2008
Comments: DTSC concurred with the Adequacy of the Groundwater investigation Technical Memorandum for implementation provided DTSC comments are incorporated in future work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/14/2008
Comments: DTSC approved the PEA with Further Action determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 09/02/2008
Comments: DTSC approved the Supplemental Site Investigation Technical Memorandum for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 11/06/2008
Comments: SSI TM is approved for the field work.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 12/01/2008
Comments: Accepted the Report. DTSC will hold comments on hydrogeology/Groundwater Monitoring Report until the review of the third quarter 2008 gw report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/04/2009
Comments: The Third Quarter Groundwater Monitoring Report is accepted.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 02/11/2009
Comments: DTSC concurs with Further Action required for Northern and Central Area and No Further Action Required for Southern Area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 08/18/2009
Comments: Rec'd signed agreement from district

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/31/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/19/2013
Comments: Concurrence with comments for future reporting/field work.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/05/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/16/2013
Comments: Concurred with comments

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/18/2013
Comments: Concurred with comments for future.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/14/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/31/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Document Type: Operations and Maintenance Report
Completed Date: 02/25/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/07/2014
Comments: DTSC concurs with the Report from LAUSD prepared for SCAQMD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/17/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/16/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/18/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Concurred with the Report.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: IC Public Advisory
Completed Date: 12/20/2010
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/08/2014
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Environmental Impact Report
Completed Date: 05/21/2009
Comments: CEQA process completed

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2015
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2015
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2015
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2016
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2016
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2016
Future Area Name: Central Area
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2015
Future Area Name: Northern Area
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2015
Future Area Name: Northern Area
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2016
Future Area Name: Northern Area
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2016
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 02/14/2015
Schedule Revised Date: Not reported
Schedule Area Name: Northern Area
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 04/14/2015
Schedule Revised Date: Not reported
Schedule Area Name: PROJECT WIDE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued)

S109034303

Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 04/14/2015
Schedule Revised Date: Not reported
Schedule Area Name: Central Area
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 04/14/2015
Schedule Revised Date: Not reported
Schedule Area Name: Central Area
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 02/14/2015
Schedule Revised Date: Not reported

U127
ESE
1/4-1/2
0.293 mi.
1546 ft.
ELLIS LEE & ASSOCIATES
2915 TEMPLE ST W
ECHO PARK, CA 90026
Site 4 of 4 in cluster U

LUST **S105051344**
N/A

Relative:
Lower

LUST:

Actual:
345 ft.

Region: STATE
Global Id: T0603700706
Latitude: 34.0741757
Longitude: -118.2784713
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/31/1987
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900260016
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: T0603700706
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

Global Id: T0603700706
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ELLIS LEE & ASSOCIATES (Continued)

S105051344

Phone Number: Not reported

Status History:

Global Id: T0603700706
Status: Completed - Case Closed
Status Date: 05/31/1987

Global Id: T0603700706
Status: Open - Case Begin Date
Status Date: 05/15/1985

Regulatory Activities:

Global Id: T0603700706
Action Type: Other
Date: 05/15/1985
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900260016
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: T0603700706
W Global ID: W0603700547
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 5/15/1985
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: 5/31/1987
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: FIRSTONE SCOUT RESRVN (BOY SCOUT COUN)
Well Name: Not reported
Approx. Dist To Production Well (ft): 3873.6159634804921776689468726
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ELLIS LEE & ASSOCIATES (Continued)

S105051344

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: 34.0741757 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1900547-001GEN
Summary: CONTAMINATED SOIL REMOVED. EO LETTER TO CLOSE CASE PENDING.

W128
West
1/4-1/2
0.295 mi.
1559 ft.

TRUST SERVICES OF AMERICA
220/222 NORTH JUANITA AVE
LOS ANGELES, CA 90004

CERC-NFRAP 1003879467
CAD982361768

Site 3 of 6 in cluster W

Relative:
Lower

CERC-NFRAP:
Site ID: 0903669
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

Actual:
273 ft.

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID: 13286751.00000
Person ID: 13003854.00000

Contact Sequence ID: 13292346.00000
Person ID: 13003858.00000

Contact Sequence ID: 13298204.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:

Action: DISCOVERY
Date Started: / /
Date Completed: 09/06/89
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 03/28/91
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRUST SERVICES OF AMERICA (Continued)

1003879467

Date Completed: 03/28/91
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

W129
West
1/4-1/2
0.302 mi.
1593 ft.

TRUST SERVICES OF AMERICA
218,220,224 NORTH JUANITA AVENUE
LOS ANGELES, CA 90004

ENVIROSTOR **1000387420**
N/A

Site 4 of 6 in cluster W

Relative:
Lower

ENVIROSTOR:

Actual:
273 ft.

Facility ID: 19290296
Status: Refer: Other Agency
Status Date: 05/06/1998
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Mmonroy
Division Branch: Cleanup Chatsworth
Assembly: Not reported
Senate: Not reported
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CARROL TRUST
Alias Type: Alternate Name
Alias Name: HANSEN'S JUICES
Alias Type: Alternate Name
Alias Name: LYNDE-ORDWAY CO., INC.
Alias Type: Alternate Name
Alias Name: PAINT ENGINEERS
Alias Type: Alternate Name
Alias Name: PARKER JUDGE
Alias Type: Alternate Name
Alias Name: CAD982361T68
Alias Type: EPA Identification Number
Alias Name: 19290296
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/20/1991
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRUST SERVICES OF AMERICA (Continued)

1000387420

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 05/10/1995
Comments: NFA FOR DTSC, PETROLEUM EXCLUSION.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 06/20/1991
Comments: From EPA CERCLA PA fit report. Site is located in three lots. 1) 218 N. Juanita Avenue: the site currently leased by Lynde-Ordway Co., Inc. Carroll Trust has owned since 1940s and LOC leased it since then. 1990 geophysical surveys located three underground tanks on the property. 2) 220 N. Juanita Avenue: it is currently a vacant lot. The Parker Judge owned in 1938. Paint Engineers owned and operated in 1946. Carroll Trust since 1953. 3) 222 N. Juanita Avenue: Hansen's Juices leased it since 1989. The Los Angeles unified school district conducted Phase I & II investigations to purchase the property. Revealed petroleum contamination in the soil. Stoddard solvent was detected in the soil. The highest level was 4500 mg/kg volatile organics and chlorinated hydrocarbons were also detected in the soil. Contamination has also been detected in the groundwater. FIT recommended NFA for EPA. Medium priority PEA required.

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

W130
West
1/4-1/2
0.305 mi.
1610 ft.

MARY CARROLL TRUST
218 JUANITA AVE N
LOS ANGELES, CA 90004

Site 5 of 6 in cluster W

HIST CORTESE
LUST
S104406263
N/A

Relative:
Lower

Actual:
273 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040189

LUST:
Region: STATE
Global Id: T0603700440
Latitude: 34.0749319
Longitude: -118.29002
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 12/13/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARY CARROLL TRUST (Continued)

S104406263

Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040189
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: T0603700440
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

Global Id: T0603700440
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: T0603700440
Status: Completed - Case Closed
Status Date: 12/13/1996

Global Id: T0603700440
Status: Open - Case Begin Date
Status Date: 06/23/1993

Global Id: T0603700440
Status: Open - Site Assessment
Status Date: 06/23/1993

Regulatory Activities:

Global Id: T0603700440
Action Type: Other
Date: 06/23/1993
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040189
Status: Case Closed

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARY CARROLL TRUST (Continued)

S104406263

Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:	Excavate and Dispose	
Global ID:	T0603700440	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	COUNCIL ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:	6/23/1993	
Date Leak Record Entered:	1/24/1994	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:	11/26/1996	
Date the Case was Closed:	12/13/1996	
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):	4995.5843609378770786490619821	
Source of Cleanup Funding:	Not reported	
Preliminary Site Assessment Workplan Submitted:	Not reported	
Preliminary Site Assessment Began:	Not reported	
Pollution Characterization Began:	6/23/1993	
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:	NORTHERN TRUST BANK C/O SAIFER	
RP Address:	1000 WILSHIRE BLVD, SUITE 1800, LOS ANGELES CA 90017-2475	
Program:	LUST	
Lat/Long:	34.0748675 / -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:	11/26/96 - CORRECTIVE ACTION PLAN #10375	CLAIM

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

W131
West
1/4-1/2
0.312 mi.
1649 ft.
PACIFIC BELL
316 JUANITA AVE N
LOS ANGELES, CA 90004
Site 6 of 6 in cluster W

HIST CORTESE
LUST
S100941444
N/A

Relative:
Lower
Actual:
278 ft.
HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040225

LUST:
Region: STATE
Global Id: T0603700444
Latitude: 34.0769639
Longitude: -118.289827
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/23/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040225
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: T0603700444
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

Global Id: T0603700444
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: T0603700444
Status: Completed - Case Closed
Status Date: 05/23/1996

Global Id: T0603700444
Status: Open - Case Begin Date
Status Date: 05/30/1989

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACIFIC BELL (Continued)

S100941444

Global Id: T0603700444
Status: Open - Verification Monitoring
Status Date: 08/30/1994

Global Id: T0603700444
Status: Open - Site Assessment
Status Date: 05/30/1989

Regulatory Activities:

Global Id: T0603700444
Action Type: Other
Date: 11/01/1989
Action: Leak Reported

Region: STATE
Global Id: T0603797875
Latitude: 34.076852
Longitude: -118.290186
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 04/10/2009
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040225A
LOC Case Number: 1768
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: T0603797875
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: T0603797875
Status: Open - Site Assessment
Status Date: 11/17/2004

Global Id: T0603797875
Status: Open - Case Begin Date
Status Date: 11/17/2004

Global Id: T0603797875
Status: Open - Site Assessment
Status Date: 04/25/2007

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACIFIC BELL (Continued)

S100941444

Global Id: T0603797875
Status: Completed - Case Closed
Status Date: 04/10/2009

Regulatory Activities:

Global Id: T0603797875
Action Type: ENFORCEMENT
Date: 01/07/2008
Action: Staff Letter

Global Id: T0603797875
Action Type: Other
Date: 11/17/2004
Action: Leak Discovery

Global Id: T0603797875
Action Type: ENFORCEMENT
Date: 04/09/2009
Action: Site Visit / Inspection / Sampling

Global Id: T0603797875
Action Type: Other
Date: 11/17/2004
Action: Leak Reported

Global Id: T0603797875
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603797875
Action Type: RESPONSE
Date: 11/12/2008
Action: Soil and Water Investigation Report

Global Id: T0603797875
Action Type: ENFORCEMENT
Date: 07/28/2008
Action: Staff Letter

Global Id: T0603797875
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603797875
Action Type: RESPONSE
Date: 04/25/2007
Action: Soil and Water Investigation Workplan

Global Id: T0603797875
Action Type: RESPONSE
Date: 12/07/2007
Action: Soil and Water Investigation Report

Global Id: T0603797875
Action Type: ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACIFIC BELL (Continued)

S100941444

Date: 08/09/2007
Action: Staff Letter

Global Id: T0603797875
Action Type: RESPONSE
Date: 04/19/2007
Action: Other Report / Document

Global Id: T0603797875
Action Type: RESPONSE
Date: 07/15/2007
Action: Other Report / Document

Global Id: T0603797875
Action Type: ENFORCEMENT
Date: 04/10/2009
Action: Closure/No Further Action Letter

Global Id: T0603797875
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603797875
Action Type: ENFORCEMENT
Date: 05/22/2007
Action: Staff Letter

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040225
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Excavate and Dispose
Global ID: T0603700444
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 11/1/1989
Date Leak Record Entered: 11/22/1989
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 5/23/1996
Date the Case was Closed: 5/23/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACIFIC BELL (Continued)

S100941444

Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5185.9776970341845051571002153
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 5/30/1989
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: 8/30/1994
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: BLANK RP
RP Address: C
Program: LUST
Lat/Long: 34.0764685 / -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

132
SSW
1/4-1/2
0.333 mi.
1758 ft.

COMMONWEALTH ELEMENTARY SCHOOL ADDITION
213 SOUTH COMMONWEALTH AVENUE
LOS ANGELES, CA 90004

SCH S105628566
ENVIROSTOR N/A

Relative:
Lower

SCH:

Actual:
287 ft.

Facility ID: 19820033
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0.7
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Christine Chiu
Supervisor: Yolanda Garza
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304263
Assembly: 53
Senate: 26
Special Program Status: Not reported
Status: Certified / Operation & Maintenance
Status Date: 12/29/2009

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

Restricted Use: NO
Funding: School District
Latitude: 34.07015
Longitude: -118.2858
APN: NONE SPECIFIED
Past Use: * EDUCATIONAL SERVICES
Potential COC: Methane
Confirmed COC: Methane
Potential Description: SV, IA
Alias Name: COMMONWEALTH ELEMENTARY SCHOOL ADDITION
Alias Type: Alternate Name
Alias Name: Commonwealth Avenue Elementary School
Alias Type: Alternate Name
Alias Name: LAUSD-COMMONWEALTH ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 110033613542
Alias Type: EPA (FRS #)
Alias Name: 304263
Alias Type: Project Code (Site Code)
Alias Name: 19820033
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/28/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 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: CEQA - Notice of Exemption
Completed Date: 08/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 08/14/2006
Comments: Mailed fully executed O&M Agreement, signed 8/14/2006, to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

Completed Date: 04/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/15/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and noted discrepancies between the paper and electronic copies of the Report. DTSC pointed out that the paper copy and the electronic copy of all submittals provided to DTSC be accurate and consistent with each other.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/17/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 06/15/2011
Comments: DTSC provided two comments on the Report that should be addressed in future reports. DTSC also concurred with the recommendations to reduce O&M activities to an annual basis and to remove soil vapor probe MW-1-28 from routine monitoring activities; however, monitoring should continue at soil vapor probe MW-4-15.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/15/2011
Comments: DTSC provided two comments on the Report that should be addressed in future reports. DTSC also concurred with the recommendations to reduce O&M activities to an annual basis and to remove soil vapor probe MW-1-28 from routine monitoring activities; however, monitoring should continue at soil vapor probe MW-4-15.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/19/2012
Comments: DTSC concurred with the Report recommendations: 1) no further modifications to the routine O&M activities are recommended; and 2) LAUSD have a technician inspect and service the ventilation equipment located in the electrical and elevator equipment rooms of the parking garage.

Completed Area Name: PROJECT WIDE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/10/2013
Comments: DTSC provided comments on the Report and requested such be addressed during field work and/or in monitoring reports. DTSC also concurred with the recommendation to continue O&M activities on an annual basis (with the next event to be conducted in December 2013).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/02/2014
Comments: DTSC provided comments on the Report and requested such be addressed during field work and/or in monitoring reports. DTSC also concurred with the recommendations to continue O&M activities on an annual basis (with the next event to be conducted during winter recess at the end of 2014).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 06/06/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 10/04/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 08/17/2006
Comments: OMP approved in conjunction with RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 06/19/2006
Comments: CH4 mitigation system start-up testing wp approved 6/19/2006.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 06/26/2006
Comments: commonwealth start-up testing workplan approved on 6/26/2006

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

Completed Date: 08/17/2006
Comments: Approval of RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/28/2009
Comments: DTSC reviewed the Operation and Maintenance report and noted that certain activities be incorporated in future O&M reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/28/2009
Comments: DTSC reviewed the Operation and Maintenance report and noted that certain activities be incorporated in future O&M reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/01/2009
Comments: DTSC reviewed the Operation and Maintenance report and requested that its comments be addressed by 09/15/2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/21/2009
Comments: DTSC reviewed the Operation and Maintenance Report and noted that an action should be taken prior to the next monitoring event. In addition, DTSC noted it had not received a response to comments on the previous O&M report and requested a response by September 24, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/10/2009
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and requested a response to one comment by December 31, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/01/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and requested a response to four comments by March 15, 2010.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 05/01/2002
Comments: DTSC approved the Public Participation Plan, dated May 2002.

Completed Area Name: PROJECT WIDE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/29/2009
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete. Operation and maintenance is required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 05/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2016
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2016
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 05/16/2015
Schedule Revised Date: Not reported

ENVIROSTOR:

Facility ID: 19820033
Status: Certified / Operation & Maintenance
Status Date: 12/29/2009
Site Code: 304263
Site Type: School Cleanup
Site Type Detailed: School
Acres: 0.7
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Christine Chiu
Supervisor: Yolanda Garza
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07015
Longitude: -118.2858
APN: NONE SPECIFIED
Past Use: * EDUCATIONAL SERVICES
Potential COC: Methane

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

Confirmed COC: Methane
Potential Description: SV, IA
Alias Name: COMMONWEALTH ELEMENTARY SCHOOL ADDITION
Alias Type: Alternate Name
Alias Name: Commonwealth Avenue Elementary School
Alias Type: Alternate Name
Alias Name: LAUSD-COMMONWEALTH ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 110033613542
Alias Type: EPA (FRS #)
Alias Name: 304263
Alias Type: Project Code (Site Code)
Alias Name: 19820033
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/28/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 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: CEQA - Notice of Exemption
Completed Date: 08/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 08/14/2006
Comments: Mailed fully executed O&M Agreement, signed 8/14/2006, to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 04/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/02/2002

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/15/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and noted discrepancies between the paper and electronic copies of the Report. DTSC pointed out that the paper copy and the electronic copy of all submittals provided to DTSC be accurate and consistent with each other.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/17/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 06/15/2011
Comments: DTSC provided two comments on the Report that should be addressed in future reports. DTSC also concurred with the recommendations to reduce O&M activities to an annual basis and to remove soil vapor probe MW-1-28 from routine monitoring activities; however, monitoring should continue at soil vapor probe MW-4-15.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/15/2011
Comments: DTSC provided two comments on the Report that should be addressed in future reports. DTSC also concurred with the recommendations to reduce O&M activities to an annual basis and to remove soil vapor probe MW-1-28 from routine monitoring activities; however, monitoring should continue at soil vapor probe MW-4-15.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/19/2012
Comments: DTSC concurred with the Report recommendations: 1) no further modifications to the routine O&M activities are recommended; and 2) LAUSD have a technician inspect and service the ventilation equipment located in the electrical and elevator equipment rooms of the parking garage.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/10/2013
Comments: DTSC provided comments on the Report and requested such be addressed during field work and/or in monitoring reports. DTSC also concurred with the recommendation to continue O&M activities on an annual basis (with the next event to be conducted in December 2013).

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/02/2014
Comments: DTSC provided comments on the Report and requested such be addressed during field work and/or in monitoring reports. DTSC also concurred with the recommendations to continue O&M activities on an annual basis (with the next event to be conducted during winter recess at the end of 2014).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 06/06/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 10/04/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 08/17/2006
Comments: OMP approved in conjunction with RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 06/19/2006
Comments: CH4 mitigation system start-up testing wp approved 6/19/2006.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 06/26/2006
Comments: commonwealth start-up testing workplan approved on 6/26/2006

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/17/2006
Comments: Approval of RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/28/2009
Comments: DTSC reviewed the Operation and Maintenance report and noted that

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

certain activities be incorporated in future O&M reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/28/2009
Comments: DTSC reviewed the Operation and Maintenance report and noted that certain activities be incorporated in future O&M reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/01/2009
Comments: DTSC reviewed the Operation and Maintenance report and requested that its comments be addressed by 09/15/2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/21/2009
Comments: DTSC reviewed the Operation and Maintenance Report and noted that an action should be taken prior to the next monitoring event. In addition, DTSC noted it had not received a response to comments on the previous O&M report and requested a response by September 24, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/10/2009
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and requested a response to one comment by December 31, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/01/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and requested a response to four comments by March 15, 2010.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 05/01/2002
Comments: DTSC approved the Public Participation Plan, dated May 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/29/2009
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete. Operation and maintenance is required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued)

S105628566

Completed Document Type: * Public Participation
Completed Date: 05/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2016
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2016
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 05/16/2015
Schedule Revised Date: Not reported

133
WNW
1/4-1/2
0.333 mi.
1759 ft.

**BELMONT/HOLLYWOOD NO. 1
OAKWOOD AVENUE/JUANITA AVENUE
LOS ANGELES, CA 90004**

**SCH S107735906
ENVIROSTOR N/A**

**Relative:
Lower**

SCH:

**Actual:
281 ft.**

Facility ID: 19880056
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304133
Assembly: 53
Senate: 26
Special Program Status: Not reported
Status: Inactive - Action Required
Status Date: 08/20/2002
Restricted Use: NO
Funding: School District
Latitude: 34.07754
Longitude: -118.2895
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: Endrin, Lead
Confirmed COC: 30010-NO, 30013-NO

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT/HOLLYWOOD NO. 1 (Continued)

S107735906

Potential Description: SOIL
Alias Name: BELMONT/HOLLYWOOD #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT/HOLLYWOOD #1/CDE
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT/HOLLYWOOD #1/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304044
Alias Type: Project Code (Site Code)
Alias Name: 304133
Alias Type: Project Code (Site Code)
Alias Name: 19880056
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/11/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/20/2002
Comments: The project was completed in July 2004.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/21/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 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

ENVIROSTOR:

Facility ID: 19880056
Status: Inactive - Action Required
Status Date: 08/20/2002
Site Code: 304133
Site Type: School Investigation

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT/HOLLYWOOD NO. 1 (Continued)

S107735906

Site Type Detailed: School
Acres: 1.2
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07754
Longitude: -118.2895
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: Endrin Lead
Confirmed COC: 30010-NO 30013-NO
Potential Description: SOIL
Alias Name: BELMONT/HOLLYWOOD #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT/HOLLYWOOD #1/CDE
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT/HOLLYWOOD #1/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304044
Alias Type: Project Code (Site Code)
Alias Name: 304133
Alias Type: Project Code (Site Code)
Alias Name: 19880056
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/11/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/20/2002
Comments: The project was completed in July 2004.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/21/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT/HOLLYWOOD NO. 1 (Continued)

S107735906

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

X134
West
1/4-1/2
0.374 mi.
1974 ft.
MIDWAY FORD
200 VERMONT AVE N
LOS ANGELES, CA 90004
Site 1 of 2 in cluster X

HIST CORTESE
LUST
CA FID UST
SWEEPS UST
EMI
S101584762
N/A

Relative: HIST CORTESE:
Lower Region: CORTESE
Facility County Code: 19
Actual: Reg By: LTNKA
289 ft. Reg Id: 900040325

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040325
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: T0603700453
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: BEVERLY BLVD
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 5/29/1996
Date Leak Record Entered: 10/9/1996
Date Confirmation Began: 5/29/1996
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 5/29/1996
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): 4617.3362628427015797899673707

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MIDWAY FORD (Continued)

S101584762

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
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: LA UNIFIED SCHOOL DIST
RP Address: 1425 S PEDRO, LOS ANGELES CA
Program: LUST
Lat/Long: 34.0744835 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

CA FID UST:

Facility ID: 19015343
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 200 N VERMONT AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:

Status: Not reported
Comp Number: 6977
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MIDWAY FORD (Continued)

S101584762

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: 1996
County Code: 19
Air Basin: SC
Facility ID: 12113
Air District Name: SC
SIC Code: 5511
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: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

X135 **BELMONT NEW ELEMENTARY NO. 6**
West **NORTH VERMONT AVENUE/COUNCIL STREET**
1/4-1/2 **LOS ANGELES, CA 90004**

SCH **S107735902**
ENVIROSTOR **N/A**

0.375 mi.
1980 ft.

Site 2 of 2 in cluster X

Relative:
Lower

SCH:

Actual:
289 ft.

Facility ID: 19590008
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 3
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304217
Assembly: 53
Senate: 22
Special Program Status: Not reported
Status: Certified
Status Date: 03/26/2007
Restricted Use: NO
Funding: School District
Latitude: 34.07435
Longitude: -118.2918

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW ELEMENTARY NO. 6 (Continued)

S107735902

APN: NONE SPECIFIED
Past Use: * RETIAL - MISC.
Potential COC: Methane, Methane, Carbon disulfide, Hydrogen sulfide, Lead
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL, SV, SURFW
Alias Name: BELMONT NEW ELEMENTARY SCHOOL #6
Alias Type: Alternate Name
Alias Name: LA USD-BELMONT NEW ELEMENTARY #6
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 110033618119
Alias Type: EPA (FRS #)
Alias Name: 304217
Alias Type: Project Code (Site Code)
Alias Name: 19590008
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/21/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/06/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/11/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/21/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Action Memorandum (if <\$1M)
Completed Date: 05/31/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW ELEMENTARY NO. 6 (Continued)

S107735902

Completed Date: 10/13/2004
Comments: Approved Supplemental Subsurface Investigation and Construction Activities Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/31/2006
Comments: Approved the PEA workplan

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/28/2005
Comments: UST found during construction was removed under DTSC and LAFD oversight.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 03/26/2007
Comments: DTSC concured with the Underground storage tank (UST) Closure Report that that no further investigation is necessary in the UST area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/19/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 05/31/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/07/2007
Comments: Project Complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW ELEMENTARY NO. 6 (Continued)

S107735902

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

ENVIROSTOR:

Facility ID: 19590008
Status: Certified
Status Date: 03/26/2007
Site Code: 304217
Site Type: School Cleanup
Site Type Detailed: School
Acres: 3
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 22
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07435
Longitude: -118.2918
APN: NONE SPECIFIED
Past Use: * RETIAL - MISC.
Potential COC: Methane Carbon disulfide Hydrogen sulfide Lead
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL, SV, SURFW
Alias Name: BELMONT NEW ELEMENTARY SCHOOL #6
Alias Type: Alternate Name
Alias Name: LA USD-BELMONT NEW ELEMENTARY #6
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 110033618119
Alias Type: EPA (FRS #)
Alias Name: 304217
Alias Type: Project Code (Site Code)
Alias Name: 19590008
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW ELEMENTARY NO. 6 (Continued)

S107735902

Completed Date: 07/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/21/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/06/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/11/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/21/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Action Memorandum (if <\$1M)
Completed Date: 05/31/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/13/2004
Comments: Approved Supplemental Subsurface Investigation and Construction Activities Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/31/2006
Comments: Approved the PEA workplan

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/28/2005
Comments: UST found during construction was removed under DTSC and LAFD oversight.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 03/26/2007

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT NEW ELEMENTARY NO. 6 (Continued)

S107735902

Comments: DTSC concured with the Underground storage tank (UST) Closure Report that that no further investigation is nessary in the UST area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/19/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 05/31/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/07/2007
Comments: Project Complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number

Y136
West
1/4-1/2
0.378 mi.
1996 ft.

UNOCAL #6377
304 VERMONT AVE N
LOS ANGELES, CA 90004

Site 1 of 3 in cluster Y

HIST CORTESE
LUST
CA FID UST
SWEEPS UST

S101617086
N/A

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900040252

Actual:
296 ft.

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040252
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: T0603700447
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 9/16/1992
Date Leak Record Entered: 8/31/1992
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 8/25/1998
Date the Case was Closed: 11/14/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: OLD CASE #092292-04
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4958.306708286902722372725362
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 7/27/1992
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #6377 (Continued)

S101617086

Owner Contact: Not reported
Responsible Party: UNOCAL CORPORATION
RP Address: 376 S VALENCIA AVE, BREA CA 92621
Program: LUST
Lat/Long: 34.0770014 / -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: 08/25/98 VAPOR WELL ABANDONMENT REPORT

CA FID UST:

Facility ID: 19003758
Regulated By: UTKNI
Regulated ID: 00007866
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136613745
Mail To: Not reported
Mailing Address: 3701 WILSHIRE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

Status: Not reported
Comp Number: 895
Number: Not reported
Board Of Equalization: 44-011472
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000895-000001
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: 3

Status: Not reported
Comp Number: 895
Number: Not reported
Board Of Equalization: 44-011472
Referral Date: Not reported
Action Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #6377 (Continued)

S101617086

Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000895-000002
Tank Status: Not reported
Capacity: 9940
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 895
Number: Not reported
Board Of Equalization: 44-011472
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000895-000003
Tank Status: Not reported
Capacity: 9940
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Y137
West
1/4-1/2
0.378 mi.
1996 ft.
UNOCAL #6377
304 VERMONT AVE N
LOS ANGELES, CA 90004
Site 2 of 3 in cluster Y

LUST **S109283832**
N/A

Relative:
Lower

LUST:

Actual:
296 ft.

Region: STATE
Global Id: T10000000206
Latitude: 34.076756
Longitude: -118.291675
Case Type: LUST Cleanup Site
Status: Open - Site Assessment
Status Date: 09/03/2008
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: DPP
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040252A
LOC Case Number: 20533
File Location: Regional Board
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T10000000206
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTON

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #6377 (Continued)

S109283832

Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Global Id: T10000000206
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: T10000000206
Status: Open - Referred
Status Date: 08/06/2008

Global Id: T10000000206
Status: Open - Site Assessment
Status Date: 09/03/2008

Global Id: T10000000206
Status: Open - Case Begin Date
Status Date: 06/01/1995

Regulatory Activities:

Global Id: T10000000206
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T10000000206
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T10000000206
Action Type: RESPONSE
Date: 03/17/2011
Action: Well Installation Report

Global Id: T10000000206
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T10000000206
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T10000000206
Action Type: RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #6377 (Continued)

S109283832

Date:	01/15/2014
Action:	Monitoring Report - Semi-Annually
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	06/20/2013
Action:	Soil and Water Investigation Workplan - Regulator Responded
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	03/12/2009
Action:	Soil and Water Investigation Report
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T10000000206
Action Type:	ENFORCEMENT
Date:	10/02/2014
Action:	Staff Letter
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	10/30/2014
Action:	Soil and Water Investigation Workplan
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	01/15/2015
Action:	Monitoring Report - Semi-Annually
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	07/28/2014
Action:	Soil and Water Investigation Workplan - Regulator Responded
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	04/07/2014
Action:	Soil and Water Investigation Workplan - Regulator Responded
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	07/28/2014
Action:	Corrective Action Plan / Remedial Action Plan - Regulator Responded
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	12/15/2014
Action:	Pilot Study/ Treatability Report
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	05/10/2010
Action:	Site Assessment Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #6377 (Continued)

S109283832

Global Id:	T10000000206
Action Type:	RESPONSE
Date:	07/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	01/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T10000000206
Action Type:	ENFORCEMENT
Date:	05/29/2014
Action:	Staff Letter
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	04/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	09/27/2010
Action:	Soil and Water Investigation Workplan
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	10/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T10000000206
Action Type:	Other
Date:	06/14/1995
Action:	Leak Reported
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	10/15/2008
Action:	Other Report / Document
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	01/15/2012
Action:	Monitoring Report - Semi-Annually
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	07/15/2012
Action:	Monitoring Report - Semi-Annually
Global Id:	T10000000206
Action Type:	RESPONSE
Date:	09/08/2009
Action:	Preliminary Site Assessment Workplan
Global Id:	T10000000206
Action Type:	RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #6377 (Continued)

S109283832

Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T10000000206
Action Type: RESPONSE
Date: 07/23/2013
Action: Sensitive Receptor Survey Report

Global Id: T10000000206
Action Type: ENFORCEMENT
Date: 09/03/2008
Action: Staff Letter

Global Id: T10000000206
Action Type: Other
Date: 06/01/1995
Action: Leak Discovery

Global Id: T10000000206
Action Type: RESPONSE
Date: 01/19/2010
Action: Site Assessment Report

Global Id: T10000000206
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T10000000206
Action Type: RESPONSE
Date: 10/10/2012
Action: Site Assessment Report

Global Id: T10000000206
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T10000000206
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T10000000206
Action Type: RESPONSE
Date: 12/30/2013
Action: Site Assessment Report

Region: STATE
Global Id: T0603700447
Latitude: 34.0767132
Longitude: -118.2916585
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/14/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #6377 (Continued)

S109283832

Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040252
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: T0603700447
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

Global Id: T0603700447
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: T0603700447
Status: Open - Case Begin Date
Status Date: 07/27/1992

Global Id: T0603700447
Status: Completed - Case Closed
Status Date: 11/14/1996

Global Id: T0603700447
Status: Open - Site Assessment
Status Date: 07/27/1992

Regulatory Activities:

Global Id: T0603700447
Action Type: Other
Date: 09/16/1992
Action: Leak Reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

Y138
West
1/4-1/2
0.385 mi.
2034 ft.
SHELL
341 VERMONT
LOS ANGELES, CA 90004
Site 3 of 3 in cluster Y

HIST CORTESE
LUST
S105126341
N/A

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: Not reported
Reg By: Not reported
Reg Id: Not reported

Actual:
299 ft.

LUST:
Region: STATE
Global Id: T0603736741
Latitude: 34.0774208097112
Longitude: -118.292029201984
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 01/29/2014
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JH
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040134A
LOC Case Number: 030399-74
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: T0603736741
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: T0603736741
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

Status History:

Global Id: T0603736741
Status: Open - Site Assessment
Status Date: 11/15/2004

Global Id: T0603736741
Status: Open - Site Assessment
Status Date: 03/17/2005

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL (Continued)

S105126341

Global Id: T0603736741
Status: Open - Site Assessment
Status Date: 01/20/2006

Global Id: T0603736741
Status: Open - Site Assessment
Status Date: 09/14/2006

Global Id: T0603736741
Status: Completed - Case Closed
Status Date: 01/27/2014

Global Id: T0603736741
Status: Completed - Case Closed
Status Date: 01/29/2014

Global Id: T0603736741
Status: Open - Case Begin Date
Status Date: 10/01/2002

Global Id: T0603736741
Status: Open - Remediation
Status Date: 01/05/2011

Regulatory Activities:

Global Id: T0603736741
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603736741
Action Type: RESPONSE
Date: 11/30/2005
Action: Soil and Water Investigation Report

Global Id: T0603736741
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603736741
Action Type: RESPONSE
Date: 06/11/2008
Action: Well Installation Report

Global Id: T0603736741
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603736741
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603736741
Action Type: Other

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL (Continued)

S105126341

Date:	10/01/2002
Action:	Leak Discovery
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	04/15/2010
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	04/15/2013
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	07/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	02/13/2009
Action:	Well Installation Workplan
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	05/01/2014
Action:	Well Destruction Report
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	08/18/2008
Action:	Well Installation Report
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	09/14/2006
Action:	Soil and Water Investigation Workplan
Global Id:	T0603736741
Action Type:	Other
Date:	11/15/2004
Action:	Leak Reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL (Continued)

S105126341

Global Id: T0603736741
Action Type: RESPONSE
Date: 07/22/2013
Action: Request for Closure - Regulator Responded

Global Id: T0603736741
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603736741
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603736741
Action Type: ENFORCEMENT
Date: 01/05/2011
Action: Staff Letter

Global Id: T0603736741
Action Type: RESPONSE
Date: 12/15/2005
Action: Other Report / Document

Global Id: T0603736741
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603736741
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603736741
Action Type: RESPONSE
Date: 07/15/2011
Action: Remedial Progress Report

Global Id: T0603736741
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603736741
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603736741
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603736741
Action Type: RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL (Continued)

S105126341

Date:	10/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	REMEDIATION
Date:	10/01/2002
Action:	Excavation
Global Id:	T0603736741
Action Type:	REMEDIATION
Date:	02/15/2010
Action:	Soil Vapor Extraction (SVE)
Global Id:	T0603736741
Action Type:	ENFORCEMENT
Date:	11/20/2013
Action:	Notification - Preclosure
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	10/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	04/15/2011
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	01/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	ENFORCEMENT
Date:	10/18/2005
Action:	Staff Letter
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	02/13/2009
Action:	CAP/RAP - Final Remediation / Design Plan
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	06/30/2009
Action:	Well Installation Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL (Continued)

S105126341

Global Id:	T0603736741
Action Type:	RESPONSE
Date:	01/15/2012
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	10/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	ENFORCEMENT
Date:	01/27/2014
Action:	Closure/No Further Action Letter
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	07/15/2013
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	06/11/2008
Action:	CAP/RAP - Feasibility Study Report
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	10/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	07/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	04/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE
Date:	01/15/2013
Action:	Monitoring Report - Quarterly
Global Id:	T0603736741
Action Type:	RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL (Continued)

S105126341

Date: 10/15/2013
Action: Monitoring Report - Quarterly

Z139
North
1/4-1/2
0.403 mi.
2129 ft.
CITY OF LOS ANGELES - DWP
611 HOOVER
LOS ANGELES, CA 90004
Site 1 of 3 in cluster Z

SLIC **S103546930**
N/A

Relative: SLIC REG 4:
Lower Region: 4
Facility Status: Site Assessment
Actual: SLIC: 0803
320 ft. Substance: VOCs
Staff: Jenny Au

AA140
WNW
1/4-1/2
0.405 mi.
2140 ft.
DEPT OF TRANSPORTATION
411 VERMONT
LOS ANGELES, CA 90013
Site 1 of 2 in cluster AA

HIST CORTESE **S102428747**
LUST **N/A**

Relative: HIST CORTESE:
Lower Region: CORTESE
Facility County Code: 19
Actual: Reg By: LTNKA
311 ft. Reg Id: 900040361

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040361
Status: Leak being confirmed
Substance: Diesel
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700457
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: HOLLYWOOD FWY
Enforcement Type: Not reported
Date Leak Discovered: 5/7/1992
Date Leak First Reported: 5/7/1992
Date Leak Record Entered: 8/7/1992
Date Confirmation Began: 5/7/1992
Date Leak Stopped: 5/7/1992
Date Case Last Changed on Database: 8/14/1992
Date the Case was Closed: Not reported
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: Structure Failure

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DEPT OF TRANSPORTATION (Continued)

S102428747

Leak Source: Tank
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5045.162544486527999190583352
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: ACTIVE LEAK TESTING
RP Address: 1300 S. BEACON ST., SUITE 120, SAN PEDRO, 90731
Program: LUST
Lat/Long: 34.0778154 / -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

AA141 SHELL
WNW 341 VERMONT AVE N
1/4-1/2 LOS ANGELES, CA 90004
0.407 mi.
2149 ft. Site 2 of 2 in cluster AA

LUST S105126418
N/A

Relative: LUST:
Lower Region: STATE
Global Id: T0603700436
Actual: Latitude: 34.07756434
308 ft. Longitude: -118.2918368
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 07/18/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040134
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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL (Continued)

S105126418

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0603700436
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

Global Id: T0603700436
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: T0603700436
Status: Open - Case Begin Date
Status Date: 04/13/1989

Global Id: T0603700436
Status: Completed - Case Closed
Status Date: 07/18/1996

Global Id: T0603700436
Status: Open - Site Assessment
Status Date: 06/18/1990

Regulatory Activities:

Global Id: T0603700436
Action Type: Other
Date: 04/13/1989
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040134
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Remove Free Product
Global ID: T0603700436
W Global ID: Not reported
Staff: UNK

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL (Continued)

S105126418

Local Agency: 19050
Cross Street: OAKWOOD
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 4/13/1989
Date Leak Record Entered: Not reported
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 12/12/1996
Date the Case was Closed: 7/18/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5102.862507253417531838921312
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 6/18/1990
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: 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: SHELL OIL COMPANY
RP Address: P.O. BOX 4848, ANAHEIM CA 92803
Program: LUST
Lat/Long: 34.0777794 / -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

Z142 **LADWP-STREETLIGHT MAINT.HDQTRS**
North **611 HOOVER ST N**
1/4-1/2 **LOS ANGELES, CA 90004**
0.409 mi.
2157 ft. **Site 2 of 3 in cluster Z**

HIST CORTESE **S103437995**
LUST **N/A**
SLIC

Relative: **HIST CORTESE:**
Lower **Region:** **CORTESE**
Actual: **Facility County Code:** **19**
319 ft. **Reg By:** **LTNKA**
Reg Id: **900040352**

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LADWP-STREETLIGHT MAINT.HDQTRS (Continued)

S103437995

LUST:

Region: STATE
Global Id: T0603700456
Latitude: 34.0820753
Longitude: -118.2845566
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 08/07/1998
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: CET
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900040352
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: T0603700456
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: T0603700456
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

Status History:

Global Id: T0603700456
Status: Completed - Case Closed
Status Date: 08/07/1998

Global Id: T0603700456
Status: Open - Case Begin Date
Status Date: 06/21/1990

Global Id: T0603700456
Status: Open - Site Assessment
Status Date: 06/21/1990

Global Id: T0603700456
Status: Open - Site Assessment
Status Date: 07/19/1990

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LADWP-STREETLIGHT MAINT.HDQTRS (Continued)

S103437995

Regulatory Activities:

Global Id: T0603700456
Action Type: Other
Date: 06/21/1998
Action: Leak Stopped

Global Id: T0603700456
Action Type: Other
Date: 06/21/1990
Action: Leak Discovery

Global Id: T0603700456
Action Type: Other
Date: 03/03/1998
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900040352
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: T0603700456
W Global ID: W0603700547
Staff: CEC
Local Agency: 19050
Cross Street: MELROSE
Enforcement Type: Not reported
Date Leak Discovered: 6/21/1990
Date Leak First Reported: 3/3/1998
Date Leak Record Entered: 4/14/1998
Date Confirmation Began: 6/21/1990
Date Leak Stopped: 6/21/1998
Date Case Last Changed on Database: 7/15/1998
Date the Case was Closed: 8/7/1998
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Tank
Operator: Not reported
Water System: FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name: Not reported
Approx. Dist To Production Well (ft): 5821.6680494563588932358810566
Source of Cleanup Funding: Tank
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 7/19/1990
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LADWP-STREETLIGHT MAINT.HDQTRS (Continued)

S103437995

Enforcement Action Date: Not reported
Historical Max MTBE Date: 1/1/1965
Hist Max MTBE Conc in Groundwater: .3
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: CITY OF LA-DPW
RP Address: 111 N. HOPE ST., LOS ANGELES, CA 90051
Program: LUST
Lat/Long: 34.0820753 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: LOP/LOW - LOW POTENTIAL HEALTH/SAFTY/ENVIRONMENTAL IMPACT
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1900547-001GEN
Summary: RECOMMENDATION; HOWEVER SOME SOLVENT CONTAMINATION-REFER TO SLIC.

SLIC:

Region: STATE
Facility Status: **Open - Site Assessment**
Status Date: 01/06/2009
Global Id: SL204AE1744
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.081679
Longitude: -118.283519
Case Type: Cleanup Program Site
Case Worker: TA
Local Agency: Not reported
RB Case Number: 0803
File Location: Regional Board
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: This Site is a 2.4-acre parcel of land occupied by the SMH Site that consists of several buildings hosting administrative offices, warehouses for the storage of streetlight parts, and vehicle maintenance garages. Historical records show that the SMH Site was built upon residential property in 1926. Gasoline and a waste oil underground storage tanks (USTs) were removed from the SMH Site in 1990. The Regional Boards Underground Storage Tank (UST) Section issued a closure for the USTs and the case was transferred to the Site Cleanup Program because of the detection of VOCs and SVOCs in the Sites groundwater monitoring wells. Thereafter, various investigations were conducted that include a soil vapor survey, installation of 32 soil borings and 14 groundwater monitoring wells at the SMH Site. The analytical results confirmed that both soil and groundwater beneath the SMH Site are impacted with tetrachloroethylene (PCE), trichloroethylene (TCE) and benzene. The data show PCE concentrations as high as 1,670 micrograms per kilogram (a%g/Kg) in soil, 13,500 micrograms per liter (a%g/L) in the soil vapor collected from 5 feet below ground surface (bgs) and 23,300 a%g/L in groundwater. In addition, benzene was detected up to 602 a%g/Kg and 392 a%g/L in soil and groundwater, respectively. The site

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LADWP-STREETLIGHT MAINT.HDQTRS (Continued)

S103437995

assessment identifies two separate potential source areas of PCE impacted soil at the SMH Site. PCE concentrations of 2,634 and 1,670 micrograms per kilogram (a%g/Kg) in the northern and southern portion, respectively, were reported. The most recent groundwater monitoring results show PCE concentration as high as 75,000 micrograms per liter (a%g/L) and TCE as high as 123 a%g/L. Soil vapor survey conducted at the site also confirm the presence of VOCs. The highest PCE concentration detected in soil vapor at the Site is 1,100 a%g/L. In addition, benzene was detected up to 602 a%g/Kg and 392 a%g/L in soil and groundwater, respectively. The results of soil and groundwater samples collected along sewer and storm drain pipelines servicing the dry cleaning facility located north east of the SMH Site. PCE concentration as high as 1,100 a%g/Kg in soil and greater than 1,000 a%g/L in groundwater was detected in samples obtained approximately 50 feet southwest of the dry cleaning facility. Based on the data, LADWP claims that the dry cleaning facility is a potential source of PCE contamination at the SMH Site. The Regional Board is following up on the potential contribution of PCE contamination from the dry cleaners. According to the Department of Water Resources Bulletin No. 104, the Site is located in the Hollywood Basin of the Coastal Plain of Los Angeles. The SMH Site lies on the western flank of the Elysian Hills that is underlain by recent alluvium, which includes the Gaspar aquifer overlying the Puente Formation. Based on the soil boring log, the soil beneath the SMH Site consists of primarily clay, sandy clay and silt to a depth of 20 feet, the maximum depth of investigation. Depth to the shallow groundwater beneath the SMH Site ranged from approximately 15 to 21 feet below ground surface (bgs). The direction of groundwater flow is to the southwest.

[Click here to access the California GeoTracker records for this facility:](#)

143
NNW
1/4-1/2
0.423 mi.
2232 ft.

JOHN'S TEXACO
565 VIRGIL AVE N
LOS ANGELES, CA 90004

HIST CORTESE
LUST
CA FID UST
SWEEPS UST

S101583172
N/A

Relative: HIST CORTESE:
Lower Region: CORTESE
Facility County Code: 19
Actual: Reg By: LTNKA
293 ft. Reg Id: 900040198

LUST:
Region: STATE
Global Id: T0603700441
Latitude: 34.0811963
Longitude: -118.2869207
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: 900040198
LOC Case Number: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

JOHN'S TEXACO (Continued)

S101583172

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: T0603700441
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

Global Id: T0603700441
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: T0603700441
Status: Completed - Case Closed
Status Date: 07/19/1996

Global Id: T0603700441
Status: Open - Remediation
Status Date: 08/26/1992

Global Id: T0603700441
Status: Open - Remediation
Status Date: 12/27/1995

Global Id: T0603700441
Status: Open - Case Begin Date
Status Date: 05/22/1990

Global Id: T0603700441
Status: Open - Site Assessment
Status Date: 05/22/1990

Global Id: T0603700441
Status: Open - Site Assessment
Status Date: 12/19/1991

Regulatory Activities:

Global Id: T0603700441
Action Type: Other
Date: 05/22/1990
Action: Leak Reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

JOHN'S TEXACO (Continued)

S101583172

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900040198	
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:	T0603700441	
W Global ID:	W0603700547	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	CLINTON	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		5/22/1990
Date Leak Record Entered:	12/16/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		9/1/1996
Date the Case was Closed:		7/19/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6425.7373497498896644959727683
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:	5/22/1990	
Preliminary Site Assessment Began:	12/19/1991	
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:	8/26/1992	
Remedial Action Underway:	12/27/1995	
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:	2583 W PICO BLVD, LOS ANGELES CA 90006	
Program:	LUST	
Lat/Long:	34.0811963 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

JOHN'S TEXACO (Continued)

S101583172

Assigned Name: 1900547-001GEN
Summary: Not reported

CA FID UST:

Facility ID: 19002919
Regulated By: UTKNI
Regulated ID: 00055596
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133878846
Mail To: Not reported
Mailing Address: 565 N VIRGIL AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

Status: Not reported
Comp Number: 3023
Number: Not reported
Board Of Equalization: 44-012721
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003023-000001
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: 4

Status: Not reported
Comp Number: 3023
Number: Not reported
Board Of Equalization: 44-012721
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003023-000002
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

JOHN'S TEXACO (Continued)

S101583172

Status: Not reported
Comp Number: 3023
Number: Not reported
Board Of Equalization: 44-012721
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003023-000003
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3023
Number: Not reported
Board Of Equalization: 44-012721
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003023-000004
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

144
SW
1/4-1/2
0.438 mi.
2315 ft.

2ND & JUANITA AVENUE DUMP-LOS
2ND & JUANITA AVE
LOS ANGELES, CA

WMUDS/SWAT S103441379
N/A

Relative:
Lower

WMUDS/SWAT:

Actual:
272 ft.

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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

2ND & JUANITA AVENUE DUMP-LOS (Continued)

S103441379

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 190112NUR
Solid Waste Information ID: Not reported

Z145
North
1/4-1/2
0.450 mi.
2377 ft.

JESSE CLEANERS
650 NORTH HOOVER STREET
LOS ANGELES, CA 90004

SLIC S109117980
N/A

Site 3 of 3 in cluster Z

Relative:
Lower

SLIC:

Actual:
320 ft.

Region: STATE
Facility Status: **Open - Site Assessment**
Status Date: 06/27/2008
Global Id: SL0603711101
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.08291
Longitude: -118.284318
Case Type: Cleanup Program Site
Case Worker: NA
Local Agency: Not reported
RB Case Number: 1232
File Location: Regional Board
Potential Media Affected: Soil
Potential Contaminants of Concern: * Chlorinated Hydrocarbons
Site History: The Site is located in an area that is characterized by a mixed

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

JESSE CLEANERS (Continued)

S109117980

commercial residential use. Jesse Cleaners was in operation from 1995 through 2008 and the building is currently vacant. However, a dry cleaning establishment has been present on the site in the same tenant space since 1981. In 2006, two separate subsurface investigations were conducted at the Site. These are: 1) Western Environmental Engineers Company (WEECO) installed four soil borings to 10 feet below ground surface (bgs); and 2) JMK installed five additional soil borings to 25 feet bgs. The limited soil sampling and analysis, confirmed that soil beneath the Site are impacted with PCE and trichloroethylene (TCE). Based on the analytical results, up to 1,350,085 micrograms per kilogram (a%g/kg) of PCE and 1,834 a%g/kg of TCE were detected in soil samples collected from beneath the former dry cleaning machine. Groundwater samples obtained from locations immediately down gradient from the Jesse Cleaners and approximately 50 feet from the Streetlight Maintenance Headquarters (SMH) site have PCE concentrations greater than 1,000 micrograms per liter (a%g/L).

[Click here to access the California GeoTracker records for this facility:](#)

146
East
1/4-1/2
0.452 mi.
2384 ft.

TERMINIX
2828 LONDON STREET
LOS ANGELES, CA 90026

VCP S105557623
ENVIROSTOR N/A

Relative:
Lower

VCP:

Actual:
347 ft.

Facility ID: 19070003
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0.5
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Manjul Bose
Supervisor: Javier Hinojosa
Division Branch: Cleanup Chatsworth
Site Code: 301061
Assembly: 51
Senate: 22
Special Programs Code: Voluntary Cleanup Program
Status: Active
Status Date: 01/07/2002
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.07633 / -118.2755
APN: 5402008025, 5404-008-25
Past Use: PESTICIDE/INSECTIDE/RODENTICIDE STORAGE
Potential COC: 10077
Confirmed COC: 10077
Potential Description: SOIL
Alias Name: MASTER PEST CONTROL, L.P.
Alias Type: Alternate Name
Alias Name: TERMINIX
Alias Type: Alternate Name
Alias Name: 5402008025
Alias Type: APN

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TERMINIX (Continued)

S105557623

Alias Name: 5404-008-25
Alias Type: APN
Alias Name: 110033618994
Alias Type: EPA (FRS #)
Alias Name: 301061
Alias Type: Project Code (Site Code)
Alias Name: 19070003
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/29/2009
Comments: VCA was sign with Gil Zahavi of Pil-Pel LLC on 4/29/2009

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/27/2003
Comments: RAW was approved on 3/27/03. Proposed remediation activites consists of removing approximately 500 Cubic yards of soil. NOE was approved on 3/27/03. There were five written comments received on the Draft RAW. The comments were not substantial and did not result in changes to the RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/02/2005
Comments: RA Completion Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/27/2002
Comments: DTSC awaiting submittal of Draft workplan. PEA completed. Additional work needed at site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 05/27/2009
Comments: Letter sent notifying termination of VCA agreement with Terminix International Co. LP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 07/15/2009
Comments: Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/30/2009
Comments: Armen Minassian visited site on PM's behalf.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TERMINIX (Continued)

S105557623

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 06/30/2010
Comments: No further comments from RP, RAW submitted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 03/27/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/28/2002
Comments: VCA amendment signed for RAW 08/20/02.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/07/2002
Comments: A Voluntary Cleanup Agreement (VCA) between DTSC and Terminix was signed on January 7, 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/10/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 10/06/2010
Comments: VCA Amendment signed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/25/2008
Comments: Property remains the same.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Workplan
Future Due Date: 2015
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: 19070003
Status: Active
Status Date: 01/07/2002

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TERMINIX (Continued)

S105557623

Site Code: 301061
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 0.5
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Manjul Bose
Supervisor: Javier Hinojosa
Division Branch: Cleanup Chatsworth
Assembly: 51
Senate: 22
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.07633
Longitude: -118.2755
APN: 5402008025, 5404-008-25
Past Use: PESTICIDE/INSECTIDE/RODENTICIDE STORAGE
Potential COC: * Pesticides - Wastes From Production
Confirmed COC: * Pesticides - Wastes From Production
Potential Description: SOIL
Alias Name: MASTER PEST CONTROL, L.P.
Alias Type: Alternate Name
Alias Name: TERMINIX
Alias Type: Alternate Name
Alias Name: 5402008025
Alias Type: APN
Alias Name: 5404-008-25
Alias Type: APN
Alias Name: 110033618994
Alias Type: EPA (FRS #)
Alias Name: 301061
Alias Type: Project Code (Site Code)
Alias Name: 19070003
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/29/2009
Comments: VCA was sign with Gil Zahavi of Pil-Pel LLC on 4/29/2009

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/27/2003
Comments: RAW was approved on 3/27/03. Proposed remediation activites consists of removing approximately 500 Cubic yards of soil. NOE was approved on 3/27/03. There were five written comments received on the Draft RAW. The comments were not substantial and did not result in changes to the RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TERMINIX (Continued)

S105557623

Completed Date: 05/02/2005
Comments: RA Completion Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/27/2002
Comments: DTSC awaiting submittal of Draft workplan. PEA completed. Additional work needed at site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 05/27/2009
Comments: Letter sent notifying termination of VCA agreement with Terminix International Co. LP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 07/15/2009
Comments: Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/30/2009
Comments: Armen Minassian visited site on PM's behalf.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 06/30/2010
Comments: No further comments from RP, RAW submitted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 03/27/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/28/2002
Comments: VCA amendment signed for RAW 08/20/02.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/07/2002
Comments: A Voluntary Cleanup Agreement (VCA) between DTSC and Terminix was signed on January 7, 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TERMINIX (Continued)

S105557623

Completed Date: 07/10/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 10/06/2010
Comments: VCA Amendment signed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/25/2008
Comments: Property remains the same.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Workplan
Future Due Date: 2015
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

147
ESE
1/4-1/2
0.456 mi.
2406 ft.

RAMPART POLICE STATION GARAGE
2710 W TEMPLE ST
LOS ANGELES, CA 90026

HIST CORTESE
LUST
UST
HIST UST
SWEEPS UST

U001561165
N/A

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260207

Actual:
339 ft.

LUST:
Region: STATE
Global Id: T0603700723
Latitude: 34.0729018
Longitude: -118.2760883
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/07/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900260207
LOC Case Number: Not reported
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:](#)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

RAMPART POLICE STATION GARAGE (Continued)

U001561165

Contact:

Global Id: T0603700723
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

Global Id: T0603700723
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: T0603700723
Status: Open - Case Begin Date
Status Date: 03/09/1992

Global Id: T0603700723
Status: Completed - Case Closed
Status Date: 10/07/1996

Global Id: T0603700723
Status: Open - Remediation
Status Date: 12/21/1992

Regulatory Activities:

Global Id: T0603700723
Action Type: Other
Date: 03/09/1992
Action: Leak Discovery

Global Id: T0603700723
Action Type: Other
Date: 03/09/1992
Action: Leak Reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900260207
Status: Case Closed
Substance: Diesel
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

RAMPART POLICE STATION GARAGE (Continued)

U001561165

Global ID: T0603700723
W Global ID: W0603700547
Staff: UNK
Local Agency: 19050
Cross Street: RAMPART
Enforcement Type: Not reported
Date Leak Discovered: 3/9/1992
Date Leak First Reported: 3/9/1992
Date Leak Record Entered: 5/25/1992
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 12/14/1993
Date the Case was Closed: 10/7/1996
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Piping
Operator: LA POLICE DEPT.
Water System: FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name: Not reported
Approx. Dist To Production Well (ft): 3381.2610535381825221181475749
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: 12/21/1992
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: CITY OF LA, BUREAU OF ENGINEER
RP Address: 650 S SPRING ST, SUITE 600, LOS ANGELES CA 90014-1915
Program: LUST
Lat/Long: 34.0729018 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1900547-001GEN
Summary: Not reported

UST:

Facility ID: 25112
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.07303
Longitude: -118.27607

HIST UST:

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

RAMPART POLICE STATION GARAGE (Continued)

U001561165

Region: STATE
Facility ID: 00000047469
Facility Type: Gas Station
Other Type: LAPD
Contact Name: HENRY ROBERTS
Telephone: 2134854066
Owner Name: CITY OF LOS ANGELES, LAPD
Owner Address: 200 N. SPRING ST.
Owner City,St,Zip: LOS ANGELES, CA 90012
Total Tanks: 0004

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: 3/4
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: 3/4
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: 3/4
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 3/8
Leak Detection: None

SWEEPS UST:

Status: Not reported
Comp Number: 2638
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: 19-050-002638-000001

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

RAMPART POLICE STATION GARAGE (Continued)

U001561165

Tank Status:	Not reported
Capacity:	6000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	4
Status:	Not reported
Comp Number:	2638
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:	19-050-002638-000002
Tank Status:	Not reported
Capacity:	550
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	2638
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:	19-050-002638-000003
Tank Status:	Not reported
Capacity:	500
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	2638
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:	19-050-002638-000004
Tank Status:	Not reported
Capacity:	1
Active Date:	Not reported
Tank Use:	CHEMICAL
STG:	PRODUCT
Content:	UNKNOWN

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

RAMPART POLICE STATION GARAGE (Continued)

U001561165

Number Of Tanks: Not reported

148
NNW
1/4-1/2
0.461 mi.
2435 ft.

DAYTON HEIGHTS ELEMENTARY SCHOOL PLYGRD
607 NORTH WESTMORELAND AVENUE
LOS ANGELES, CA 90004

SCH S107736208
ENVIROSTOR N/A

Relative:
Lower

SCH:

Actual:
292 ft.

Facility ID: 19880014
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: .51
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: 304344
Assembly: 43
Senate: 22
Special Program Status: Not reported
Status: Certified
Status Date: 02/06/2003
Restricted Use: NO
Funding: School District
Latitude: 34.08316
Longitude: -118.2883
APN: 5539024903
Past Use: RESIDENTIAL AREA
Potential COC: Asbestos Containing Materials (ACM, Lead
Confirmed COC: Lead
Potential Description: SOIL
Alias Name: DAYTON HEIGHTS ELEM. SCH. PLYGRD
Alias Type: Alternate Name
Alias Name: DAYTON HEIGHTS ELEM. SCH. PLYGRD. (EXP)
Alias Type: Alternate Name
Alias Name: LAUSD-DAYTON HEIGHTS ELEM SCL PLAYGROUND
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5539024903
Alias Type: APN
Alias Name: 110033617496
Alias Type: EPA (FRS #)
Alias Name: 304344
Alias Type: Project Code (Site Code)
Alias Name: 19880014
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DAYTON HEIGHTS ELEMENTARY SCHOOL PLYGRD (Continued)

S107736208

Completed Date: 02/06/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 02/06/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/03/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 10/22/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 02/04/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 10/11/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/16/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 09/05/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/02/2002
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DAYTON HEIGHTS ELEMENTARY SCHOOL PLYGRD (Continued)

S107736208

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: 19880014
Status: Certified
Status Date: 02/06/2003
Site Code: 304344
Site Type: School Cleanup
Site Type Detailed: School
Acres: .51
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 43
Senate: 22
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.08316
Longitude: -118.2883
APN: 5539024903
Past Use: RESIDENTIAL AREA
Potential COC: Asbestos Containing Materials (ACM Lead
Confirmed COC: Lead
Potential Description: SOIL
Alias Name: DAYTON HEIGHTS ELEM. SCH. PLYGRD
Alias Type: Alternate Name
Alias Name: DAYTON HEIGHTS ELEM. SCH. PLYGRD. (EXP)
Alias Type: Alternate Name
Alias Name: LAUSD-DAYTON HEIGHTS ELEM SCL PLAYGROUND
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5539024903
Alias Type: APN
Alias Name: 110033617496
Alias Type: EPA (FRS #)
Alias Name: 304344
Alias Type: Project Code (Site Code)
Alias Name: 19880014
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DAYTON HEIGHTS ELEMENTARY SCHOOL PLYGRD (Continued)

S107736208

Completed Document Type: Certification
Completed Date: 02/06/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 02/06/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/03/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 10/22/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 02/04/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 10/11/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/16/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 09/05/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/02/2002
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DAYTON HEIGHTS ELEMENTARY SCHOOL PLYGRD (Continued)

S107736208

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

149
SW
1/4-1/2
0.476 mi.
2513 ft.

CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL
3400 WEST 3RD STREET
LOS ANGELES, CA 90020

SCH S111290791
ENVIROSTOR N/A

Relative:
Lower

SCH:

Actual:
274 ft.

Facility ID: 60001568
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Aslam Shareef
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304635
Assembly: 53
Senate: 26
Special Program Status: Not reported
Status: No Further Action
Status Date: 11/27/2012
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.06858
Longitude: -118.2891
APN: 5501-024-013
Past Use: AGRICULTURAL - ORCHARD
Potential COC: Arsenic, Chlordane, DDD, DDE, DDT, Lead
Confirmed COC: 30001-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO, Lead
Potential Description: SOIL
Alias Name: 5501-024-013
Alias Type: APN
Alias Name: 304635
Alias Type: Project Code (Site Code)
Alias Name: 60001568
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: 11/27/2012
Comments: DTSC prepared project close out Cost Recovery Unit Memorandum

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL (Continued)

S111290791

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 07/11/2012
Comments: The District requested DTSC to review Methane Design plans--not required by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 11/17/2011
Comments: DTSC issued a PEA required determination based on the Phase I Addendum report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Tech Memo
Completed Date: 02/13/2012
Comments: DTSC approved the Preliminary Environmental Assessment Technical Memorandum for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/11/2012
Comments: DTSC approved the PEA with a Further Action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/06/2012
Comments: DTSC concurred with the methane mitigation design plans

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/21/2012
Comments: DTSC approved the SSI report with no Further Action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 12/16/2011
Comments: Fully executed EOA sent (FedEx) to District 12/19/2011.

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: 60001568

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL (Continued)

S111290791

Status: No Further Action
Status Date: 11/27/2012
Site Code: 304635
Site Type: School Investigation
Site Type Detailed: School
Acres: 2.2
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Aslam Shareef
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.06858
Longitude: -118.2891
APN: 5501-024-013
Past Use: AGRICULTURAL - ORCHARD
Potential COC: Arsenic Chlordane DDD DDE DDT Lead
Confirmed COC: 30001-NO 30004-NO 30006-NO 30007-NO 30008-NO Lead
Potential Description: SOIL
Alias Name: 5501-024-013
Alias Type: APN
Alias Name: 304635
Alias Type: Project Code (Site Code)
Alias Name: 60001568
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/27/2012
Comments: DTSC prepared project close out Cost Recovery Unit Memorandum

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 07/11/2012
Comments: The District requested DTSC to review Methane Design plans--not required by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 11/17/2011
Comments: DTSC issued a PEA required determination based on the Phase I Addendum report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Tech Memo
Completed Date: 02/13/2012
Comments: DTSC approved the Preliminary Environmental Assessment Technical

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL (Continued)

S111290791

Memorandum for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/11/2012
Comments: DTSC approved the PEA with a Further Action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/06/2012
Comments: DTSC concurred with the methane mitigation design plans

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/21/2012
Comments: DTSC approved the SSI report with no Further Action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 12/16/2011
Comments: Fully executed EOA sent (FedEx) to District 12/19/2011.

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

150
SSE
1/2-1
0.594 mi.
3135 ft.

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2
310 SOUTH LAFAYETTE PARK PLACE
LOS ANGELES, CA 90057

SCH S107735911
ENVIROSTOR N/A

Relative:
Lower

SCH:

Actual:
307 ft.

Facility ID: 19880002
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.4
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 300792
Assembly: 53

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2 (Continued)

S107735911

Senate: 26
Special Program Status: Not reported
Status: No Further Action
Status Date: 04/02/2002
Restricted Use: NO
Funding: School District
Latitude: 34.06642
Longitude: -118.2803
APN: 5155018059
Past Use: RESIDENTIAL AREA
Potential COC: Anthracene, Anthracene, Copper and compounds, Nickel,
Benzo[a]pyrene, Arsenic, Barium and compounds, Mercury (elemental,
Selenium, Benzo[b]fluoranthene, Lead, Pyrene, * phenanthrene,
Chrysene, Benz[a]anthracene, Molybdenum, Cobalt, Zinc, Fluoranthene,
Thallium and compounds
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: BELMONT/HOLLYWOOD NEW PRIMARY CENTER #2
Alias Type: Alternate Name
Alias Name: BELMONT/HOLLYWOOD PRIMARY CTR. #2
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5155018059
Alias Type: APN
Alias Name: 300792
Alias Type: Project Code (Site Code)
Alias Name: 19880002
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/01/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/01/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Workplan
Completed Date: 01/25/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2 (Continued)

S107735911

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

ENVIROSTOR:

Facility ID: 19880002
Status: No Further Action
Status Date: 04/02/2002
Site Code: 300792
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.4
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.06642
Longitude: -118.2803
APN: 5155018059
Past Use: RESIDENTIAL AREA
Potential COC: Anthracene Copper and compounds Nickel Benzo[a]pyrene Arsenic Barium
and compounds Mercury (elemental Selenium Benzo[b]fluoranthene Lead
Pyrene * phenanthrene Chrysene Benz[a]anthracene Molybdenum Cobalt
Zinc Fluoranthene Thallium and compounds
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: BELMONT/HOLLYWOOD NEW PRIMARY CENTER #2
Alias Type: Alternate Name
Alias Name: BELMONT/HOLLYWOOD PRIMARY CTR. #2
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5155018059
Alias Type: APN
Alias Name: 300792
Alias Type: Project Code (Site Code)
Alias Name: 19880002
Alias Type: Envirostor ID Number

Completed Info:

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2 (Continued)

S107735911

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/01/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/01/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Workplan
Completed Date: 01/25/2000
Comments: Not reported

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

151
NW
1/2-1
0.647 mi.
3415 ft.

CHEVRON USA INC.
4166 MELROSE AVE. #93371
LOS ANGELES, CA 90029

Notify 65 S100177975
N/A

Relative:
Lower

Notify 65:

Actual:
293 ft.

Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Incident Description: 90029-3539

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

152
SSE
1/2-1
0.862 mi.
4553 ft.

WEST FOURTH STREET SITE
2424 WEST 4TH STREET
LOS ANGELES, CA 90057

ENVIROSTOR **S102860895**
N/A

Relative:
Lower

ENVIROSTOR:

Actual:
321 ft.

Facility ID: 19490210
Status: Refer: Other Agency
Status Date: 08/31/1995
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Mmonroy
Division Branch: Cleanup Chatsworth
Assembly: 54
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.03454
Longitude: -118.3208
APN: 5059025014
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 5059025014
Alias Type: APN
Alias Name: 19490210
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/20/1990
Comments: Facility Identified: Environmental Assessment conducted by Targhee Inc. Site Screening Done: Environmental Assessment identifies Kaufman World Instruments as property owner. Legal owner on County records is West Fourth Street Apartments. Landfill- type debris, noxious liquids in soil, and petroleum/ hydrocarbon odors observed. Site encompasses 2424, 2506, 2508, and 2510 West 4th St, as well as 417 Park View St.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 10/25/1994
Comments: Site screening/file review indicates NFA for DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 09/20/1990

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WEST FOURTH STREET SITE (Continued)

S102860895

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

153
North
1/2-1
0.932 mi.
4919 ft.

**BELMONT/HOLLYWOOD NO. 4
WILLOWBROOK AVE/HOOVER ST/SANTA MONICA BLVD
LOS ANGELES, CA 90029**

**SCH S107735909
ENVIROSTOR N/A**

**Relative:
Higher**

SCH:

**Actual:
375 ft.**

Facility ID: 19800042
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.6
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: 304136
Assembly: 51
Senate: 26
Special Program Status: Not reported
Status: Inactive - Needs Evaluation
Status Date: 08/20/2002
Restricted Use: NO
Funding: School District
Latitude: 34.08965
Longitude: -118.2836
APN: NONE SPECIFIED
Past Use: HOSPITAL
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: BELMONT/HOLLYWOOD #4
Alias Type: Alternate Name
Alias Name: LAUSD
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT/HOLLYWOOD #4/CDE
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT/HOLLYWOOD #4/VCA
Alias Type: Alternate Name
Alias Name: 304047
Alias Type: Project Code (Site Code)
Alias Name: 304136

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT/HOLLYWOOD NO. 4 (Continued)

S107735909

Alias Type: Project Code (Site Code)
Alias Name: 19800042
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: 02/11/2000
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: Cost Recovery Closeout Memo
Completed Date: 08/20/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/22/2003
Comments: Not reported

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: 19800042
Status: Inactive - Needs Evaluation
Status Date: 08/20/2002
Site Code: 304136
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.6
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 51
Senate: 26
Special Program: Not reported
Restricted Use: NO

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BELMONT/HOLLYWOOD NO. 4 (Continued)

S107735909

Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.08965
Longitude: -118.2836
APN: NONE SPECIFIED
Past Use: HOSPITAL
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: BELMONT/HOLLYWOOD #4
Alias Type: Alternate Name
Alias Name: LAUSD
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT/HOLLYWOOD #4/CDE
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT/HOLLYWOOD #4/VCA
Alias Type: Alternate Name
Alias Name: 304047
Alias Type: Project Code (Site Code)
Alias Name: 304136
Alias Type: Project Code (Site Code)
Alias Name: 19800042
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: 02/11/2000
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: Cost Recovery Closeout Memo
Completed Date: 08/20/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/22/2003
Comments: Not reported

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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

154
SSW
1/2-1
0.965 mi.
5097 ft.

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3
VERMONT AVENUE/WILSHIRE BOULEVARD
LOS ANGELES, CA 90020

SCH S107736104
ENVIROSTOR N/A

Relative:
Lower

SCH:

Actual:
256 ft.

Facility ID: 19650018
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.64
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304307
Assembly: 53
Senate: 26
Special Program Status: Not reported
Status: Certified
Status Date: 01/03/2007
Restricted Use: NO
Funding: School District
Latitude: 34.06162
Longitude: -118.2918
APN: 5077-009-900, 5077-009-903, 5077-009-906, 5077-009-907, 5077-009-908
Past Use: PAINT/DEPAINT FACILITY
Potential COC: Lead
Confirmed COC: Lead
Potential Description: SOIL
Alias Name: CENTRAL LOS ANGELES MIDDLE SCHOOL #3
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3
Alias Type: Alternate Name
Alias Name: LAUSD - MIDDLE SCHOOL #3
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5077-009-900
Alias Type: APN
Alias Name: 5077-009-903
Alias Type: APN
Alias Name: 5077-009-906
Alias Type: APN
Alias Name: 5077-009-907
Alias Type: APN
Alias Name: 5077-009-908
Alias Type: APN
Alias Name: 110033619369
Alias Type: EPA (FRS #)
Alias Name: 304307
Alias Type: Project Code (Site Code)
Alias Name: 19650018
Alias Type: Envirostor ID Number

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3 (Continued)

S107736104

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/03/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/30/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/17/2006
Comments: Approved the SSI with recommendation for a RAW. The SSI defined the vertical and lateral extent of the lead impacted soil.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/02/2006
Comments: Issued the final RAW approval letter.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/28/2006
Comments: Approved Lead-Based Paint RACR Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 03/14/2005
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/12/2007
Comments: Issued CRU Memo

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

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3 (Continued)

S107736104

Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:

Facility ID: 19650018
Status: Certified
Status Date: 01/03/2007
Site Code: 304307
Site Type: School Cleanup
Site Type Detailed: School
Acres: 2.64
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 26
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.06162
Longitude: -118.2918
APN: 5077-009-900, 5077-009-903, 5077-009-906, 5077-009-907, 5077-009-908
Past Use: PAINT/DEPAINT FACILITY
Potential COC: Lead
Confirmed COC: Lead
Potential Description: SOIL

Alias Name: CENTRAL LOS ANGELES MIDDLE SCHOOL #3
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3
Alias Type: Alternate Name
Alias Name: LAUSD - MIDDLE SCHOOL #3
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5077-009-900
Alias Type: APN
Alias Name: 5077-009-903
Alias Type: APN
Alias Name: 5077-009-906
Alias Type: APN
Alias Name: 5077-009-907
Alias Type: APN
Alias Name: 5077-009-908
Alias Type: APN
Alias Name: 110033619369
Alias Type: EPA (FRS #)
Alias Name: 304307
Alias Type: Project Code (Site Code)
Alias Name: 19650018
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3 (Continued)

S107736104

Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/03/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/30/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/17/2006
Comments: Approved the SSI with recommendation for a RAW. The SSI defined the vertical and lateral extent of the lead impacted soil.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/02/2006
Comments: Issued the final RAW approval letter.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/28/2006
Comments: Approved Lead-Based Paint RACR Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 03/14/2005
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/12/2007
Comments: Issued CRU Memo

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 4 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	S106517224	HOLLYWOOD GRAND PRIX	4274 & 4278 3RD ST.	90010	LUST
LOS ANGELES	S107537504		ALLEY WAY AT 9501 HICKORY ST		CDL
LOS ANGELES	S107537501		ALLEY BEHIND 9217 LAUREL ST		CDL
LOS ANGELES	S109422338	WARD'S DUMP	186 AND VERMONT AVE.		SWF/LF

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: 09/29/2014	Source: EPA
Date Data Arrived at EDR: 10/08/2014	Telephone: N/A
Date Made Active in Reports: 11/17/2014	Last EDR Contact: 10/08/2014
Number of Days to Update: 40	Next Scheduled EDR Contact: 01/19/2015
	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: 09/29/2014	Source: EPA
Date Data Arrived at EDR: 10/08/2014	Telephone: N/A
Date Made Active in Reports: 11/17/2014	Last EDR Contact: 10/08/2014
Number of Days to Update: 40	Next Scheduled EDR Contact: 01/19/2015
	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	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

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

Date of Government Version: 09/29/2014	Source: EPA
Date Data Arrived at EDR: 10/08/2014	Telephone: N/A
Date Made Active in Reports: 11/17/2014	Last EDR Contact: 10/08/2014
Number of Days to Update: 40	Next Scheduled EDR Contact: 01/19/2015
	Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 11/24/2014
Number of Days to Update: 94	Next Scheduled EDR Contact: 03/09/2015
	Data Release Frequency: Quarterly

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: 07/21/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/07/2014	Telephone: 703-603-8704
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 10/07/2014
Number of Days to Update: 13	Next Scheduled EDR Contact: 01/19/2015
	Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 11/24/2014
Number of Days to Update: 94	Next Scheduled EDR Contact: 03/09/2015
	Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
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: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
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: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
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: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
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: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 09/18/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/19/2014	Telephone: 703-603-0695
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 12/03/2014
Number of Days to Update: 31	Next Scheduled EDR Contact: 03/16/2015
	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: 09/18/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/19/2014	Telephone: 703-603-0695
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 12/03/2014
Number of Days to Update: 31	Next Scheduled EDR Contact: 03/16/2015
	Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/29/2014	Source: Department of the Navy
Date Data Arrived at EDR: 10/09/2014	Telephone: 843-820-7326
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 11/17/2014
Number of Days to Update: 11	Next Scheduled EDR Contact: 03/02/2015
	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: 09/29/2014	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 09/30/2014	Telephone: 202-267-2180
Date Made Active in Reports: 11/06/2014	Last EDR Contact: 12/29/2014
Number of Days to Update: 37	Next Scheduled EDR Contact: 04/13/2015
	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: 11/03/2014	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 11/04/2014	Telephone: 916-323-3400
Date Made Active in Reports: 12/12/2014	Last EDR Contact: 11/04/2014
Number of Days to Update: 38	Next Scheduled EDR Contact: 02/16/2015
	Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies 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: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/04/2014
Next Scheduled EDR Contact: 02/16/2015
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 inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/19/2014
Date Made Active in Reports: 12/24/2014
Number of Days to Update: 35

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/19/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

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 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calaveras, 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 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

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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 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 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: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 12/12/2014

Date Data Arrived at EDR: 12/15/2014

Date Made Active in Reports: 01/05/2015

Number of Days to Update: 21

Source: State Water Resources Control Board

Telephone: see region list

Last EDR Contact: 12/15/2014

Next Scheduled EDR Contact: 03/30/2015

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

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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

SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 12/12/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 21

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
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

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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

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: 11/04/2014
Date Data Arrived at EDR: 11/07/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 10

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 05/22/2014
Date Data Arrived at EDR: 08/22/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 27

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/06/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 19

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
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: 07/30/2014
Date Data Arrived at EDR: 08/12/2014
Date Made Active in Reports: 08/22/2014
Number of Days to Update: 10

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 184

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/31/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013
Date Data Arrived at EDR: 03/01/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 05/20/2014	Source: EPA Region 10
Date Data Arrived at EDR: 06/10/2014	Telephone: 206-553-2857
Date Made Active in Reports: 08/22/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 73	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Quarterly

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: 11/03/2014	Source: EPA, Region 5
Date Data Arrived at EDR: 11/05/2014	Telephone: 312-886-7439
Date Made Active in Reports: 11/17/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 12	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Varies

State and tribal registered storage tank lists

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/17/2014	Source: SWRCB
Date Data Arrived at EDR: 09/17/2014	Telephone: 916-341-5851
Date Made Active in Reports: 10/24/2014	Last EDR Contact: 12/15/2014
Number of Days to Update: 37	Next Scheduled EDR Contact: 03/30/2015
	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: 08/01/2009	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 09/10/2009	Telephone: 916-327-5092
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 12/23/2014
Number of Days to Update: 21	Next Scheduled EDR Contact: 04/13/2015
	Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 02/01/2013	Source: EPA, Region 1
Date Data Arrived at EDR: 05/01/2013	Telephone: 617-918-1313
Date Made Active in Reports: 01/27/2014	Last EDR Contact: 10/31/2014
Number of Days to Update: 271	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/03/2014	Source: EPA Region 5
Date Data Arrived at EDR: 11/05/2014	Telephone: 312-886-6136
Date Made Active in Reports: 11/17/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 12	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 10/06/2014	Source: EPA Region 6
Date Data Arrived at EDR: 10/29/2014	Telephone: 214-665-7591
Date Made Active in Reports: 11/06/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 8	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 08/20/2014	Source: EPA Region 7
Date Data Arrived at EDR: 08/22/2014	Telephone: 913-551-7003
Date Made Active in Reports: 09/18/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 27	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 11/04/2014	Source: EPA Region 8
Date Data Arrived at EDR: 11/07/2014	Telephone: 303-312-6137
Date Made Active in Reports: 11/17/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 10	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 08/14/2014	Source: EPA Region 9
Date Data Arrived at EDR: 08/15/2014	Telephone: 415-972-3368
Date Made Active in Reports: 08/22/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 7	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 05/20/2014	Source: EPA Region 10
Date Data Arrived at EDR: 06/10/2014	Telephone: 206-553-2857
Date Made Active in Reports: 08/15/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 66	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Quarterly

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: 07/30/2014	Source: EPA Region 4
Date Data Arrived at EDR: 08/12/2014	Telephone: 404-562-9424
Date Made Active in Reports: 08/22/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 10	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 10/10/2014
Next Scheduled EDR Contact: 01/26/2015
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Listing

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

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: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/04/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Quarterly

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: 09/29/2014
Date Data Arrived at EDR: 10/01/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 36

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/31/2014
Next Scheduled EDR Contact: 04/13/2015
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: 09/22/2014
Date Data Arrived at EDR: 09/23/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 10/24/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 09/16/2014
Date Data Arrived at EDR: 09/17/2014
Date Made Active in Reports: 10/23/2014
Number of Days to Update: 36

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 09/08/2014
Date Data Arrived at EDR: 09/09/2014
Date Made Active in Reports: 10/22/2014
Number of Days to Update: 43

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/12/2014
Next Scheduled EDR Contact: 03/02/2015
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: 10/29/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Varies

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 07/25/2014	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 09/09/2014	Telephone: 202-307-1000
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 11/25/2014
Number of Days to Update: 41	Next Scheduled EDR Contact: 03/16/2015
	Data Release Frequency: Quarterly

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 08/03/2006	Telephone: 916-323-3400
Date Made Active in Reports: 08/24/2006	Last EDR Contact: 02/23/2009
Number of Days to Update: 21	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: 11/03/2014	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 11/04/2014	Telephone: 916-323-3400
Date Made Active in Reports: 12/12/2014	Last EDR Contact: 11/04/2014
Number of Days to Update: 38	Next Scheduled EDR Contact: 02/16/2015
	Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995	Source: State Water Resources Control Board
Date Data Arrived at EDR: 08/30/1995	Telephone: 916-227-4364
Date Made Active in Reports: 09/26/1995	Last EDR Contact: 01/26/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 04/27/2009
	Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2014	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 09/02/2014	Telephone: 916-255-6504
Date Made Active in Reports: 09/24/2014	Last EDR Contact: 10/10/2014
Number of Days to Update: 22	Next Scheduled EDR Contact: 01/19/2015
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 07/25/2014
Date Data Arrived at EDR: 09/09/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 41

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 12/24/2014
Next Scheduled EDR Contact: 03/16/2015
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

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 10/02/2014
Date Data Arrived at EDR: 10/03/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 48

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 12/05/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 09/08/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/22/2014
Number of Days to Update: 42

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 03/23/2015
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: 09/30/2014
Date Data Arrived at EDR: 10/01/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 36

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/30/2014
Next Scheduled EDR Contact: 04/13/2015
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: 10/27/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 12/10/2014
Number of Days to Update: 42

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 10/29/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 12/12/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 21

Source: State Water Quality Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 12/12/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 21

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
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

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: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transportation, 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 Transportation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 11/04/2014
Next Scheduled EDR Contact: 02/16/2015
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: 11/07/2014
Next Scheduled EDR Contact: 01/26/2015
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/06/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 8

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 12/12/2014
Next Scheduled EDR Contact: 03/23/2015
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: 12/31/2013
Date Data Arrived at EDR: 01/24/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 31

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 12/24/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 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: 12/12/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 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: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

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: 08/05/2014
Date Data Arrived at EDR: 09/04/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 74

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 12/30/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/31/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 44

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
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: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
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: 07/31/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 10/10/2014
Next Scheduled EDR Contact: 01/26/2015
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: 07/01/2014
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 33

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/15/2014
Next Scheduled EDR Contact: 01/26/2015
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/22/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 91

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 12/04/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 10/07/2014
Date Data Arrived at EDR: 10/08/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 10/08/2014
Next Scheduled EDR Contact: 01/19/2015
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 08/16/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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	Source: EPA
Date Data Arrived at EDR: 07/03/1995	Telephone: 202-564-4104
Date Made Active in Reports: 08/07/1995	Last EDR Contact: 06/02/2008
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/01/2008
	Data Release Frequency: No Update Planned

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: 08/01/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/12/2014	Telephone: 202-564-8600
Date Made Active in Reports: 11/06/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 86	Next Scheduled EDR Contact: 02/09/2015
	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: 12/31/2011	Source: EPA/NTIS
Date Data Arrived at EDR: 02/26/2013	Telephone: 800-424-9346
Date Made Active in Reports: 04/19/2013	Last EDR Contact: 11/26/2014
Number of Days to Update: 52	Next Scheduled EDR Contact: 03/09/2015
	Data Release Frequency: Biennially

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989	Source: Department of Health Services
Date Data Arrived at EDR: 07/27/1994	Telephone: 916-255-2118
Date Made Active in Reports: 08/02/1994	Last EDR Contact: 05/31/1994
Number of Days to Update: 6	Next Scheduled EDR Contact: N/A
	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: 07/14/2014	Source: Department of Conservation
Date Data Arrived at EDR: 09/17/2014	Telephone: 916-445-2408
Date Made Active in Reports: 10/23/2014	Last EDR Contact: 12/15/2014
Number of Days to Update: 36	Next Scheduled EDR Contact: 03/30/2015
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 11/17/2014	Source: State Water Resources Control Board
Date Data Arrived at EDR: 11/19/2014	Telephone: 916-445-9379
Date Made Active in Reports: 12/29/2014	Last EDR Contact: 11/19/2014
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/02/2015
	Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/29/2014	Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 09/30/2014	Telephone: 916-323-3400
Date Made Active in Reports: 11/19/2014	Last EDR Contact: 12/29/2014
Number of Days to Update: 50	Next Scheduled EDR Contact: 04/13/2015
	Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/22/2009	Telephone: 916-323-3400
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 01/22/2009
Number of Days to Update: 76	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

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: 10/21/1993	Source: State Water Resources Control Board
Date Data Arrived at EDR: 11/01/1993	Telephone: 916-445-3846
Date Made Active in Reports: 11/19/1993	Last EDR Contact: 12/18/2014
Number of Days to Update: 18	Next Scheduled EDR Contact: 04/06/2015
	Data Release Frequency: No Update Planned

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 06/28/2014	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 07/03/2014	Telephone: 916-327-4498
Date Made Active in Reports: 08/21/2014	Last EDR Contact: 12/22/2014
Number of Days to Update: 49	Next Scheduled EDR Contact: 03/23/2015
	Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009	Source: Los Angeles Water Quality Control Board
Date Data Arrived at EDR: 07/21/2009	Telephone: 213-576-6726
Date Made Active in Reports: 08/03/2009	Last EDR Contact: 12/23/2014
Number of Days to Update: 13	Next Scheduled EDR Contact: 04/13/2015
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 11/10/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/07/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 35

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/15/2014
Next Scheduled EDR Contact: 01/26/2015
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: 12/31/2012
Date Data Arrived at EDR: 03/25/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 34

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/24/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 11/07/2014
Next Scheduled EDR Contact: 01/26/2015
Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 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: 11/18/2014
Next Scheduled EDR Contact: 02/02/2015
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: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 11/11/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/18/2012	Telephone: 703-308-4044
Date Made Active in Reports: 05/25/2012	Last EDR Contact: 11/14/2014
Number of Days to Update: 7	Next Scheduled EDR Contact: 02/23/2015
	Data Release Frequency: Varies

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 10/17/2014	Telephone: 202-564-6023
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 12/29/2015
Number of Days to Update: 3	Next Scheduled EDR Contact: 04/13/2015
	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	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/21/2014	Telephone: 617-520-3000
Date Made Active in Reports: 06/17/2014	Last EDR Contact: 11/14/2014
Number of Days to Update: 88	Next Scheduled EDR Contact: 02/23/2015
	Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 09/16/2014	Source: Department of Conservation
Date Data Arrived at EDR: 09/17/2014	Telephone: 916-323-3836
Date Made Active in Reports: 10/23/2014	Last EDR Contact: 12/15/2014
Number of Days to Update: 36	Next Scheduled EDR Contact: 03/30/2015
	Data Release Frequency: Quarterly

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: 09/04/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/04/2014	Telephone: 202-566-1917
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 11/11/2014
Number of Days to Update: 46	Next Scheduled EDR Contact: 03/02/2015
	Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/24/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 35

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/09/2015
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: 10/14/2014
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 35

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 10/15/2014
Next Scheduled EDR Contact: 01/26/2015
Data Release Frequency: Quarterly

COAL ASH DOE: Sleam-Electric Plan 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: 10/17/2014
Next Scheduled EDR Contact: 01/26/2015
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: 08/20/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/23/2014
Number of Days to Update: 43

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 03/23/2015
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: 12/12/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 10/28/2014
Date Data Arrived at EDR: 10/30/2014
Date Made Active in Reports: 12/10/2014
Number of Days to Update: 41

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
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.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/18/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 41

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/02/2015
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: 10/31/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/16/2014
Date Data Arrived at EDR: 10/31/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 17

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/23/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Annually

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: 10/16/2014
Date Data Arrived at EDR: 10/31/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 17

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/23/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: 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: 11/07/2014
Next Scheduled EDR Contact: 01/26/2015
Data Release Frequency: N/A

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 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

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 06/04/2014

Date Data Arrived at EDR: 06/12/2014

Date Made Active in Reports: 07/28/2014

Number of Days to Update: 46

Source: Environmental Protection Agency

Telephone: 703-603-8787

Last EDR Contact: 01/05/2015

Next Scheduled EDR Contact: 04/20/2015

Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A

Date Data Arrived at EDR: N/A

Date Made Active in Reports: N/A

Number of Days to Update: N/A

Source: EDR, Inc.

Telephone: N/A

Last EDR Contact: N/A

Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: 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 US Hist Cleaners: 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

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

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

Source: State Water Resources Control Board

Date Data Arrived at EDR: 07/01/2013

Telephone: N/A

Date Made Active in Reports: 12/30/2013

Last EDR Contact: 06/01/2012

Number of Days to Update: 182

Next Scheduled EDR Contact: N/A

Data Release Frequency: Varies

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

Source: Department of Resources Recycling and Recovery

Date Data Arrived at EDR: 07/01/2013

Telephone: N/A

Date Made Active in Reports: 01/13/2014

Last EDR Contact: 06/01/2012

Number of Days to Update: 196

Next Scheduled EDR Contact: N/A

Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 10/21/2014

Source: Alameda County Environmental Health Services

Date Data Arrived at EDR: 11/07/2014

Telephone: 510-567-6700

Date Made Active in Reports: 12/12/2014

Last EDR Contact: 12/29/2014

Number of Days to Update: 35

Next Scheduled EDR Contact: 04/13/2015

Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/21/2014

Source: Alameda County Environmental Health Services

Date Data Arrived at EDR: 11/07/2014

Telephone: 510-567-6700

Date Made Active in Reports: 12/15/2014

Last EDR Contact: 12/29/2014

Number of Days to Update: 38

Next Scheduled EDR Contact: 04/13/2015

Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 09/08/2014

Source: Amador County Environmental Health

Date Data Arrived at EDR: 09/09/2014

Telephone: 209-223-6439

Date Made Active in Reports: 09/24/2014

Last EDR Contact: 12/05/2014

Number of Days to Update: 15

Next Scheduled EDR Contact: 03/23/2015

Data Release Frequency: Varies

BUTTE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 08/01/2013

Date Data Arrived at EDR: 08/02/2013

Date Made Active in Reports: 08/22/2013

Number of Days to Update: 20

Source: Public Health Department

Telephone: 530-538-7149

Last EDR Contact: 11/06/2014

Next Scheduled EDR Contact: 01/26/2015

Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing

Cupa Facility Listing

Date of Government Version: 10/06/2014

Date Data Arrived at EDR: 10/07/2014

Date Made Active in Reports: 11/19/2014

Number of Days to Update: 43

Source: Calveras County Environmental Health

Telephone: 209-754-6399

Last EDR Contact: 12/29/2014

Next Scheduled EDR Contact: 04/13/2015

Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 06/11/2014

Date Data Arrived at EDR: 06/13/2014

Date Made Active in Reports: 07/07/2014

Number of Days to Update: 24

Source: Health & Human Services

Telephone: 530-458-0396

Last EDR Contact: 11/07/2014

Next Scheduled EDR Contact: 02/23/2015

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: 11/17/2014

Date Data Arrived at EDR: 11/19/2014

Date Made Active in Reports: 01/06/2015

Number of Days to Update: 48

Source: Contra Costa Health Services Department

Telephone: 925-646-2286

Last EDR Contact: 11/03/2014

Next Scheduled EDR Contact: 02/16/2015

Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List

Cupa Facility list

Date of Government Version: 11/03/2014

Date Data Arrived at EDR: 11/04/2014

Date Made Active in Reports: 12/12/2014

Number of Days to Update: 38

Source: Del Norte County Environmental Health Division

Telephone: 707-465-0426

Last EDR Contact: 11/03/2014

Next Scheduled EDR Contact: 02/16/2015

Data Release Frequency: Varies

EL DORADO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List CUPA facility list.

Date of Government Version: 11/19/2014
Date Data Arrived at EDR: 11/21/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 38

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 11/03/2014
Next Scheduled EDR Contact: 02/16/2015
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: 09/30/2014
Date Data Arrived at EDR: 10/14/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 36

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List CUPA facility list.

Date of Government Version: 09/10/2014
Date Data Arrived at EDR: 09/11/2014
Date Made Active in Reports: 09/25/2014
Number of Days to Update: 14

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List Cupa facility list.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
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: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

KERN COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 07/22/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/19/2014
Number of Days to Update: 37

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
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: 11/21/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 35

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 10/20/2014
Date Data Arrived at EDR: 10/21/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 26

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/20/2014
Next Scheduled EDR Contact: 02/02/2015
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: 12/18/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/17/2014
Number of Days to Update: 41

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 10/14/2014
Next Scheduled EDR Contact: 01/26/2015
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/20/2014
Date Data Arrived at EDR: 10/22/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 51

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/22/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/17/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/07/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/25/2014
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/17/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 10/20/2014
Date Data Arrived at EDR: 10/22/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 54

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/20/2014
Next Scheduled EDR Contact: 02/02/2015
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: 07/28/2014
Date Data Arrived at EDR: 07/28/2014
Date Made Active in Reports: 08/20/2014
Number of Days to Update: 23

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/13/2014
Date Data Arrived at EDR: 03/27/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 32

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 10/10/2014
Next Scheduled EDR Contact: 01/26/2015
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.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/02/2014
Date Data Arrived at EDR: 10/03/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 48

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 10/08/2014
Date Data Arrived at EDR: 10/22/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 54

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 33

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List

CUPA Facility List

Date of Government Version: 09/02/2014
Date Data Arrived at EDR: 09/05/2014
Date Made Active in Reports: 09/24/2014
Number of Days to Update: 19

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 28

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
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: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 09/16/2014
Date Data Arrived at EDR: 09/18/2014
Date Made Active in Reports: 09/25/2014
Number of Days to Update: 7

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 30

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 30

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/10/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 35

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/10/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

PLACER COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/22/2014

Date Data Arrived at EDR: 09/23/2014

Date Made Active in Reports: 11/21/2014

Number of Days to Update: 59

Source: Placer County Health and Human Services

Telephone: 530-745-2363

Last EDR Contact: 12/05/2014

Next Scheduled EDR Contact: 03/23/2015

Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/08/2014

Date Data Arrived at EDR: 10/10/2014

Date Made Active in Reports: 11/20/2014

Number of Days to Update: 41

Source: Department of Environmental Health

Telephone: 951-358-5055

Last EDR Contact: 12/22/2014

Next Scheduled EDR Contact: 01/05/2015

Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 10/08/2014

Date Data Arrived at EDR: 10/10/2014

Date Made Active in Reports: 11/25/2014

Number of Days to Update: 46

Source: Department of Environmental Health

Telephone: 951-358-5055

Last EDR Contact: 12/22/2014

Next Scheduled EDR Contact: 04/06/2015

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: 02/06/2014

Date Data Arrived at EDR: 04/08/2014

Date Made Active in Reports: 04/29/2014

Number of Days to Update: 21

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Last EDR Contact: 10/06/2014

Next Scheduled EDR Contact: 01/19/2015

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: 10/21/2014

Date Data Arrived at EDR: 10/28/2014

Date Made Active in Reports: 12/15/2014

Number of Days to Update: 48

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Last EDR Contact: 01/05/2015

Next Scheduled EDR Contact: 04/20/2015

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.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/06/2014
Date Data Arrived at EDR: 08/07/2014
Date Made Active in Reports: 09/30/2014
Number of Days to Update: 54

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/10/2014
Next Scheduled EDR Contact: 02/23/2015
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: 09/23/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 10/17/2013
Number of Days to Update: 23

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/04/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2014
Date Data Arrived at EDR: 11/21/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 38

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
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: 12/04/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/20/2014
Date Data Arrived at EDR: 06/23/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 18

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 11/21/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 36

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
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: 10/06/2014
Date Data Arrived at EDR: 10/10/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 40

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Annually

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 09/15/2014
Date Data Arrived at EDR: 09/16/2014
Date Made Active in Reports: 10/22/2014
Number of Days to Update: 36

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/11/2014
Next Scheduled EDR Contact: 03/30/2015
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: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List

Cupa facility list

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 34

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
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: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/10/2014
Date Data Arrived at EDR: 11/10/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 35

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 11/07/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List

CUPA facility listing.

Date of Government Version: 11/24/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 12/31/2014
Number of Days to Update: 36

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 09/16/2014
Date Data Arrived at EDR: 09/18/2014
Date Made Active in Reports: 10/22/2014
Number of Days to Update: 34

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

SOLANO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 42

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/11/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/11/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List

Cupa Facility list

Date of Government Version: 09/30/2014
Date Data Arrived at EDR: 10/02/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 49

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
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: 10/01/2014
Date Data Arrived at EDR: 10/03/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 48

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 09/08/2014
Date Data Arrived at EDR: 09/09/2014
Date Made Active in Reports: 10/24/2014
Number of Days to Update: 45

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 12/05/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 10/28/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 44

Source: Division of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

VENTURA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 10/29/2014	Source: Ventura County Environmental Health Division
Date Data Arrived at EDR: 11/24/2014	Telephone: 805-654-2813
Date Made Active in Reports: 12/29/2014	Last EDR Contact: 11/17/2014
Number of Days to Update: 35	Next Scheduled EDR Contact: 03/02/2015
	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	Source: Environmental Health Division
Date Data Arrived at EDR: 12/01/2011	Telephone: 805-654-2813
Date Made Active in Reports: 01/19/2012	Last EDR Contact: 01/05/2015
Number of Days to Update: 49	Next Scheduled EDR Contact: 04/20/2015
	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	Source: Environmental Health Division
Date Data Arrived at EDR: 06/24/2008	Telephone: 805-654-2813
Date Made Active in Reports: 07/31/2008	Last EDR Contact: 11/17/2014
Number of Days to Update: 37	Next Scheduled EDR Contact: 03/02/2015
	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: 09/26/2014	Source: Ventura County Resource Management Agency
Date Data Arrived at EDR: 10/29/2014	Telephone: 805-654-2813
Date Made Active in Reports: 12/12/2014	Last EDR Contact: 10/27/2014
Number of Days to Update: 44	Next Scheduled EDR Contact: 02/09/2015
	Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 08/26/2014	Source: Environmental Health Division
Date Data Arrived at EDR: 09/17/2014	Telephone: 805-654-2813
Date Made Active in Reports: 10/28/2014	Last EDR Contact: 12/15/2014
Number of Days to Update: 41	Next Scheduled EDR Contact: 03/30/2015
	Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 09/23/2014	Source: Yolo County Department of Health
Date Data Arrived at EDR: 09/30/2014	Telephone: 530-666-8646
Date Made Active in Reports: 11/25/2014	Last EDR Contact: 12/18/2014
Number of Days to Update: 56	Next Scheduled EDR Contact: 04/06/2015
	Data Release Frequency: Annually

YUBA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 11/17/2014

Date Data Arrived at EDR: 11/18/2014

Date Made Active in Reports: 12/30/2014

Number of Days to Update: 42

Source: Yuba County Environmental Health Department

Telephone: 530-749-7523

Last EDR Contact: 11/17/2014

Next Scheduled EDR Contact: 02/16/2015

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: 11/17/2014

Next Scheduled EDR Contact: 03/02/2015

Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2011

Date Data Arrived at EDR: 07/19/2012

Date Made Active in Reports: 08/28/2012

Number of Days to Update: 40

Source: Department of Environmental Protection

Telephone: N/A

Last EDR Contact: 10/10/2014

Next Scheduled EDR Contact: 01/26/2015

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: 11/01/2014

Date Data Arrived at EDR: 11/05/2014

Date Made Active in Reports: 11/24/2014

Number of Days to Update: 19

Source: Department of Environmental Conservation

Telephone: 518-402-8651

Last EDR Contact: 11/05/2014

Next Scheduled EDR Contact: 02/16/2015

Data Release Frequency: Annually

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2013

Date Data Arrived at EDR: 07/21/2014

Date Made Active in Reports: 08/25/2014

Number of Days to Update: 35

Source: Department of Environmental Protection

Telephone: 717-783-8990

Last EDR Contact: 10/20/2014

Next Scheduled EDR Contact: 02/02/2015

Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2013

Date Data Arrived at EDR: 07/15/2014

Date Made Active in Reports: 08/13/2014

Number of Days to Update: 29

Source: Department of Environmental Management

Telephone: 401-222-2797

Last EDR Contact: 11/26/2014

Next Scheduled EDR Contact: 03/09/2015

Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2013

Date Data Arrived at EDR: 06/20/2014

Date Made Active in Reports: 08/07/2014

Number of Days to Update: 48

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 12/12/2014

Next Scheduled EDR Contact: 03/30/2015

Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STREET AND ADDRESS INFORMATION

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GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

NE14005
235 N HOOVER
LOS ANGELES, CA 90004

TARGET PROPERTY COORDINATES

Latitude (North):	34.0755 - 34° 4' 31.80"
Longitude (West):	118.2839 - 118° 17' 2.04"
Universal Transverse Mercator:	Zone 11
UTM X (Meters):	381533.2
UTM Y (Meters):	3771076.5
Elevation:	366 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	34118-A3 HOLLYWOOD, CA
Most Recent Revision:	1994

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

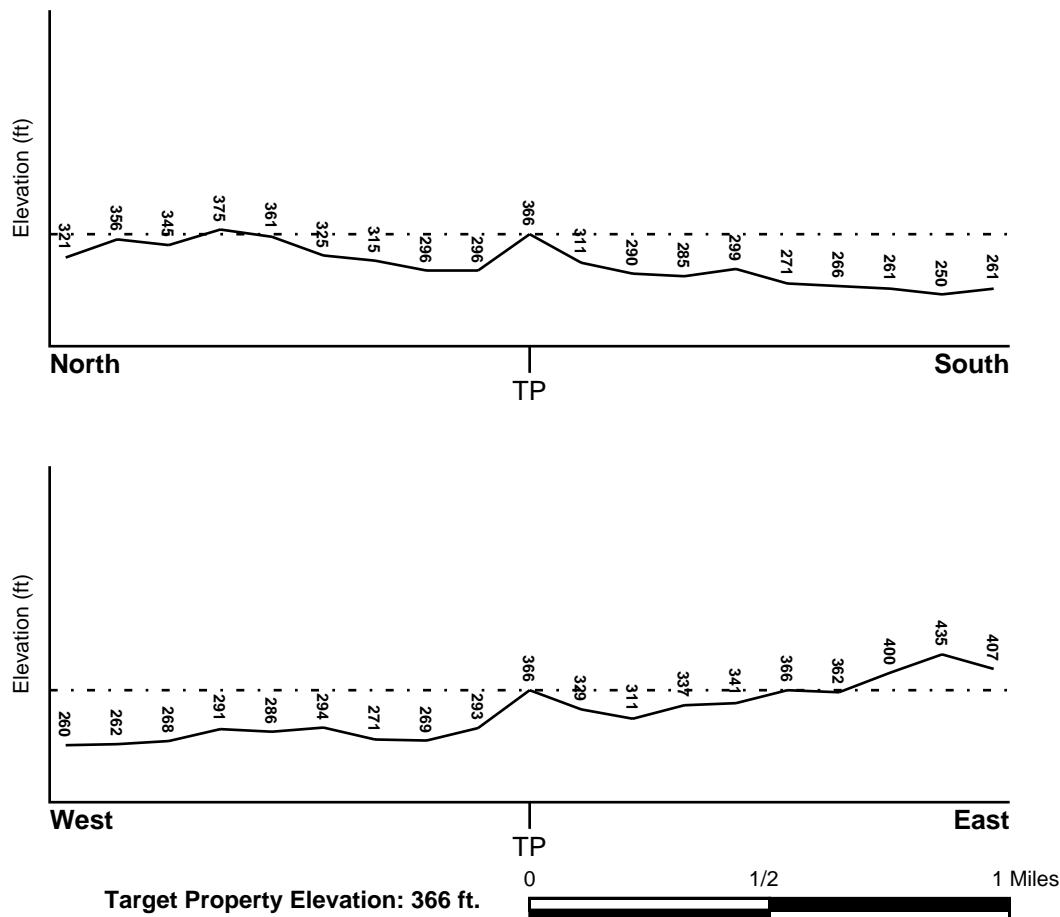
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County
LOS ANGELES, CA

FEMA Flood
Electronic Data
YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 06037C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property
HOLLYWOOD

NWI Electronic
Data Coverage
YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius: 1.25 miles
Status: Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
1	1/4 - 1/2 Mile WNW	Not Reported
2	1/2 - 1 Mile SW	SW
A3	1/2 - 1 Mile SW	Varies
A4	1/2 - 1 Mile SW	Not Reported

For additional site information, refer to Physical Setting Source Map Findings.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era: Cenozoic
System: Tertiary
Series: Miocene
Code: Tm (decoded above as Era, System & Series)

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: HAMBRIGHT

Soil Surface Texture: gravelly - loam

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Well drained. Soils have intermediate water holding capacity. Depth to water table is more than 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: MODERATE

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 20 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Permeability Rate (in/hr)	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	7 inches	gravelly - loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 2.00 Min: 0.60	Max: 7.30 Min: 6.10
2	7 inches	16 inches	very gravelly - loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel. COARSE-GRAINED SOILS, Gravels, Gravels with fines, Clayey Gravel.	Max: 2.00 Min: 0.60	Max: 7.30 Min: 6.10
3	16 inches	20 inches	unweathered bedrock	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Surficial Soil Types: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Shallow Soil Types: silty clay

Deeper Soil Types: weathered bedrock
clay loam

APPENDIX 16.6

LA FIRE DEPARTMENT DOCUMENTS



FIRE PREVENTION BUREAU TECHNICAL SECTION
200 NORTH MAIN STREET, RM 1780
LOS ANGELES, CA 90012

LOS ANGELES FIRE DEPARTMENT
Los Angeles Certified Unified Program Agency
(213) 978-3680



Los Angeles Fire Department
Data Entry Instruction Form (DEIF)
FOR INTERNAL USE ONLY

Date:	5-10-2011 6-2-2011	New Business:	<input type="checkbox"/>
Default Inspector:	MARTINEZ, OSCAR	Fire Station/Census:	006
Facility ID:	FA0002389	Insp District:	412
Facility Name:	TEMPLE COMMUNITY HOSPITAL		
Site Address:	235 N HOOVER ST LOS ANGELES, CA 90004		

<input type="checkbox"/> VERIFIED FACILITY PHONE NUMBER
PHONE NO: (213) 382-7252

Account Info
Account Outstanding Balance:
Number of Outstanding Invoices: 0

<input type="checkbox"/> VERIFIED MAILING ADDRESS
MAILING ADDRESS: 235 N HOOVER ST
(INVOICES/PERMITS) LOS ANGELES, CA 90004

ACTIVE PROGRAMS:
PE PE DESCRIPTION UNITS
MAIN_SITE
1000 PR0022913 HW GEN, SILVER ONLY
4501 PR0002067 HAZ MAT INVENTORY 4 TO 7 CHEMICALS

<input type="checkbox"/> VERIFIED OWNER INFO
OWNER NAME: TEMPLE HOSPITAL PARTNERSHIP LT
OWNER MAILING: 235 N HOOVER ST
ADDRESS: LOS ANGELES, CA
PHONE:

DATA ENTRY INSTRUCTION(S): Check Appropriate Boxes

- | | |
|---|---|
| <input type="checkbox"/> Changes On BP 01 | <input checked="" type="checkbox"/> Changes On BP 08 |
| <input type="checkbox"/> UST Abandon Sheets | <input type="checkbox"/> UST Installation Sheets |
| <input type="checkbox"/> Changes On Attached CUPA Form(s) | <input type="checkbox"/> Enter Inventory on Attached CUPA Forms |

- ☐ Inactive Business *Journal Entry should Be Included*
Reason:

- ☐ Other Instruction: *For Examples: Combine Business Under One BP Number*

*This site no longer has
Envision show this site having a VST.
This site, according to John Cole name (Build's Engineer)
had VST removed year ago. Censure when.
please remove VST from Envision. This site
has a 2,000 gallon AST.
7 HAZ MAT items.*

Data Entry Name: Jay E

Date: 6-2-2011

CITY OF LOS ANGELES
CALIFORNIA



LOS ANGELES FIRE DEPARTMENT
200 NORTH MAIN STREET
LOS ANGELES, CA 90012
(213) 978-3880

BUSINESS INFORMATION

Printed on: 5/19/2011

INSTRUCTIONS: Please complete and sign this form; your signature indicates that the information, as supplied, is accurate.

Business Number: FA0002389

This is your current business plan number. This number must appear on all business plan forms!

Business Name: TEMPLE COMMUNITY HOSPITAL

Business Site Address: 235 N HOOVER ST
LOS ANGELES, CA 90004

Mailing Address: 235 N HOOVER ST
LOS ANGELES, CA 90004

Other On-Site Addresses:

Briefly describe the nature of the hazardous materials operations:

OF EMPLOYEES: 250

CONTACT	WORK #	24 HOUR #	PAGER #
Owner Name: TEMPLE HOSPITAL PARTNERSHIP LT		-	-
On-Site Manager:		-	-
Emergency Contact: DIR.	(213) 382-7252	[REDACTED]	
2nd Emergency Contact: HERBERT NEEDMAN	(213) 382-7252		


Signature of Legal Business Owner/Authorized Representative

Business Plan has been reviewed and approved: _____

DIRECTOR OF
ENGINEERING
Title

6/2/11
Date

OFFICE USE ONLY Insp. ID: _____ Date: _____ D/E ID: _____ Date: _____ TS: _____



Hazardous Materials System
BP-8: Computer Listing of Inventory
Submitted Inspection Responsibility: VIU

Printed on: 5/19/2011

Business Name	: TEMPLE COMMUNITY HOSPITAL	Business Address	: 235 N HOOVER ST
Business Owner	: TEMPLE HOSPITAL PARTNERSHIP LT		LOS ANGELES, CA 90004
On-Site Manager	:	Phone #	:
Emergency Contact	: DIR.	Phone #	: (213) 382-7252
Alt Emergency Contact	: HERBERT NEEDMAN	Phone #	: (213) 382-7252
Next Inspection Date:	: 6/15/2011	SIC Code	: 8060
# of Employees	:	Permit Date	: 12/14/2010

Total Chemicals: 10

LOCATION:

Chemicals at Location: 1

1) <u>Chemical Name</u>	<u>HM Type</u>	<u>Max Quantity on Hand</u>	<u>State</u>	<u>Fed Haz Catg.</u>
DIESEL	PURE	2,000.00 GALLONS	LIQUID	
	AGT	Container: OTHER		

LOCATION: BY LOADING DOCK

Chemicals at Location: 3

2) <u>Chemical Name</u>	<u>HM Type</u>	<u>Max Quantity on Hand</u>	<u>State</u>	<u>Fed Haz Catg.</u>
CARBON DIOXIDE	PURE	472.00 CUBIC FEET	GAS	
		Container: CYLINDER		
<u>Ingredients</u>	<u>CAS #</u>			
CARBON DIOXIDE	124389			

3) <u>Chemical Name</u>	<u>HM Type</u>	<u>Max Quantity on Hand</u>	<u>State</u>	<u>Fed Haz Catg.</u>
NITROUS OXIDE	PURE	3,557.00 CUBIC FEET	GAS	
		Container: CYLINDER		
<u>Ingredients</u>	<u>CAS #</u>			
NITROUS OXIDE	10024972			

4) <u>Chemical Name</u>	<u>HM Type</u>	<u>Max Quantity on Hand</u>	<u>State</u>	<u>Fed Haz Catg.</u>
OXYGEN	PURE	7,128.00 CUBIC FEET	GAS	
		Container: CYLINDER		
<u>Ingredients</u>	<u>CAS #</u>			
OXYGEN	7782447			

LOCATION: [REDACTED]

Chemicals at Location: 1

<u>Chemical Name</u>	<u>HM Type</u>	<u>Max Quantity on Hand</u>	<u>State</u>	<u>Fed Haz Catg.</u>
LOSTRAL	PURE	100.00 GALLONS	LIQUID	
		Container: STEEL DRUM OTHER		

5) Helium

3,000 cu ft

Ingredients

POTASSIUM HYDROXIDE

CAS #

1310583

LOCATION: [REDACTED]

Chemicals at Location: 1

Chemical Name
NITROGENHM Type
PUREMax Quantity on Hand
3,000.00 CUBIC FEETState
GASFed Haz Catg.

Container: | CYLINDER |

Ingredients

NITROGEN

CAS #

7727379

LOCATION: [REDACTED]

Chemicals at Location: 1

Chemical Name
LIQUID OXYGENHM Type
PUREMax Quantity on Hand
3,000.00 GALLONSState
LIQUIDFed Haz Catg.

Container: | ABOVEGROUND TANK |

Ingredients

OXYGEN

CAS #

7782447

LOCATION: [REDACTED]

Chemicals at Location: 1

Chemical Name
DIESEL FUEL (SHELL)HM Type
PUREMax Quantity on Hand
500.00 GALLONSState
LIQUIDFed Haz Catg.

Container: | UNDERGROUND TANK |

Ingredients

SHELL LOW-SULFUR DIESEL W/E

CAS #

64741442

LOCATION: [REDACTED]

Chemicals at Location: 1

Chemical Name
DIESEL FUEL (SHELL)HM Type
PUREMax Quantity on Hand
500.00 GALLONSState
LIQUIDFed Haz Catg.

Container: | UNDERGROUND TANK |

Ingredients

SHELL LOW SULFUR DIESEL W/E

CAS #

64741442

LOCATION: [REDACTED]

Chemicals at Location: 1

Chemical Name
DIESEL FUEL (SHELL)HM Type
PUREMax Quantity on Hand
2,000.00 GALLONSState
LIQUIDFed Haz Catg.

Container: | UNDERGROUND TANK |

Ingredients

SHELL LOW-SULFUR DIESEL W/E

CAS #

64741442

My signature indicates that I have verified and agreed with the types and quantities of hazardous materials at this address.

[FA0002389] CHEMICAL COUNT: 10

INSP SIG:

INSP. DATE:

BUS. REP. SIG:

DATE: 4

Date Date: 6/19/2011

APPENDIX 16.7

RESUMES

Hani W. Gabriel, REM, EA, MSME
Licensed Asbestos Consultant, Environmental Professional

EDUCATION

M.S. Mechanical Engineering, CSULB, Long Beach, California
November 1988

B.S. Engineering, University of Redlands, Redlands, California
December 1985

EXPERIENCE

General Manager, National Environmental Services December 2009-Present

- Responsible for running entire environmental consulting operation providing services nationwide with a full time staff of 6 persons
- Conduct Phase I and Phase II inspections (subsurface investigations, conduct corrective activities, prepare reports, conduct and prepare reports for mold surveys, asbestos surveys and lead surveys

President/Executive Officer, Unovate Environmental Services/Gabriel Environmental Services March 1999-November 2009

- Was responsible for running entire environmental consulting operation providing services nationwide with a full time staff of 10 persons
- Conducted Phase I and Phase II inspections (subsurface investigations, conducted corrective activities, prepared reports, conducted and prepared reports for mold surveys, asbestos surveys and lead surveys

Redevelopment Manager, City of Glendale, AZ December 1996-March 1999

- Responsible for all redevelopment activity in the third largest city in the Phoenix Metropolitan area, the fourth largest in the State; population of over 200,000
- Worked on the expansion of the redevelopment areas by studying a 9 square mile area surrounding the core & formulating a redevelopment vision plan
- Worked on the implementation of redevelopment plans for 2 neighborhoods surrounding the downtown
- Attracted the first bed & breakfast to the downtown (10 units) and presently working on attracting a Marriott or Hilton hotel to accommodate the needs of the City's Civic Center
- Relocated the world's largest Bead Museum from Prescott to downtown Glendale
- Obtained a \$425,000 state grant for the renovation of the City's landmark, a 100 year old sugar beet factory, located at the entry to the downtown, to be renovated as part of a newly created 20 acre entertainment district
- Worked on the attraction of a 16-20 screen Cineplex to the entertainment district downtown
- Assisted in the redevelopment of a 550,000 SF mall (on 54 acres) in the core of the City
- Managed all downtown development projects and programs (Downtown Facade)
- Formulated and presently implementing a residential infill program in the core
- Prepared the city's first home ownership assistance program, the Dream Maker, and working on additional home ownership incentive programs
- Prepared several development agreements with developers in the redevelopment area to provide for public improvements, sales tax sharing and other forms of assistance
- Developed the work program and prepare the budget for the redevelopment division

Hani W. Gabriel, REM, EA, MSME
Licensed Asbestos Consultant, Environmental Professional

Economic Development Director, City of Colton, CA

May 1993-August 1996

- Responsible for all activities relating to redevelopment, economic development, business attraction and retention and the promotion of affordable housing
- Managed a staff of 12 persons and redevelopment activities in 7 redevelopment project areas
- Responsible for the creation of the 7th redevelopment project area in the city
- Organized, prepared and implemented the redevelopment budget for the Agency
- Negotiated several owner participation, disposition and development and executive negotiating agreements
- Prepared agendas and staff reports and presented all reports to the Agency Board

- Created and implemented the downtown facade program and downtown improvement program
- Attracted or retained over 750,000 square feet of commercial, office and industrial uses

Principal Planner, City of Colton, CA

September 1990-May 1993

- Responsible for all activities relating to the Planning, Code Enforcement and Business License Divisions with a full staff of 8 persons

Associate/Assistant Planner, City of Colton, CA

January 1989-September 1990

- Performed planning related functions including preparing reports, providing planning information, plans checking for the planning division and working with historic preservation

MEMBERSHIPS/CERTIFICATIONS

- Registered Environmental Manager – National Registry of Environmental Professionals
- Environmental Assessor I – State of California Department of Toxic Substance Control
- Certified Mold Consultant/Remediation Contractor
- Certified Indoor Air Quality consultant
- AICP - American Institute of Certified Planners, June 1993
- Member of the California Redevelopment Association (also a Committee Member of the Redevelopment Institute for the CRA), American Economic Development Council, Urban Land Institute, International Downtown Association, International Council of Shopping Centers and National Association of Housing and Redevelopment Officials

Salamat Ullah, Environmental Professional

EDUCATION

Candidate in M.S. Computer Science, Lamar University, Beaumont, TX

B.S. Engineering (Mechanical Engineering), Bangladesh University of Engineering and Technology Dhaka, Bangladesh, May 1995

SUMMARY OF EXPERIENCE:

Phase I Environmental Site Assessments (ESAs):

Conducted more than 500 Phase I ESAs for various types of facilities over the past 10 years following both ASTM Standard E-1527-00, E-1527-05 and E-1527-13 standards. Types of facilities included: raw land, apartment complexes, commercial retail facilities, office buildings, warehouse buildings, medical clinics, manufacturing facilities and light industrial facilities. Environmental nature of the facilities, based on potential or confirmed RECs, included: raw land with gas/oil wells and isolated/jurisdictional wetlands, UST sites, active and closed LPST sites, RCRA sites, drycleaners sites, and active and closed VCP sites.

Phase II ESAs/Subsurface Investigations:

Conducted Phase II ESAs/Subsurface Investigations at raw land with gas/oil well heads and tank batteries, commercial facilities, UST/AST sites, drycleaners sites and manufacturing facilities following ASTM E1903 - 97(2002) regulation, respective TCEQ regulations and SOP, and Railroad Commission of Texas regulations over the past 10 years. Subsurface Investigation scope of work included drilling/installation of soil borings/monitoring wells, collection of soil/groundwater samples and preparation of reports.

Hazardous Waste Assessments:

Conducted Hazardous Waste Assessments for RCRA facilities, manufacturing and industrial facilities. The assessment included collection of samples and characterization of waste based on laboratory results. Conducted quality analysis of drinking water from municipal tap water and water wells.

Corrective Action Activities:

- UST Removal: Supervised UST removal activities following TCEQ's RG-411 and prepared RDRs and UST Closure Reports. Prepared Incident Reports for the TCEQ.
- Risk-Based Assessment (30 TAC 334)/ TRRP (30 TAC 350): Conducted Risk-Based Assessments for over the 6 years that included: (1) Preparation of Scope of Work (2) Supervision of installation of monitoring wells (3) Collection of soil and groundwater samples following TCEQ's SOP (4) Preparation of Drinking Water Survey Report following RG-428 (5) Preparation of 500-ft Receptor Survey and groundwater elevation survey (TOC survey) (6) Preparation of TCEQ's ARF Reports that included drafting of Site Maps, Soil/Groundwater Contaminant Concentration Maps and Groundwater Gradient Maps using AutoCAD software (7) Preparation of Annual Groundwater Monitoring Report for quarterly monitoring events for LPST sites and (8) Preparation of LPST Closure Reports.



AEI Consultants

Environmental & Engineering Services

January 28, 2015

LIMITED PHASE II SUBSURFACE INVESTIGATION

Property Identification:

Temple Community Hospital
235 North Hoover Street
Los Angeles, CA 90004

AEI Project No. 339037

Prepared for:

Mr. Alex Hwang
Cathay Bank
9650 Flair Drive
El Monte, California 91731

Prepared by:

AEI Consultants
2233 W. 190th Street
Torrance, CA 90504
310-798-4255

Environmental &
Engineering Due
Diligence

Site Investigation &
Remediation

Energy Performance
& Benchmarking

Industrial Hygiene

Construction
Consulting

Construction,
Site Stabilization &
Stormwater Services

Zoning Analysis
Reports & ALTA
Surveys

National Presence

Regional Focus

Local Solutions

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Figure 1	Site Location Map
Figure 2	Site Map

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Table 1	Soil Sample Data Summary
Table 2	Soil Sample Metals Data Summary
Appendix A	Ground Penetrating Radar Surveys, Inc. Report
Appendix B	Boring Logs
Appendix C	Laboratory Analytical Reports



January 28, 2015

Mr. Alex Hwang
Cathay Bank
9650 Flair Drive
El Monte, California 91731

Subject: Limited Phase II Subsurface Investigation

Temple Community Hospital
235 North Hoover Street
Los Angeles, CA 90004
AEI Project No. 339037

AEI Consultants (AEI) is pleased to provide this report which describes the activities and results of the Limited Phase II Subsurface Investigation (Phase II) performed at the subject property (Figures 1 and 2). This investigation was completed in general accordance with the authorized scope of services outlined in AEI proposal number 39994.

1.0 SITE DESCRIPTION

The subject property (Temple Community Hospital) is a 70-year old structure located on the northwest corner of Temple and Hoover Streets in Los Angeles, California. The Phase II investigation performed by AEI focused on an area in the northwestern corner of the subject property.

2.0 BACKGROUND

A Phase I Environmental Site Assessment (ESA) was performed by National Environmental Services and documented in a report dated January 7, 2015. This ESA was subsequently reviewed by Robin Environmental Management (REM). According to the ESA, the subject property was reported to have had 3 diesel fuel underground storage tanks (USTs). The USTs were reported to have been removed in 2010; however, no documentation was available with respect to their removal. In addition, no documentation was available indicating whether soil samples were collected or analyzed for the presence of petroleum hydrocarbons. Based on the potential presence of USTs and the absence of data confirming their removal, whether a release occurred, and whether soil sampling was conducted, REM stated that as part of its oversight duties, a regulatory agency will require a subsurface investigation to assess any impact to the subsurface from petroleum hydrocarbon constituents prior to granting regulatory case closure.

3.0 INVESTIGATION EFFORTS

AEI was requested to perform a limited Phase II subsurface investigation, which included the collection of soil samples, to evaluate whether the presence of the former USTs has impacted the investigation area of the subject property.

3.1 Health and Safety Plan

A site-specific health and safety plan was prepared, reviewed by onsite personnel, and kept onsite for the duration of the fieldwork.

3.2 Permitting and Utility Clearance

No permit was required for this environmental investigation. The public underground utility locating service (DigAlert) was notified to identify public utilities near the work area. A private utility locating service, Ground Penetrating Radar Surveys, Inc. conducted a non-intrusive ground penetrating radar survey of the work area to clear the proposed boring locations of potential subsurface obstructions (piping, utilities, etc.). A report of their findings is included as Appendix A.

3.3 Drilling and Soil Sample Collection

On January 23, 2015, three soil borings (B-1 through B-3) were advanced within the investigation area on the subject property to a maximum depth of 15 feet below ground surface (bgs). All work was conducted under the supervision of a California-licensed Professional Geologist. All borings were advanced by Vironex, Inc. of Santa Ana, California using a limited access direct-push rig. The borings were advanced in the northeastern corner of the subject property in the vicinity of the former USTs as follows (Figure 2):

- Boring B-1 was advanced in the northwestern corner of the UST area.
- Boring B-2 was advanced in the northernmost corner of the UST area.
- Boring B-3 was advanced in the northeastern corner of the UST area.

The purpose of the borings was to assess the presence or absence of total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and (Leaking Underground Fuel Tank) LUFT-5 metals associated with the former USTs. Soil samples selected for laboratory analysis were submitted under appropriate chain of custody protocol to Alpha Scientific Corporation of Cerritos, California, a state-licensed laboratory and analyzed utilizing the following methods:

- Total Petroleum Hydrocarbons (TPH) – Carbon Chain (gasoline, diesel, oil) by U.S. Environmental Protection Agency (EPA) Method 8015M.
- VOCs by U.S. EPA Method 8260B.
- LUFT-5 Metals U.S. EPA Method 6010B.

The soil borings were logged using the Unified Soil Classification System. A photo ionization detector (PID) was used to screen soil samples in the field and the PID readings for each sample were included on the boring logs (Appendix B).

Clean down-hole equipment was used for each boring to avoid possible cross-contamination.

3.4 Boring Destruction

Following sampling, each boring was backfilled with hydrated granular bentonite and capped with concrete at ground surface.

3.5 Investigation Derived Waste

No investigation derived soil waste was generated during this investigation.

4.0 FINDINGS

The soil results for TPH as gasoline, diesel, and oil (TPH-g, TPH-d, TPH-o) analyzed as part of this investigation were reviewed and compared to the Maximum Soil Screening Levels (MSSLs). The MSSLs are a set of criteria used by the state of California Regional Water Quality Control Board to determine the level of risk to drinking water aquifers posed by potential contaminants present in the soil above these aquifers. According to previous reports, groundwater below the subject property has been reported at depths of no less than 50 feet bgs. For this report, the soil sample results from the subject property were compared to MSSLs for TPH in soil samples collected above a depth to groundwater ranging from 20 feet to 150 feet bgs. These results are discussed in detail in section 4.2, below.

The soil results for VOCs analyzed as part of this investigation were reviewed and compared to the November 2014 USEPA Industrial Regional Screening Levels (RSLs), Region 9. The RSLs are risk-based concentrations derived from standardized equations combining exposure information assumptions with EPA toxicity data. The RSLs are used for site screening and as initial cleanup goals, if applicable. The RSLs are considered by the USEPA to be protective for humans (including sensitive groups) over a lifetime; however, they are not always applicable to a particular site and do not address non-human health endpoints, such as ecological impacts.

The soil results for metals from this investigation were reviewed and compared to the November 2014 RSLs and the background concentration of metals that naturally exists in Southern California soils. A study entitled Background Concentrations of Trace and Major Elements in California Soils, dated March 1996, by the Kearney Foundation of Soil Science was also reviewed for information on the concentrations of background metals in California soils. The Kearny report is a relevant source used by public policy makers and those in the private sector concerned with environmental remediation and land use planning.

4.1 Geology and Hydrogeology

Soils encountered in the investigation area of the subject property consisted primarily of silts to the maximum depth explored of 15 feet bgs.

According to groundwater monitoring records on the GeoTracker website from the former Arco station located 0.28 miles northwest of the subject property, a groundwater monitoring report dated January 15, 2013 states that the depth to groundwater as measured in October 2012 was between 12 and 15 feet bgs. Groundwater was not encountered during AEI's investigation activities.

4.2 Soil Sample Analytical Results

The following information is a summary of the **soil** sample analytical test results (Appendix C). This information has also been included in Tables 1 and 2.

- TPH as diesel (TPH-d) was detected in the following soil samples in the concentrations and depths shown below:

- In boring B-2 at a depth of 5 feet bgs (12.1 milligrams per kilogram [mg/kg]).

The detected concentration is below the MSSL for TPH-d of 1,000 mg/kg.

- TPH as oil (TPH-o) was detected in the following soil samples in the concentrations and depths shown below:

- In boring B-2 at a depth of 5 feet bgs (99.0 mg/kg)

The detected concentration is below the MSSL for TPH-o of 1,000 mg/kg.

No other concentrations of petroleum hydrocarbons were reported above laboratory method detection limits for the soil samples analyzed as part of this investigation.

No concentrations of VOCs were reported above the laboratory reporting limits for the soil samples analyzed as part of this investigation.

Concentrations of 4 of the 5 LUFT-5 Metals (chromium, lead, nickel, and zinc) were detected in soil in concentrations above their respective laboratory method detection limits. Concentrations of chromium exceeded the RSLs but were well below their background concentration as established by the Kearny Foundation report. None of the remaining metals analyzed exceeded their established RSLs or background limits as established by the Kearny Foundation report.

5.0 SUMMARY AND CONCLUSIONS

AEI has completed a limited Phase II at the subject property. The purpose of this Phase II was to assess subsurface soil with regard to the former USTs located on the subject property. A total of three soil borings (B-1 through B-3) were advanced during this investigation. Soil samples were collected and analyzed for TPH carbon chain via U.S. EPA Method 8015M; for VOCs via U.S. EPA Method 8260B; and for metals via U.S. EPA Method 6010B.

The soil results for TPH as gasoline, diesel, and oil (TPH-g, TPH-d, TPH-o) analyzed as part of this investigation were reviewed and compared to the Maximum Soil Screening Levels (MSSLs). TPH-d and TPH-o were detected in 1 of the 3 soil samples analyzed but all concentrations were below the MSSLs. TPH-g was not detected in any of the soil samples submitted for analysis as part of this investigation.

The soil results for VOCs analyzed as part of this investigation were reviewed and compared to the November 2014, USEPA Industrial Regional Screening Levels (RSLs), Region 9. There were no detected concentrations of VOCs above the laboratory reporting limits in the soil samples analyzed.

The soil results for metals from this investigation were reviewed and compared to the November 2014, EPA Region 9 Industrial RSLs and to the March 1996 Kearney Foundation of Soil Science study. All of the concentrations of metals detected in the soil samples analyzed were within normal background levels. Based on these findings, no further action is warranted.

6.0 REPORT LIMITATIONS AND RELIANCE

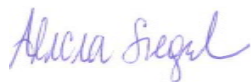
This report presents a summary of work completed by AEI Consultants. The completed work includes observations and descriptions of site conditions encountered. Where appropriate, it includes analytical results for samples taken during the course of the work. The number and location of samples are chosen to provide the requested information, subject to scope of work for which AEI was retained and limitations inherent in this type of work, but it cannot be assumed that they are representative of areas not sampled. This report should not be regarded as a guarantee that no further contamination beyond that which could have been detected within the scope of this investigation is present beneath the subject property. Undocumented, unauthorized releases of hazardous material, the remains of which are not readily identifiable by visual inspection and are of different chemical constituents, are difficult and often impossible to detect within the scope of a chemical specific investigation.

Any conclusions and/or recommendations are based on these analyses and observations, and the governing regulations. Conclusions beyond those stated and reported herein should not be inferred from this document. These services were performed in accordance with generally accepted practices, in the environmental engineering and construction field, which existed at the time and location of the work. No other warranty, either expressed or implied, has been made.

This investigation was prepared for the sole use and benefit of Mr. Alex Hwang and/or Cathay Bank. All reports, both verbal and written, whether in draft or final, are for the benefit of Mr. Alex Hwang and/or Cathay Bank. This report has no other purpose and may not be relied upon by any other person or entity without the written consent of AEI. Either verbally or in writing, third parties may come into possession of this report or all or part of the information generated as a result of this work. In the absence of a written agreement with AEI granting such rights, no third parties shall have rights of recourse or recovery whatsoever under any course of action against AEI, its officers, employees, vendors, successors or assigns. Reliance is provided in accordance with AEI's Proposal and Standard Terms & Conditions executed by Mr. Alex Hwang on January 22, 2015. The limitation of liability defined in the Terms and Conditions is the aggregate limit of AEI's liability to the client and all relying parties.

If there are any questions regarding our investigation, please do not hesitate to contact AEI at 310-798-4255.

Sincerely,
AEI Consultants

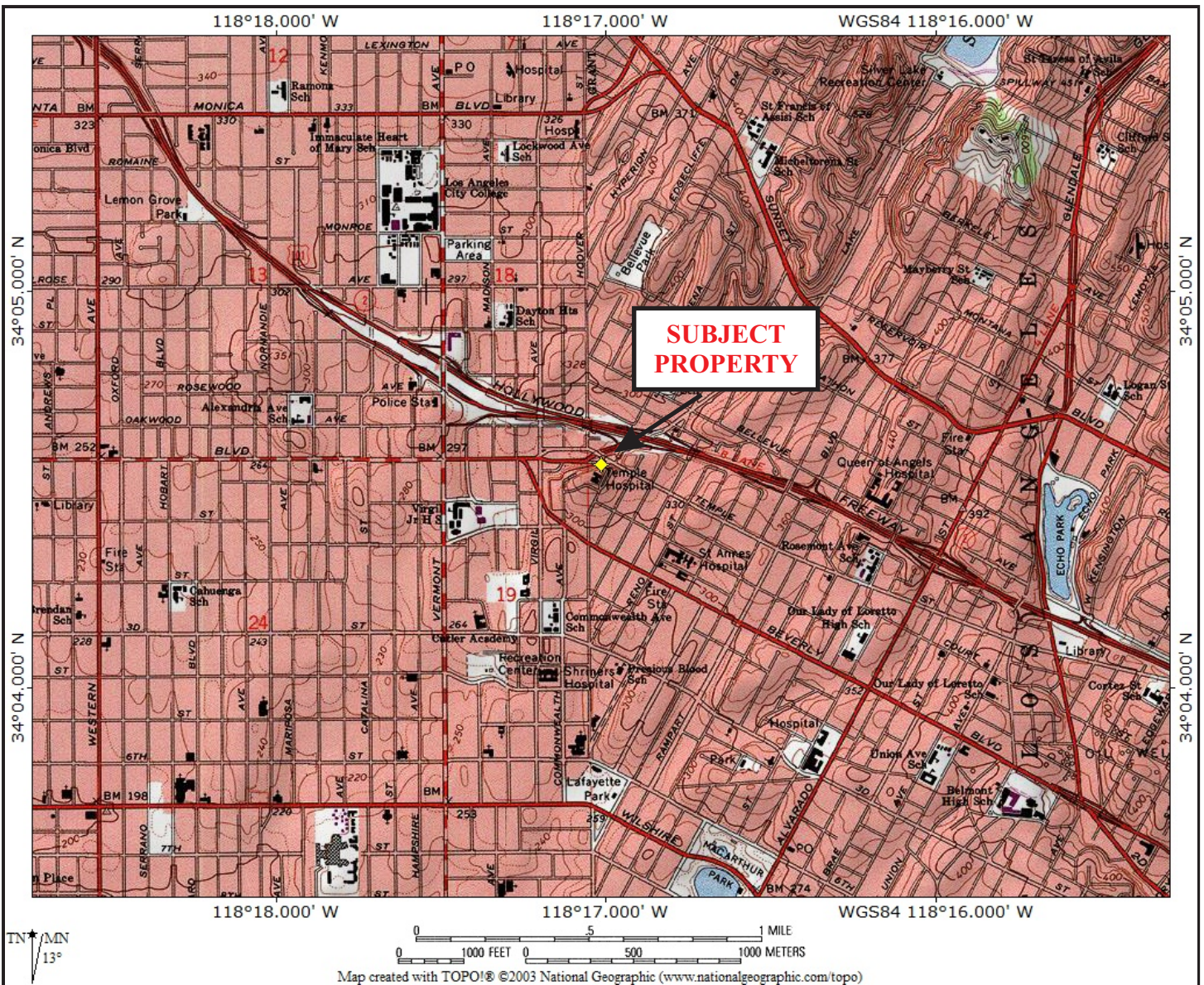


Alicia Siegel
Project Manager



Kent Vollmer, P.G., C.E.G.
Department Manager

FIGURES



SITE LOCATION MAP

235 North Hoover Street, Los Angeles, California 90004

Legend

Hollywood, CA Quadrangle
Date: 1991 Revised: N/A
Source: USGS

FIGURE 1

Project Number: 339037



AEI
Consultants



Note: All locations are approximate

SITE MAP

235 North Hoover Street, Los Angeles, California 90004



Legend

- Approximate Subject Property Boundary ———
- Approximate Soil Boring Locations —●— B-3
- Approximate Former UST Area (to be confirmed by onsite personnel) - - - - -

FIGURE 2

Project Number: 339037

AEI
Consultants

TABLES

TABLE 1: SOIL SAMPLE DATA SUMMARY
235 N. Hoover Street, Los Angeles, California 90004
AEI Project No. 339037

			U.S. EPA Method 8015M			U.S. EPA Method 8260B					
Location ID	Date	Depth	TPH-g	TPH-d	TPH-o	Benzene	Toluene	Ethyl-benzene	Total Xylenes	MTBE	All Other VOCs
		(feet bgs)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)
B-1	1/23/2015	10	ND<0.2	ND<1.0	ND<25	ND<1.0	ND<1.0	ND<1.0	ND<2.0	ND<2.0	<MDL
		15	ND<0.2	ND<1.0	ND<25	ND<1.0	ND<1.0	ND<1.0	ND<2.0	ND<2.0	<MDL
B-2	1/23/2015	5	ND<0.2	12.1	99.0	ND<1.0	ND<1.0	ND<1.0	ND<2.0	ND<2.0	<MDL
		10	ND<0.2	ND<1.0	ND<25	ND<1.0	ND<1.0	ND<1.0	ND<2.0	ND<2.0	<MDL
B-3	1/23/2015	5	ND<0.2	ND<1.0	ND<25	ND<1.0	ND<1.0	ND<1.0	ND<2.0	ND<2.0	<MDL
		10	ND<0.2	ND<1.0	ND<25	ND<1.0	ND<1.0	ND<1.0	ND<2.0	ND<2.0	<MDL
Comparison Values in mg/kg from Maximum Soil Screening Levels (MSSLs); California Regional Water Quality Control Board, April 2004, revised September 2006			500	1,000	10,000	--	--	--	--	--	--
Comparison Values in mg/kg from U.S. EPA Regional Screening Levels for Region 9; November 2014			--	--	--	5.1	4,700	25	250	210	Varies

Notes:

mg/kg	Analyses performed by Alpha Scientific Corporation, Cerritos, California	MTBE	Methyl Tertiary-Butyl Ether
bgs	Milligrams per kilogram	EPA	Environmental Protection Agency
ND<	Below ground surface	--	Comparison Value not applicable
VOCs	Not detected above the method reporting limit	TPH-g	Total Petroleum Hydrocarbons as gasoline
Bold	Volatile Organic Compounds	TPH-d	Total Petroleum Hydrocarbons as diesel
<MRL	Result exceeds applicable Comparison Value	TPH-o	Total Petroleum Hydrocarbons as oil
J	Not detected above method reporting limit		
	Estimated value above laboratory method detection limit, but below the limit for reporting		

TABLE 2: SOIL SAMPLE METALS DATA SUMMARY 235 N. Hoover Street, Los Angeles, California 90004 AEI Project No. 339037							
U.S. EPA Method 6010B for LUFT-5 Metals (TTLC)							
Location ID	Date	Depth (feet bgs)	Cadmium (mg/kg)	Chromium (mg/kg)	Lead (mg/kg)	Nickel (mg/kg)	Zinc (mg/kg)
B-1	1/23/2015	10	ND<1.0	32.4	6.6	40.8	106.0
		15	ND<1.0	21.0	5.5	30.9	77.0
B-2	1/23/2015	5	ND<1.0	13.5	11.4	20.9	89.6
		10	ND<1.0	22.9	6.5	59.7	93.5
B-3	1/23/2015	10	ND<1.0	23.4	4.8	26.8	72.4
		15	ND<1.0	20.3	8.6	9.0	78.2
Comparison Values based on California Maximum Background Concentration in mg/kg*			1.7	1,579	97.1	509	236
Comparison Values in mg/kg from U.S. EPA Regional Screening Levels for Region 9; November 2014			980	6.3	800	22,000	350,000

Notes:

	Analyses performed by Alpha Scientific Corporation, Cerritos, California
mg/kg	Milligrams per kilogram
bgs	Below ground surface
ND<	Not detected above the method detection limit
EPA	Environmental Protection Agency
J	Estimated value above laboratory method detection limit, but below the limit for reporting
Bold	Result exceeds applicable Comparison Value
*	From Kearney Foundation of Soil Science 1996 Report "Background Concentrations of Trace and Major Elements in California Soils"
CAM	California Administrative Manual - presently known as the California Code of Regulations
TTLC	Total Threshold Limit Concentrations - the limit at which concentrations of a metal in soil is considered hazardous

APPENDIX A

Ground Penetrating Radar Systems, Inc. Report



Corporate Headquarters: 7540 New West Rd., Toledo, OH 43617

1/23/2015

Attn: Mark Robson
AEI Consultants
2500 Camino Diablo
Walnut Creek, CA 94597
(925)-746-6000

Subject: Ground Penetrating Radar (GPR) and Radio detection (RD) surveying at 235 North Hoover for utilities prior to soil boring. 3 areas were scanned in order to provide flexibility and access for the drilling crew.

Lead Technician: Jesse Moorhouse

Ground Penetrating Radar Systems, Inc.

Table of Contents

1. Overview of GPR
2. Equipment & Capabilities
3. Site Description
4. Inspection Methods
5. Findings

Jesse Moorhouse • Project Manager | Southern California
(818)813-3614 • **FAX** (419)843-5829
Jesse.Moorhouse@gp-radar.com • www.gp-radar.com

1. Overview of GPR

Ground Penetrating Radar (GPR) is a non-destructive testing technology that sends a series of radar pulses into the surface which reflect back off of anomalies below. As the radar pulses pass through the ground, the waves bend slightly when encountering a material with differing physical properties, particularly density and conductivity. Thousands of pulses are sent and received in a small area, and the received signals are combined to form a real-time image of what is in the ground. The various places where the radar waves bend are displayed as anomalies which can be interpreted as steel pipes, PVC conduits, underground storage tanks, voids, foundations, etc. One of the many advantages of the technology is the ability to locate non-metallic objects as well as determining depth to the object. GPR data acquisition is very fast and results are available immediately, allowing any discovered anomalies to be marked directly in the field. Although sometimes confused with X-Ray, GPR uses no radiation emissions and is perfectly safe to work with human presence in close proximity.



Figure 1 - GSSI SIR-3000 and 400 MHz GPR

2. Equipment and Capabilities

Ground Penetrating Radar (GPR)

- **GSSI SIR – 3000**
 - GPRS uses a Geophysical Survey Systems Inc (GSSI) SIR-3000 Radar unit. This is the most advanced GPR technology available. It allows for onsite interpretation, as well as data storage for post processing. This equipment is self-calibrating, allowing more precise depth and location measurements.
 - GSSI is the world's leading GPR designer and manufacturer. Information can be found at www.geophysical.com
- **400 MHz GSSI Antenna**
 - For this project, we used a 400 MHz radar antenna. This antenna allows data collection in the subsurface to be performed at a maximum depth of approximately 6". For slab on grade applications, the antenna can go through the slab, and then provide information for items within the top several feet of the dirt below.
- **2000 MHz GSSI Antenna**
 - The concrete slab inside of the structure contained rebar/mesh reinforcement. This layer of reinforcing steel limited GPR depth in indoor locations to 12". The higher frequency antenna allows for a more detailed view of the concrete slab, increasing accuracy and conduit location capabilities.
- **RD-7000 Radiofrequency Detection System**
 - Locating specific pipes and cables in large underground networks is becoming increasingly complex. Ground distortion effects, caused by differing soil types and proximity to other conductors, make the operator's job more difficult and time-consuming. The most important requirements for a locator under these circumstances are ease of use, accuracy, and reliability. The RD-7000 Utility Locator addresses these needs with several groundbreaking features that deliver accurate, reliable, and repeatable measurements. I use this device to determine any type of electrical current running in the concrete. I use this as a supplementary technology along with the SIR-3000 due to the possibility of hard to detect electrical conduits within concrete structures.

3. Site Description

Scanning took place near adjacent to a hospital. Areas were on a concrete slab near the hospital power transformer, and these locations were free of any obstructions prior to scanning.

Date of Survey: January 23rd, 2015

4. Inspection Methods

The scope of work was for GPRS to scan 3 proposed boring locations, all of which were located inside a concrete slab that supported the hospitals transformer and backup generators/tanks. The entire location was also surveyed in order to locate any possible USTs that may still have been buried under the area.

GPRS thoroughly scanned each area with the radio detection equipment, 2000 MHz antenna and 400MHz antenna.

5. Findings

GPRS located rebar and wire mesh reinforcement, along with a water line inside the scan area. GPR was limited in depth to 12” deep due to the reinforcement in the concrete slab.



The Google Earth image above shows the auto garage where the survey took place. This pad was located on a steep slope adjacent to the hospital.



Photo above shows the location of what looked to be a previous UST area. The surface clues and difference between the concrete in this area as opposed to that of the rest of the pad provided evidence that this was pretty strong. Boring location was drilled just outside of this pad. No rebar or mesh was found within this pad.



The second boring was centered in the middle of the triangular pad, to one side of the existing diesel tank. Wire mesh was found inside this pad.



View of boring 2 on the left, looking towards the former UST location and the first boring being drilled.



View of boring location #3. This area was on the opposite side of the existing diesel tank as shown in the previous picture.



Additional angle.

Thank you for the opportunity to serve you on this project. I hope this report has answered all the questions you had regarding this survey. Additional photos and scan data of every spot were taken, and can be provided upon request. If there is anything you have questions about or feel was omitted, please do not hesitate to call or E-mail me.

Thank you,

A handwritten signature in black ink, appearing to read 'Jesse Moorhouse'.

Jesse Moorhouse
Project Manager – Southern California
818-813-3614
Ground Penetrating Radar Systems, Inc.
www.gp-radar.com

APPENDIX B

Boring Logs

PROJECT NUMBER: 339037 / Limited Phase II Subsurface Investigation		CLIENT: Cathay Bank	
PROJECT ADDRESS: 235 North Hoover Street, Los Angeles, CA 90004		ELEVATION: Approximately 348 feet amsl	
DRILLING CONTRACTOR: Vironex		START DATE: 1/23/15	END DATE: 1/23/15
DRILLING METHOD: Limited Access Direct Push		TOTAL DEPTH: Approximately 15 feet bgs.	
DEPTH TO FIRST GROUNDWATER: Not Encountered		DEPTH TO STATIC GROUNDWATER: Not Encountered	
LOGGED BY: M.Robson	CHECKED BY: K.Vollmer	NOTES: Near diesel generator to the left of the diesel AST.	

DEPTH (feet bgs)	SAMPLE DATA				SOIL DESCRIPTION	REMARKS
	SAMPLE NUMBER	PID (ppm)	USCS	LITHOLOGY		
1					16" of Concrete.	Driller noted 3/4 inch rebar toward bottom of slab.
2						
3						
4						
5	B-1-5	3.9	ML		Yellowish brown fine sandy SILT, 10YR 5/4, damp, medium stiff.	
6						
7						
8						
9						
10	B-1-10	10.2	ML		Light olive brown SILT, 2.5Y 5/4, damp, stiff.	
11						
12						
13						
14						
15	B-1-15	6.0	ML		Same as above, light olive brown, 2.5Y 5/6.	
16					Boring advanced to a terminal depth of approximately 15 feet below ground surface (bgs). Soil samples were collected at 5, 10, and 15 feet bgs. Boring backfilled with hydrated bentonite granules and capped with concrete to match existing surface after sampling.	
17						
18						
19						
20						
21						
22						
23						
24						
25						

PROJECT NUMBER: 339037 / Limited Phase II Subsurface Investigation		CLIENT: Cathay Bank	
PROJECT ADDRESS: 235 North Hoover Street, Los Angeles, CA 90004		ELEVATION: Approximately 348 feet amsl	
DRILLING CONTRACTOR: Vironex		START DATE: 1/23/15	END DATE: 1/23/15
DRILLING METHOD: Limited Access Direct Push		TOTAL DEPTH: Approximately 15 feet bgs.	
DEPTH TO FIRST GROUNDWATER: Not Encountered		DEPTH TO STATIC GROUNDWATER: Not Encountered	
LOGGED BY: M.Robson	CHECKED BY: K.Vollmer	NOTES: To the left of the diesel AST.	

DEPTH (feet bgs)	SAMPLE DATA				SOIL DESCRIPTION	REMARKS
	SAMPLE NUMBER	PID (ppm)	USCS	LITHOLOGY		
1					3" of Concrete.	
2						
3						
4						
5	B-2-5	9.2	ML		Light olive brown SILT, 2.5Y 5/4, damp, stiff, trace fine sand, trace rootlets up to 1mm in diameter.	
6						
7						
8						
9						
10	B-2-10	10.3	ML		Light olive brown SILT, 2.5Y 5/4, damp, medium stiff.	
11						
12						
13						
14					Olive brown SILT, 2.5Y 4/4, damp, medium stiff, trace iron oxide staining, trace greenish gray staining, GLEY1 6/5G_/2.	Noted green layer in sample. No noticeable odor.
15	B-2-15	7.2	ML			
16					Boring advanced to a terminal depth of approximately 15 feet below ground surface (bgs). Soil samples were collected at 5, 10, and 15 feet bgs. Boring backfilled with hydrated bentonite granules and capped with concrete to match existing surface after sampling.	
17						
18						
19						
20						
21						
22						
23						
24						
25						

PROJECT NUMBER: 339037 / Limited Phase II Subsurface Investigation		CLIENT: Cathay Bank	
PROJECT ADDRESS: 235 North Hoover Street, Los Angeles, CA 90004		ELEVATION: Approximately 348 feet amsl	
DRILLING CONTRACTOR: Vironex		START DATE: 1/23/15	END DATE: 1/23/15
DRILLING METHOD: Limited Access Direct Push		TOTAL DEPTH: Approximately 15 feet bgs.	
DEPTH TO FIRST GROUNDWATER: Not Encountered		DEPTH TO STATIC GROUNDWATER: Not Encountered	
LOGGED BY: M.Robson	CHECKED BY: K.Vollmer	NOTES: To the right of the diesel AST.	

DEPTH (feet bgs)	SAMPLE DATA				SOIL DESCRIPTION	REMARKS
	SAMPLE NUMBER	PID (ppm)	USCS	LITHOLOGY		
1					3" of Concrete.	
2						
3						
4						
5	B-3-5	7.7	ML		Olive brown SILT, 2.5Y 4/4, damp, medium stiff, trace iron oxide staining.	
6						
7						
8						
9						
10	B-3-10	8.5	ML		Same as above, trace manganese oxide staining.	
11						
12						
13						
14						
15	B-3-15	5.9	ML		Light olive brown SILT, 2.5Y 5/4, damp, medium stiff, trace iron oxide staining.	
16					Boring advanced to a terminal depth of approximately 15 feet below ground surface (bgs). Soil samples were collected at 5, 10, and 15 feet bgs. Boring backfilled with hydrated bentonite granules and capped with concrete to match existing surface after sampling.	
17						
18						
19						
20						
21						
22						
23						
24						
25						

APPENDIX C

Laboratory Analytical Data



Alpha Scientific Corporation
Environmental Laboratories

01-26-2015

Mr. Kent Vollmer
AEI Consultants
2233 W. 190th Street
Torrance, CA 90504

Project: 339037
Project Site: 235 North Hoover Street, Los Angeles, CA 90004
Sample Date: 01-23-2015
Lab Job No.: AI501048

Dear Mr. Vollmer:

Enclosed please find the analytical report for the sample(s) received by Alpha Scientific Corporation on 01-23-2015 and analyzed by the following EPA methods:

EPA 8015M (Total Petroleum Hydrocarbons)
EPA 8260B (VOCs & Oxygenates by GC/MS)
EPA 6010B for LUFT-5 Metals

All analyses have met the QA/QC criteria of this laboratory.

The sample(s) arrived in good conditions (i.e., chilled, intact) and with a chain of custody record attached.

Alpha Scientific Corporation is a CA DHS certified laboratory (Certificate Number 2633). Thank you for giving us the opportunity to serve you. Please feel free to call me at (562) 809-8880 if our laboratory can be of further service to you.

Sincerely,

Roger Wang, Ph. D.
Laboratory Director

Enclosures

This cover letter is an integral part of this analytical report.



Alpha Scientific Corporation

Environmental Laboratories

Client:	AEI Consultants	Lab Job No.:	AI501048
Project:	339037		
Project Site:	235 North Hoover Street, Los Angeles, CA 90004	Date Sampled:	01-23-2015
Matrix:	Soil	Date Received:	01-23-2015
Batch No. for TPH-g:	EMA23-GS1	Date Analyzed:	01-23-2015
Batch No. for TPH-d:	BA23-DS1	Date Analyzed:	01-23-2015
		Date Reported:	01-26-2015

EPA 8015M (Total Petroleum Hydrocarbons)

Reporting Unit: mg/kg (ppm)

Sample ID	Lab ID	Gasoline Range (C4-C12)*	Diesel Range (C13-C23)	Oil Range (C24-C40)
MDL		0.2	1	25
PQL		0.5	5.0	50
Method Blank		ND	ND	ND
B-1-10	AI501048-1	ND	ND	ND
B-1-15	AI501048-2	ND	ND	ND
B-2-5	AI501048-3	ND	12.1	99.0
B-2-10	AI501048-4	ND	ND	ND
B-3-5	AI501048-5	ND	ND	ND
B-3-10	AI501048-6	ND	ND	ND

* Gasoline Range TPH result is obtained from purge and trap analysis using LUFT GC/MS Method

MDL: Method Detection Limit. PQL: Practical Quantitation Limit.

ND: Not Detected (at the specified limit).

J: Trace value. Result is lower than PQL but higher than MDL.



Alpha Scientific Corporation

Environmental Laboratories

Client: AEI Consultants
Project: 339037

Lab Job No.: AI501048
Matrix: Soil

Date Reported: 01-26-2015
Date Sampled: 01-23-2015

EPA 8260B (VOCs by GC/MS, Page 1 of 2)

Reporting Unit: µg/kg(ppb)

DATE ANALYZED			01-23	01-23-15	01-23-15	01-23-15	01-23-15	
DILUTION FACTOR (DF)			1	1	1	1	1	
LAB SAMPLE I.D.				AI501048-1	AI501048-2	AI501048-3	AI501048-4	
CLIENT SAMPLE I.D.				B-1-10	B-1-15	B-2-5	B-2-10	
COMPOUND	MDL	PQL	MB					
Dichlorodifluoromethane	2	5	ND	ND	ND	ND	ND	
Chloromethane	2	5	ND	ND	ND	ND	ND	
Vinyl Chloride	1	2	ND	ND	ND	ND	ND	
Bromomethane	2	5	ND	ND	ND	ND	ND	
Chloroethane	2	5	ND	ND	ND	ND	ND	
Trichlorofluoromethane	2	5	ND	ND	ND	ND	ND	
1,1-Dichloroethene	2	5	ND	ND	ND	ND	ND	
Iodomethane	2	5	ND	ND	ND	ND	ND	
Methylene Chloride	5	10	ND	ND	ND	ND	ND	
trans-1,2-Dichloroethene	2	5	ND	ND	ND	ND	ND	
1,1-Dichloroethane	2	5	ND	ND	ND	ND	ND	
2,2-Dichloropropane	2	5	ND	ND	ND	ND	ND	
cis-1,2-Dichloroethene	2	5	ND	ND	ND	ND	ND	
Bromochloromethane	2	5	ND	ND	ND	ND	ND	
Chloroform	2	5	ND	ND	ND	ND	ND	
1,2-Dichloroethane	1	5	ND	ND	ND	ND	ND	
1,1,1-Trichloroethane	2	5	ND	ND	ND	ND	ND	
Carbon tetrachloride	1	5	ND	ND	ND	ND	ND	
1,1-Dichloropropene	2	5	ND	ND	ND	ND	ND	
Benzene	1	2	ND	ND	ND	ND	ND	
Trichloroethene	2	4	ND	ND	ND	ND	ND	
1,2-Dichloropropane	2	5	ND	ND	ND	ND	ND	
Bromodichloromethane	2	5	ND	ND	ND	ND	ND	
Dibromomethane	2	5	ND	ND	ND	ND	ND	
Trans-1,3-Dichloropropene	2	5	ND	ND	ND	ND	ND	
cis-1,3-Dichloropropene	2	5	ND	ND	ND	ND	ND	
1,1,2-Trichloroethane	2	5	ND	ND	ND	ND	ND	
1,3-Dichloropropane	1	5	ND	ND	ND	ND	ND	
Dibromochloromethane	2	5	ND	ND	ND	ND	ND	
2-Chloroethylvinyl ether	2	10	ND	ND	ND	ND	ND	
Bromoform	2	5	ND	ND	ND	ND	ND	
Isopropylbenzene	2	5	ND	ND	ND	ND	ND	
Bromobenzene	2	5	ND	ND	ND	ND	ND	



Alpha Scientific Corporation

Environmental Laboratories

Client: AEI Consultants
Project: 339037

Lab Job No.: AI501048
Matrix: Soil

Date Reported: 01-26-2015
Date Sampled: 01-23-2015

EPA 8260B (VOCs & Oxygenates by GC/MS, Page 2 of 2)

Reporting Unit: µg/kg(ppb)

COMPOUND	MDL	PQL	MB	B-1-10	B-1-15	B-2-5	B-2-10	
Toluene	1	2	ND	ND	ND	ND	ND	
Tetrachloroethene	2	4	ND	ND	ND	ND	ND	
1,2-Dibromoethane(EDB)	2	5	ND	ND	ND	ND	ND	
Chlorobenzene	2	5	ND	ND	ND	ND	ND	
1,1,1,2-Tetrachloroethane	2	5	ND	ND	ND	ND	ND	
Ethylbenzene	1	2	ND	ND	ND	ND	ND	
Total Xylenes	2	4	ND	ND	ND	ND	ND	
Styrene	2	5	ND	ND	ND	ND	ND	
1,1,2,2-Tetrachloroethane	2	5	ND	ND	ND	ND	ND	
1,2,3-Trichloropropane	2	5	ND	ND	ND	ND	ND	
n-Propylbenzene	2	5	ND	ND	ND	ND	ND	
2-Chlorotoluene	2	5	ND	ND	ND	ND	ND	
4-Chlorotoluene	2	5	ND	ND	ND	ND	ND	
1,3,5-Trimethylbenzene	2	5	ND	ND	ND	ND	ND	
tert-Butylbenzene	2	5	ND	ND	ND	ND	ND	
1,2,4-Trimethylbenzene	2	5	ND	ND	ND	ND	ND	
Sec-Butylbenzene	2	5	ND	ND	ND	ND	ND	
1,3-Dichlorobenzene	2	5	ND	ND	ND	ND	ND	
p-Isopropyltoluene	2	5	ND	ND	ND	ND	ND	
1,4-Dichlorobenzene	2	5	ND	ND	ND	ND	ND	
1,2-Dichlorobenzene	2	5	ND	ND	ND	ND	ND	
n-Butylbenzene	2	5	ND	ND	ND	ND	ND	
1,2,4-Trichlorobenzene	2	5	ND	ND	ND	ND	ND	
1,2-Dibromo-3-Chloropropane	2	5	ND	ND	ND	ND	ND	
Hexachlorobutadiene	2	5	ND	ND	ND	ND	ND	
Naphthalene	2	5	ND	ND	ND	ND	ND	
1,2,3-Trichlorobenzene	2	5	ND	ND	ND	ND	ND	
Acetone	50	100	ND	ND	ND	ND	ND	
2-Butanone (MEK)	35	50	ND	ND	ND	ND	ND	
4-Methyl-2-pentanone (MIBK)	35	50	ND	ND	ND	ND	ND	
2-Hexanone	35	50	ND	ND	ND	ND	ND	
Ethanol	500	1000	ND	ND	ND	ND	ND	
MTBE	2	5	ND	ND	ND	ND	ND	
ETBE	2	5	ND	ND	ND	ND	ND	
DIPE	2	5	ND	ND	ND	ND	ND	
TAME	2	5	ND	ND	ND	ND	ND	
T-Butyl Alcohol	20	50	ND	ND	ND	ND	ND	

MDL=Method Detection Limit; PQL=Practical Quantitation Limit; MB=Method Blank;
ND=Not Detected (below DF × MDL), * Obtained from a higher dilution analysis. J:Trace value.



Alpha Scientific Corporation

Environmental Laboratories

Client: AEI Consultants
Project: 339037

Lab Job No.: AI501048
Matrix: Soil

Date Reported: 01-26-2015
Date Sampled: 01-23-2015

EPA 8260B (VOCs by GC/MS, Page 1 of 2) Reporting Unit: µg/L (ppb)

Date ANALYZED			01-23	01-23-15	01-23-15			
DILUTION FACTOR			1	1	1			
LAB SAMPLE I.D.				AI501048-5	AI501048-6			
CLIENT SAMPLE I.D.				B-3-5	B-3-10			
COMPOUND	MDL	PQL	MB					
Dichlorodifluoromethane	2	5	ND	ND	ND			
Chloromethane	2	5	ND	ND	ND			
Vinyl Chloride	1	2	ND	ND	ND			
Bromomethane	2	5	ND	ND	ND			
Chloroethane	2	5	ND	ND	ND			
Trichlorofluoromethane	2	5	ND	ND	ND			
1,1-Dichloroethene	2	5	ND	ND	ND			
Iodomethane	2	5	ND	ND	ND			
Methylene Chloride	5	10	ND	ND	ND			
trans-1,2-Dichloroethene	2	5	ND	ND	ND			
1,1-Dichloroethane	2	5	ND	ND	ND			
2,2-Dichloropropane	2	5	ND	ND	ND			
cis-1,2-Dichloroethene	2	5	ND	ND	ND			
Bromochloromethane	2	5	ND	ND	ND			
Chloroform	2	5	ND	ND	ND			
1,2-Dichloroethane	1	5	ND	ND	ND			
1,1,1-Trichloroethane	2	5	ND	ND	ND			
Carbon tetrachloride	1	5	ND	ND	ND			
1,1-Dichloropropene	2	5	ND	ND	ND			
Benzene	1	2	ND	ND	ND			
Trichloroethene	2	4	ND	ND	ND			
1,2-Dichloropropane	2	5	ND	ND	ND			
Bromodichloromethane	2	5	ND	ND	ND			
Dibromomethane	2	5	ND	ND	ND			
Trans-1,3-Dichloropropene	2	5	ND	ND	ND			
cis-1,3-Dichloropropene	2	5	ND	ND	ND			
1,1,2-Trichloroethane	2	5	ND	ND	ND			
1,3-Dichloropropane	1	5	ND	ND	ND			
Dibromochloromethane	2	5	ND	ND	ND			
2-Chloroethylvinyl ether	2	10	ND	ND	ND			
Bromoform	2	5	ND	ND	ND			
Isopropylbenzene	2	5	ND	ND	ND			
Bromobenzene	2	5	ND	ND	ND			



Alpha Scientific Corporation

Environmental Laboratories

Client: AEI Consultants
Project: 339037

Lab Job No.: AI501048
Matrix: Soil

Date Reported: 01-26-2015
Date Sampled: 01-23-2015

EPA 8260B (VOCs by GC/MS, Page 2 of 2) Reporting Unit: ppb

COMPOUND	MDL	PQL	MB	B-3-5	B-3-10			
Toluene	1	2	ND	ND	ND			
Tetrachloroethene	2	4	ND	ND	ND			
1,2-Dibromoethane(EDB)	2	5	ND	ND	ND			
Chlorobenzene	2	5	ND	ND	ND			
1,1,1,2-Tetrachloroethane	2	5	ND	ND	ND			
Ethylbenzene	1	2	ND	ND	ND			
Total Xylenes	2	4	ND	ND	ND			
Styrene	2	5	ND	ND	ND			
1,1,2,2-Tetrachloroethane	2	5	ND	ND	ND			
1,2,3-Trichloropropane	2	5	ND	ND	ND			
n-Propylbenzene	2	5	ND	ND	ND			
2-Chlorotoluene	2	5	ND	ND	ND			
4-Chlorotoluene	2	5	ND	ND	ND			
1,3,5-Trimethylbenzene	2	5	ND	ND	ND			
tert-Butylbenzene	2	5	ND	ND	ND			
1,2,4-Trimethylbenzene	2	5	ND	ND	ND			
Sec-Butylbenzene	2	5	ND	ND	ND			
1,3-Dichlorobenzene	2	5	ND	ND	ND			
p-Isopropyltoluene	2	5	ND	ND	ND			
1,4-Dichlorobenzene	2	5	ND	ND	ND			
1,2-Dichlorobenzene	2	5	ND	ND	ND			
n-Butylbenzene	2	5	ND	ND	ND			
1,2,4-Trichlorobenzene	2	5	ND	ND	ND			
1,2-Dibromo-3-Chloropropane	2	5	ND	ND	ND			
Hexachlorobutadiene	2	5	ND	ND	ND			
Naphthalene	2	5	ND	ND	ND			
1,2,3-Trichlorobenzene	2	5	ND	ND	ND			
Acetone	50	100	ND	ND	ND			
2-Butanone (MEK)	35	50	ND	ND	ND			
4-Methyl-2-pentanone	35	50	ND	ND	ND			
2-Hexanone	35	50	ND	ND	ND			
Ethanol	500	1000	ND	ND	ND			
MTBE	2	5	ND	ND	ND			
ETBE	2	5	ND	ND	ND			
DIPE	2	5	ND	ND	ND			
TAME	2	5	ND	ND	ND			
t-Butyl Alcohol	20	50	ND	ND	ND			

MDL=Method Detection Limit; PQL=Practical Quantification Limit; MB=Method Blank;
ND=Not Detected (below DF × MDL), * Obtained from a higher dilution analysis. J:Trace value (between DF × MDL & DF × PQL).



Alpha Scientific Corporation

Environmental Laboratories

Client: AEI Consultants
Project: 339037
Project Site: 235 North Hoover Street, Los Angeles, CA 90004
Matrix: Soil
Digestion Method: EPA 3050B
Batch No.: 0126-MS1

Lab Job No.: AI501048
Date Sampled: 01-23-2015
Date Received: 01-23-2015
Date Digested: 01-23-2015
Date Analyzed: 01-26-2015
Date Reported: 01-26-2015

EPA 6010B for LUFT Metals (TTLC)

Reporting Units: mg/kg (ppm)

Element	EPA	Method Blank	AI501048-1	AI501048-2	AI501048-3	AI501048-4	MDL	PQL
	Method		B-1-10	B-1-15	B-2-5	B-2-10		
Cadmium (Cd)	6010B	ND	ND	ND	ND	ND	1	2
Chromium (Cr)	6010B	ND	32.4	21.0	13.5	22.9	1	2
Lead (Pb)	6010B	ND	6.6	5.5	11.4	6.5	1	2
Nickel (Ni)	6010B	ND	40.8	30.9	20.9	59.7	1	2
Zinc (Zn)	6010B	ND	106	77.0	89.6	93.5	1	2

Element	EPA	Method Blank	AI501048-5	AI501048-6			MDL	PQL
	Method		B-3-10	B-3-15				
Cadmium (Cd)	6010B	ND	ND	ND			1	2
Chromium (Cr)	6010B	ND	23.4	20.3			1	2
Lead (Pb)	6010B	ND	4.8	8.6			1	2
Nickel (Ni)	6010B	ND	26.8	9.0			1	2
Zinc (Zn)	6010B	ND	72.4	78.2			1	2

MDL: Method Detection Limit
PQL: Practical Quantitation Limit.
ND: Not Detected (below MDL).



Alpha Scientific Corporation

Environmental Laboratories

01-26-2015

TPH-Gasoline Batch QA/QC Report

Client: AEI Consultants
Project: 339037
Matrix: Soil
Batch No.: EMA23-GS1

Lab Job No.: AI501048
Lab Sample ID: MT501046-1
Date Analyzed: 01-23/24-2015

I. MS/MSD Report Unit: ppb

Analyte	Sample Conc.	Spike Conc.	MS	MSD	MS %Rec.	MSD %Rec.	% RPD	%RPD Accept. Limit	%Rec Accept. Limit
TPH-g	ND	1000	893	797	89.3	79.7	11.4	30	70-130

II. LCS Result Unit: ppb

Analyte	LCS Report Value	True Value	Rec.%	Accept. Limit
TPH-g	985	1,000	98.5	80-120

ND: Not Detected (at the specified limit).



Alpha Scientific Corporation

Environmental Laboratories

01-26-2015

EPA 8015M (TPH) Batch QA/QC Report

Client: AEI Consultants
Project: 339037
Matrix: Soil
Batch No: BA23-DS1

Lab Job No.: AI501048
Lab Sample ID: PI501045-1
Date Analyzed: 01-23-2015

I. MS/MSD Report Unit: ppm

Analyte	Sample Conc.	Spike Conc.	MS	MSD	MS %Rec.	MSD %Rec.	% RPD	%RPD Accept. Limit	%Rec Accept. Limit
TPH-d	ND	200	214	220	107.0	110.0	2.8	30	70-130

II. LCS Result Unit: ppm

Analyte	LCS Value	True Value	Rec.%	Accept. Limit
TPH-d	187	200	93.5	80-120

ND: Not Detected (at the specified limit)



Alpha Scientific Corporation

Environmental Laboratories

01-26-2015

EPA 8260B Batch QA/QC Report

Client: AEI Consultants
Project: 339037
Matrix: Soil
Batch No: 0123-VOES1

Lab Job No.: AI501048
Lab Sample ID: MT501046-1
Date Analyzed: 01-23-2015

I. MS/MSD Report Unit: ppb

Analyte	Sample Conc.	Spike Conc.	MS	MSD	MS %Rec.	MSD %Rec.	% RPD	%RPD Accept. Limit	%Rec Accept. Limit
1,1-Dichloroethene	ND	20	17.0	15.7	85.0	78.5	8.0	30	70-130
Benzene	ND	20	19.4	18.5	97.0	92.5	4.7	30	70-130
Trichloro-ethene	ND	20	17.8	17.0	89.0	85.0	4.6	30	70-130
Toluene	ND	20	22.1	20.7	110.5	103.5	6.5	30	70-130
Chlorobenzene	ND	20	21.3	20.6	106.5	103.0	3.3	30	70-130

II. LCS Result Unit: ppb

Analyte	LCS Value	True Value	Rec.%	Accept. Limit
1,1-Dichloroethene	17.1	20.0	85.5	80-120
Benzene	18.8	20.0	94.0	80-120
Trichloro-ethene	16.8	20.0	84.0	80-120
Toluene	20.8	20.0	104.0	80-120
Chlorobenzene	20.5	20.0	102.5	80-120

ND: Not Detected (at the specified limit)



Alpha Scientific Corporation
Environmental Laboratories

01-26-2015

**EPA 6010B for Metals
Batch QA/QC Report**

Client: AEI Consultants
Project: 339037
Matrix: Soil
Batch No.: 0126-MS1

Lab Job No.: AI501048
Lab Sample ID: AI501048-1
Date Analyzed: 01-26-2015

**I. MS/MSD Report
Unit: ppm**

Analyte	EPA Method	MB Conc.	Spike Conc.	MS %Rec.	MSD %Rec.	% RPD	%RPD Accept. Limit	%Rec Accept. Limit
Cadmium (Cd)	6010B	ND	10	105.8	108.2	2.2	30	70-130
Chromium (Cr)	6010B	ND	10	104.6	100.0	4.5	30	70-130
Copper (Cu)	6010B	ND	10	103.5	104.2	0.6	30	70-130
Nickel (Ni)	6010B	ND	10	126.0	128.1	1.7	30	70-130
Zinc (Zn)	6010B	ND	10	102.3	104.1	1.7	30	70-130

**II. LCS Result
Unit: ppm**

Analyte	EPA Method	LCS Value	True Value	Rec.%	Accept. Limit
Cadmium (Cd)	6010B	10.51	10	105.1	80-120
Chromium (Cr)	6010B	9.888	10	98.9	80-120
Lead (Pb)	6010B	10.34	10	103.4	80-120
Nickel (Ni)	6010B	10.90	10	109.0	80-120
Zinc (Zn)	6010B	10.56	10	105.6	80-120

ND: Not Detected (at the specified limit).

Client: AEL Consultants		Address: 7233 W. 190th St, Torrance, CA 90504 Ste. 112		Phone: 949-752-1300		Fax: 949-752-8801		Sampled by: Mark Robson									
Project Name/No. 339037		Project Site: 735 N. Harbor Street, Los Angeles, CA 90004		Lab Sample ID: A1501048		Sample Collection Date: 1-23-15		Matrix Type: SOTL									
Client Sample ID	Lab Sample ID	Sample Collection Date	Time	Matrix Type	Sample Preserve	No. type & size of container	TPH-Gasoline	TPH-Diesel	8260B (BTEX, Oxygenates)	8260B (VOCs)	8270C (SVOCs)	CAM Metals	8082 (PCBs)	TPH-C6 method	TPH-C6 method	TPH-C6 method	TPH-C6 method
B-1-5	A1501048	1-23-15	1057	SOTL	W/A	1 seane				X				X			Hold
B-1-10	41	1-23-15	1103							X				X			
B-1-15	42	1-23-15	1112							X				X			
B-2-5	43	1-23-15	1137							X				X			
B-2-10	44	1-23-15	1141							X				X			
B-2-15	45	1-23-15	1207							X				X			Hold
B-3-5	46	1-23-15	1220							X				X			
B-3-10	47	1-23-15	1225							X				X			
B-3-15	48	1-23-15	1236							X				X			Hold

APPENDIX F

Noise Measurement Data

Filename	831_Data.002
Serial Number	1671
Model	Model 831
Firmware Version	2.301
User	
Location	Council & Hoover
Job Description	
Note	

Start	2016/01/27 7:14:00
Stop	2016/01/27 7:29:02
Duration	0:15:02.3
Run Time	0:15:02.3
Pause	0:00:00.0

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0
Overload	143.4

LAEq		58.9 dB	
LAE		88.5 dB	
EA		78.062 $\mu\text{Pa}^2\text{h}$	
LAp _{peak} (max)	2016/01/27 7:29:48		98.4 dB
LAS _{max}	2016/01/27 7:29:50		80.3 dB
LAS _{min}	2016/01/27 7:27:17		49.5 dB
SEA		-99.9 dB	

	Left Side - Night Level (dB)	Left Side - Day Level (dB)	Right Side - Night Level (dB)	Right Side - Day Level (dB)
Community Noise	58.9	58.9	-99.9	58.9
LCeq	71.2 dB			58.9
LAeq	58.9 dB			-99.9
LCeq - LAeq	12.3 dB			
LAleq	61.1 dB			
LAeq	58.9 dB			
LAleq - LAeq	2.2 dB			
# Overloads	0			
Overload Duration	0.0 s			

LAS1.67	65.5 dB
LAS8.33	59.5 dB
LAS25.00	54.9 dB
LAS33.33	53.6 dB
LAS50.00	52.4 dB
LAS90.00	50.5 dB

Summary							
Filename	831_Data.003						
Serial Number	1671						
Model	Model 831						
Firmware Version	2.301						
User							
Location	N Hoover north end						
Job Description							
Note							
Measurement Description							
Start	2016/01/27 7:31:30						
Stop	2016/01/27 7:46:32						
Duration	0:15:01.6						
Run Time	0:15:01.6						
Pause	0:00:00.0						
Pre Calibration	2016/01/20 17:34:01						
Post Calibration	None						
Calibration Deviation	---						
Overall Settings							
RMS Weight	A Weighting						
Peak Weight	A Weighting						
Detector	Slow						
Preamp	PRM831						
Microphone Correction	Off						
Integration Method	Linear						
Gain	0.0 dB						
Overload	143.4 dB						
	A	C	Z				
Under Range Peak	75.8	72.8	77.8 dB				
Under Range Limit	26.2	26.5	31.9 dB				
Noise Floor	17.0	17.3	22.5 dB				
Results							
LAeq	60.5 dB						
LAE	90.0 dB						
EA	111.240 µPa²h						
LApeak (max)	2016/01/27 7:31:58	90.3 dB					
LASmax	2016/01/27 7:31:59	72.7 dB					
LASmin	2016/01/27 7:33:16	56.6 dB					
SEA	-99.9 dB						
LAS > 65.0 dB (Exceedence Counts / Duration)	5	39.0 s					
LAS > 85.0 dB (Exceedence Counts / Duration)	0	0.0 s					
LApeak > 135.0 dB (Exceedence Counts / Duration)	0	0.0 s					
LApeak > 137.0 dB (Exceedence Counts / Duration)	0	0.0 s					
LApeak > 140.0 dB (Exceedence Counts / Duration)	0	0.0 s					
Community Noise							
	Ldn	LDay 07:00-22:00	LNight 22:00-07:00	Lden	LDay 07:00-19:00	LEvening 19:00-22:00	LNight 22:00-07:00
	60.5	60.5	-99.9	60.5	60.5	-99.9	-99.9
LCeq	73.1 dB						
LAeq	60.5 dB						
LCeq - LAeq	12.6 dB						
LAleq	62.1 dB						
LAeq	60.5 dB						
LAleq - LAeq	1.6 dB						
# Overloads	0						
Overload Duration	0.0 s						
Statistics							
LAS1.67	67.8 dB						
LAS8.33	61.6 dB						
LAS25.00	60.2 dB						
LAS33.33	59.8 dB						
LAS50.00	59.3 dB						
LAS90.00	57.9 dB						

Summary									
Filename	831_Data.004								
Serial Number	1671								
Model	Model 831								
Firmware Version	2.301								
User									
Location	Council Street mid block								
Job Description									
Note									
Measurement Description									
Start	2016/01/27 7:49:58								
Stop	2016/01/27 8:05:00								
Duration	0:15:02.5								
Run Time	0:15:02.5								
Pause	0:00:00.0								
Pre Calibration	2016/01/20 17:34:01								
Post Calibration	None								
Calibration Deviation	---								
Overall Settings									
RMS Weight	A Weighting								
Peak Weight	A Weighting								
Detector	Slow								
Preamp	PRM831								
Microphone Correction	Off								
Integration Method	Linear								
Gain	0.0 dB								
Overload	143.4 dB								
	A	C	Z						
Under Range Peak	75.8	72.8	77.8 dB						
Under Range Limit	26.2	26.5	31.9 dB						
Noise Floor	17.0	17.3	22.5 dB						
Results									
LAeq	58.5 dB								
LAE	88.0 dB								
EA	70.462 µPa²h								
LApeak (max)	2016/01/27 7:58:35	101.8 dB							
LASmax	2016/01/27 7:54:30	68.4 dB							
LASmin	2016/01/27 8:04:16	55.3 dB							
SEA	-99.9 dB								
LAS > 65.0 dB (Exceedence Counts / Duration)	8	22.8 s							
LAS > 85.0 dB (Exceedence Counts / Duration)	0	0.0 s							
LApeak > 135.0 dB (Exceedence Counts / Duration)	0	0.0 s							
LApeak > 137.0 dB (Exceedence Counts / Duration)	0	0.0 s							
LApeak > 140.0 dB (Exceedence Counts / Duration)	0	0.0 s							
Community Noise									
	Ldn	LDay 07:00-22:00	LNight 22:00-07:00	Lden	LDay 07:00-19:00	LEvening 19:00-22:00	LNight 22:00-07:00		
	58.5	58.5	-99.9	58.5	58.5	-99.9	-99.9		
LCeq	70.6 dB								
LAeq	58.5 dB								
LCeq - LAeq	12.1 dB								
LAleq	62.2 dB								
LAeq	58.5 dB								
LAleq - LAeq	3.8 dB								
# Overloads	0								
Overload Duration	0.0 s								
Statistics									
LAS1.67	65.3 dB								
LAS8.33	60.3 dB								
LAS25.00	58.2 dB								
LAS33.33	57.8 dB								
LAS50.00	57.3 dB								
LAS90.00	56.1 dB								

Summary							
Filename	831_Data.005						
Serial Number	1671						
Model	Model 831						
Firmware Version	2.301						
User							
Location	North end of Commonwealth Place						
Job Description							
Note							
Measurement Description							
Start	2016/01/27 8:09:50						
Stop	2016/01/27 8:24:52						
Duration	0:15:02.0						
Run Time	0:15:02.0						
Pause	0:00:00.0						
Pre Calibration	2016/01/20 17:34:01						
Post Calibration	None						
Calibration Deviation	---						
Overall Settings							
RMS Weight	A Weighting						
Peak Weight	A Weighting						
Detector	Slow						
Preamp	PRM831						
Microphone Correction	Off						
Integration Method	Linear						
Gain	0.0 dB						
Overload	143.4 dB						
	A	C	Z				
Under Range Peak	75.8	72.8	77.8 dB				
Under Range Limit	26.2	26.5	31.9 dB				
Noise Floor	17.0	17.3	22.5 dB				
Results							
LAeq	59.8 dB						
LAE	89.4 dB						
EA	95.967 μPa²h						
LApeak (max)	2016/01/27 8:15:43	95.8 dB					
LASmax	2016/01/27 8:19:01	76.5 dB					
LASmin	2016/01/27 8:10:38	51.4 dB					
SEA	-99.9 dB						
LAS > 65.0 dB (Exceedence Counts / Duration)	5	43.5 s					
LAS > 85.0 dB (Exceedence Counts / Duration)	0	0.0 s					
LApeak > 135.0 dB (Exceedence Counts / Duration)	0	0.0 s					
LApeak > 137.0 dB (Exceedence Counts / Duration)	0	0.0 s					
LApeak > 140.0 dB (Exceedence Counts / Duration)	0	0.0 s					
Community Noise							
	Ldn	LDay 07:00-22:00	LNight 22:00-07:00	Lden	LDay 07:00-19:00	LEvening 19:00-22:00	LNight 22:00-07:00
	59.8	59.8	-99.9	59.8	59.8	-99.9	-99.9
LCeq	72.6 dB						
LAeq	59.8 dB						
LCeq - LAeq	12.8 dB						
LAleq	63.5 dB						
LAeq	59.8 dB						
LAleq - LAeq	3.6 dB						
# Overloads	0						
Overload Duration	0.0 s						
Statistics							
LAS1.67	71.5 dB						
LAS8.33	59.4 dB						
LAS25.00	55.5 dB						
LAS33.33	54.9 dB						
LAS50.00	54.2 dB						
LAS90.00	52.5 dB						

DRAFT

**TRANSPORTATION STUDY
FOR THE
PINNACLE PLACE
APARTMENT PROJECT
LOS ANGELES, CALIFORNIA**

JANUARY 2016

PREPARED FOR
MJM INVESTMENT COMPANY, LLC

PREPARED BY
 **Gibson**
transportation consulting, inc.

DRAFT

**TRANSPORTATION STUDY
FOR THE
PINNACLE PLACE
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January 2016

Prepared for:

MJM INVESTMENT COMPANY, LLC

Prepared by:

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Chapter 1

Introduction

This study presents the traffic impact analysis for the proposed Pinnacle Place apartment project (the Project) located in the Rampart Village neighborhood of the City of Los Angeles (the City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT LOCATION

The Project Site at 235 N. Hoover Street lies within the *Vermont Western Transit Oriented District (Station Neighborhood Area Plan)* (Los Angeles Department of City Planning, March 1, 2001) (SNAP), which is located in the Wilshire Community Plan area of the City. The Project Site is generally bounded by adjacent hotel uses and Temple Street to the north, Hoover Street to the east, Council Street to the south, and adjacent apartment uses and Commonwealth Avenue to the west. The Project Site is located less than one-quarter mile south of the Hollywood Freeway (US 101) and lies within an urbanized area consisting primarily of residential, commercial, and light industrial/manufacturing uses.

PROJECT DESCRIPTION

MJM Investment Company, LLC proposes to demolish the existing 148-bed hospital and replace it with 214 apartment units. The Project would provide at least Los Angeles Municipal Code (City of Los Angeles, June 30, 2015) (LAMC) required automobile and SNAP required bicycle parking in a surface parking lot and a two-level below-grade garage.

The proposed Project site plan is illustrated in Figure 1.

ORGANIZATION OF REPORT

This report is divided into 13 chapters, including this introduction. Chapter 2 describes the methodology used to analyze intersection operating characteristics and assess significant traffic impacts. Chapter 3 describes the existing circulation system, traffic volumes, and conditions in the Study Area. The methodologies used to forecast future background traffic volumes are described and applied in Chapter 4. Chapter 5 discusses the methodologies used to forecast Project traffic and the Project-related traffic volumes, and Chapter 6 assesses intersection operating conditions of the existing street system after completion of the Project. Chapter 7 assesses intersection operating conditions in the future after completion of the Project. Chapter 8 identifies traffic impacts caused by the Project under existing and future conditions at buildout. Chapter 9 presents the regional Congestion Management Program analysis. Site access and internal circulation are evaluated in Chapter 10. Chapter 11 presents a summary of parking requirements and supply for the Project. Chapter 12 presents the impacts associated with the construction phase of the Project. A brief summary of the study conclusions are presented in Chapter 13. The appendices contain supporting documentation, traffic counts and analysis worksheets.



SITE PLAN

FIGURE
1

Chapter 2

Traffic Impact Analysis Methodology

This chapter describes the various traffic scenarios analyzed, the methodologies used for assessing intersection and street segment operating conditions, and significant traffic impact criteria for the jurisdictions overseeing the analysis.

STUDY SCOPE AND METHODOLOGY

The scope of analysis for this study was developed in consultation with LADOT staff. A copy of the signed LADOT Memorandum of Understanding (MOU) is provided in Appendix A. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach.

The traffic impact study evaluates the potential for impacts caused by the Project on the street system surrounding the site. The following analysis conditions were analyzed for the Project:

- Existing Conditions (Year 2015) – The analysis of existing traffic conditions provides a basis for the assessment of Existing with Project and Future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes, and current operating conditions. Year 2015 identifies the base year in which traffic counts were conducted.

Intersection turning movement counts for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods were collected in September 2015 while local schools were in session. Fieldwork (lane configurations, signal phasing, parking restrictions, etc.) for the analyzed intersections was also collected in September 2015.

- Existing with Project Conditions (Year 2015) – The California Environmental Quality Act (CEQA) requires an evaluation of project traffic impacts on the existing environment as part of traffic impact analyses. This analysis evaluates the potential Project-related traffic impacts as compared to Existing Conditions.

-
- Future without Project Conditions (Year 2018) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by Year 2018. The Future without Project traffic conditions are projected by adding ambient traffic growth and traffic from related projects to existing conditions. This analysis provides the baseline conditions by which Project impacts are evaluated at full buildout.
 - Future with Project Conditions (Year 2018) – This analysis identifies the potential incremental impacts of the Project at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the net Project-generated traffic to the Future without Project traffic forecasts (Year 2018).

INTERSECTION LEVEL OF SERVICE METHODOLOGY

Signalized Intersections

Signalized intersections were analyzed using the Critical Movement Analysis (CMA) methodology in accordance with *Traffic Study Policies and Procedures* (LADOT, August 2014). LADOT's CalcaDB Lite software was used to calculate the overall intersection volume-to-capacity (V/C) ratio and the resulting level of service (LOS). LOS is a qualitative measure used to describe the traffic flow conditions. Table 1 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F.

Computer Traffic Signal Control. The Automated Traffic Surveillance and Control (ATSAC) system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City of Los Angeles to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been tested and implemented along major travel corridors in the City. ATCS is a computer-based traffic signal

control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

Unsignalized Intersections

Unsignalized intersections were analyzed using the *2010 Highway Capacity Manual* (Transportation Research Board, 2010) (HCM) methodology, which quantifies the intersection operations in terms of worst-case vehicular delay in seconds.

IMPACT CRITERIA AND SIGNIFICANCE THRESHOLDS

Signalized Intersections

The significance of the potential impacts of Project-generated traffic at each signalized study intersection was identified using criteria provided in *Traffic Study Policies and Procedures*. According to the LADOT sliding scale method for calculating the level of impact due to traffic generated by a proposed project, a significant transportation impact is determined based on the criteria presented below:

Intersection Conditions with Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
A or B	≤ 0.700	--
C	0.701 - 0.800	≥ 0.04
D	0.801 - 0.900	≥ 0.02
E or F	> 0.900	≥ 0.01

The relative impact of the added traffic volumes to be generated by the Project was evaluated based on analysis of operating conditions at the study intersections, with and without the

Project. As required by *Traffic Study Policies and Procedures*, the Project's impacts were evaluated against the Existing (2015) and Future (2018) traffic conditions.

Unsignalized Intersections

LADOT's criteria do not assess unsignalized intersections for significant impacts. Based on consultation with LADOT and consistent with *Traffic Study Policies and Procedures*, it was determined that the unsignalized study intersection would be assessed for signalization. If the intersection were projected to operate at LOS E or F during the analyzed peak hours with Project implementation, then the intersection should be evaluated for installation of a traffic signal.

The determination that an unsignalized intersection meets the criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision on whether a traffic signal should be installed is made by the governing jurisdictions taking into consideration other factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

Congestion Management Program Analysis

The Congestion Management Program (CMP) is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours.

As summarized in Chapter 9, the operating conditions analysis at all CMP arterial and freeway monitoring stations that may be impacted by the Project was performed in accordance with the

TIA guidelines referenced in the *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority [Metro], 2010).

TABLE 1
LEVEL OF SERVICE DEFINITIONS

Level of Service	V/C Ratio	Unsignalized Delay	Definition
A	0.000 - 0.600	0.0 - 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	10.1 - 15.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	15.1 - 25.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	25.1 - 35.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	35.1 - 50	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	> 50.0	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.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980;
2010 Highway Capacity Manual, Transportation Research Board, 2010.

Chapter 3

Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of Existing Conditions in the Project Study Area. The Existing Conditions analysis relevant to this study includes an assessment of the existing street system and intersections, an analysis of the existing public transit service, and an analysis of traffic volumes and current operating conditions.

STUDY AREA

The Study Area includes a geographic area approximately 0.5 miles (north-south) by approximately 0.75 miles (east-west). This Study Area was established by reviewing the existing intersection/corridor operations, Project peak hour vehicle trip generation, the anticipated distribution of Project vehicular trips, and the potential impacts of Project traffic.

A traffic analysis study area generally comprises those locations with the greatest potential to experience significant traffic impacts due to a project as defined by the lead agency. In the traffic engineering practice, a study area generally includes those intersections that are:

1. Immediately adjacent or in close proximity to the project site
2. In the vicinity of the project site that are documented to have current or projected future adverse operational issues
3. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections)

The Study Area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the Study Area by reviewing the Project traffic's travel patterns.

A total of 12 intersections (11 signalized and one unsignalized) located within the City were identified for detailed analysis of the conditions above, as shown in Table 2.

Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the study intersections.

EXISTING STREET SYSTEM

The existing street system consists of a regional roadway system including freeways, primary and secondary arterials, and collector and local streets. These facilities provide regional, sub-regional, or local access and circulation within the Study Area. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

Street classifications are designated in *Mobility Plan 2035, An Element of the General Plan* (Los Angeles Department of City Planning, August 11, 2015) (the Mobility Plan).

The Mobility Plan has updated street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. In the Mobility Plan, the available facilities in the Study Area are defined as follows:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
 - Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:
 - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph
 - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph
 - Avenues pass through both residential and commercial areas and include three categories:

-
- Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph
 - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph
 - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph
- Collector Streets are generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with a target operating speed of 25 mph.
 - Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local streets can be:
 - Continuous local streets connect to other streets at both ends
 - Non-Continuous local streets lead to a dead-end

Primary regional access to the Project Site is provided by US 101. The major arterials providing regional and sub-regional access to the Project include Silver Lake Boulevard, Temple Street and Beverly Boulevard. The following is a brief description of the major roadways:

Freeways

- US 101 – US 101 is a freeway that generally runs in the northwest-southeast direction approximately one-quarter mile north of the Project Site. In the vicinity of the Study Area, US 101 provides eight travel lanes, four in each direction. Access to and from US 101 is available via interchanges at Silver Lake Boulevard.

Roadways

- Silver Lake Boulevard – Silver Lake Boulevard is a designated Avenue II and travels in the north-south direction. It is located north of the Project Site and provides four travel lanes, two in each direction, with left-turn lanes at intersections. Parking is generally not available within the Study Area.
- Temple Street – Temple Street is a designated Avenue II and travels in the east-west direction. It is located north of the Project Site and provides four travel lanes, two in each direction. Unmetered parking is generally available on the north side of the street near the Virgil Avenue intersection and between Hoover Street and Robinson Street. Two-hour unmetered parking is generally available on the south side of the street between Robinson

Street and Vendome Street. Unmetered parking is generally available on both sides of the street between Vendome Street and Benton Way. One-hour unmetered parking is generally available on the north side of the street between Benton Way and Rampart Boulevard within the Study Area.

- Beverly Boulevard – Beverly Boulevard is designated Boulevard II and travels in the northwest-southeast direction. It is located south of the Project Site and provides four travel lanes, two in each direction, with left-turn lanes at intersections. One-hour and unlimited parking is generally available on both sides of the street east of Commonwealth Avenue within the Study Area.
- Council Street – Council Street is designated Collector Street and travels in the east-west direction. It is located west of the Project Site and provides two travel lanes, one in each direction. Unmetered parking is generally available on both sides of the street within the Study Area.
- Virgil Avenue – Virgil Avenue is designated Avenue II and travels in the north-south direction. It is located west of the Project Site and provides four travel lanes, two in each direction, with left-turn lanes at intersections. Unmetered parking is generally available on both sides of the street south of 1st Street within the Study Area.
- Commonwealth Avenue – Commonwealth Avenue is a designated Collector Street and travels in the north-south direction. It is located west of the Project Site and provides two travel lanes, one in each direction. Unmetered parking is generally available on both sides of the street within the Study Area.
- Vendome Street – Vendome Street is a designated Collector Street and travels in the north-south direction. It is located east of the Project Site, and provides two travel lanes, one in each direction. Unmetered parking is generally available on both sides of the street within the Study Area.
- Reno Street – Reno Street is a designated Collector Street and travels in the north-south direction. It is located east of the Project Site and provides two travel lanes, one in each direction. Unmetered parking is generally available on both sides of the street within the Study Area.
- Benton Way – Benton Way is a designated Collector Street and travels in the north-south direction. It is located east of the Project Site and provides two travel lanes, one in each direction. Unmetered parking is generally available on both sides of the street within the Study Area.
- Rampart Boulevard – Rampart Boulevard is a designated Avenue II north of Beverly Boulevard and a designated Boulevard II south of Beverly Boulevard and travels in the north-south direction. It is located east of the Project Site and provides four travel lanes, two in each direction, with left-turn lanes at intersections. Unmetered parking is generally available on both sides of the street within the Study Area.

The existing lane configurations at the study intersections are provided in Appendix B.

BICYCLE AND PEDESTRIAN NETWORK

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (Los Angeles Department of City Planning, adopted March 1, 2011) (*2010 Bicycle Plan*), the existing bicycle system consists of a limited network of bicycle lanes (Class II) and bicycle routes (Class III).

Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle lanes within the Study Area are provided on 1st Street and Rampart Boulevard south of Beverly Boulevard.

Bicycle routes and bicycle-friendly streets are those where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes and bicycle-friendly streets are preferably located on collector and lower volume arterial streets. Bicycle routes within the Study Area are provided on Rampart Boulevard north of Beverly Boulevard and Reno Street between Hoover Street and Beverly Boulevard. Bicycle routes with shared lane markings, or “sharrows”, remind bicyclists to ride farther from parked cars to prevent collisions, makes motorists aware of bicycles potentially in the travel lane, and shows bicyclists the correct direction of travel. Sharrowed bicycle routes are not provided within the Study Area.

Similar to the street designations of the General Plan, the bicycle facilities of *2010 Bicycle Plan* will also be re-designated with the adoption of the Mobility Plan. The components of *2010 Bicycle Plan* have been incorporated into the bicycle network of the Mobility Plan. The Mobility Plan consists of a Low-Stress Bikeway System and a Bicycle Lane Network. The Low-Stress Bikeway System is comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bike Paths. The Bicycle Enhanced Network includes protected bicycle lanes and neighborhood streets. Bicycle lanes provide infrastructure including cycle tracks, bicycle signals, and demarcated areas to facilitate turns at intersections. Neighborhood streets would typically provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxed, and bicycle-only left-turn pockets. The

Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from 2010 *Bicycle Plan*.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the Study Area is approximately 77 points¹; this compares to the citywide score of 64 points.

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at intersections within the Study Area. The following signalized intersections provide pedestrian facilities to limit illegal mid-block crossings to the Project Site (all signalized intersections have marked pedestrian crossings on all approaches, except as noted):

Int. 2. US 101 Southbound Off-Ramp & Silver Lake Boulevard (east and west sides)

Int. 4. US 101 Northbound Off-Ramp & Silver Lake Boulevard (east and west sides)

Int. 6. Commonwealth Avenue & Beverly Boulevard/1st Street (northwest side)

Each of the listed signalized intersections provides pedestrian phasing, crosswalk striping, and American with Disabilities Act (ADA) wheelchair ramps.

EXISTING TRANSIT SYSTEM

The Project area is served by bus lines operated by Metro. Bus transit service in the Project vicinity is available along the following streets:

¹ WalkScore.com (www.walkscore.com) rates the Project Site (235 N. Hoover Street) with a score of 77 out of 100 possible points (scores accessed on September 15, 2015). WalkScore calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

- Rampart Boulevard
- Beverly Boulevard
- Silver Lake Boulevard
- Temple Street

Figure 3 illustrates the existing transit service in the Study Area. The following provides a brief description (i.e., service provider, type of service, and frequency of service) of the bus lines providing service in the Project vicinity:

- Metro Local Line 10 – Line 10 travels in the east-west direction on Temple Street in the vicinity of the Project Site, with average headways of 10 to 15 minutes during the weekday morning and afternoon peak hours. This line travels from Downtown Los Angeles to West Hollywood via Temple Street and Melrose Avenue and provides service to the Braille Institute, Los Angeles City College, and the Pacific Design Center, along with Metro Red Line, Purple Line, Blue Line and Expo Line stations.
- Metro Local Line 14 – Line 14 travels in the east-west direction on Beverly Boulevard in the vicinity of the Project Site, with average headways of 10 minutes during the weekday morning and afternoon peak hours. This line travels from Downtown Los Angeles to Beverly Hills via Beverly Boulevard and provides service to the Metro Red Line Vermont/Beverly Station, Larchmont Village, The Grove and The Original Farmers Market, the Beverly Center and Cedars-Sinai Medical Center.
- Metro Local Line 201 – Line 201 travels in the east-west direction on Silver Lake Boulevard in the vicinity of the Project Site, with average headways of 50 to 60 minutes during the weekday morning and afternoon peak hours. This line travels from Glendale to Koreatown via Silver Lake Boulevard and provides service to the Glendale Galleria, Los Angeles Zoo, Dodger Stadium and the Metro Red Line/Purple Line Wilshire/Vermont Station.
- Metro Local Line 603 – Line 603 travels in the north-south direction on Rampart Boulevard in the vicinity of the Project Site, with average headways of 15 minutes during the weekday morning and afternoon peak hours. This line travels from the Glendale Galleria to the Metro Blue Line Grand Station via Hoover Street, Rampart Boulevard, and San Fernando Road and provides service to the Glendale Metrolink/Amtrak Station, Atwater Village, Glassell Park, and the Metro Red Line/Purple Line Westlake/MacArthur Park Station.

Table 3 provides a brief summary of transit service hours and average headways.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study and analyzes the resulting operating conditions at each intersection indicating V/C ratio and LOS.

Existing Traffic Volumes

Intersection turning movement counts during the typical weekday AM (7:00 AM to 10:00 AM) and PM (3:00 PM to 6:00 PM) commuter peak periods were conducted at the 12 study intersections in September 2015 while schools were in session. The existing intersection traffic volumes are provided in Figure 4. The summary data worksheets of turning movement counts at the study intersections are available in Appendix C.

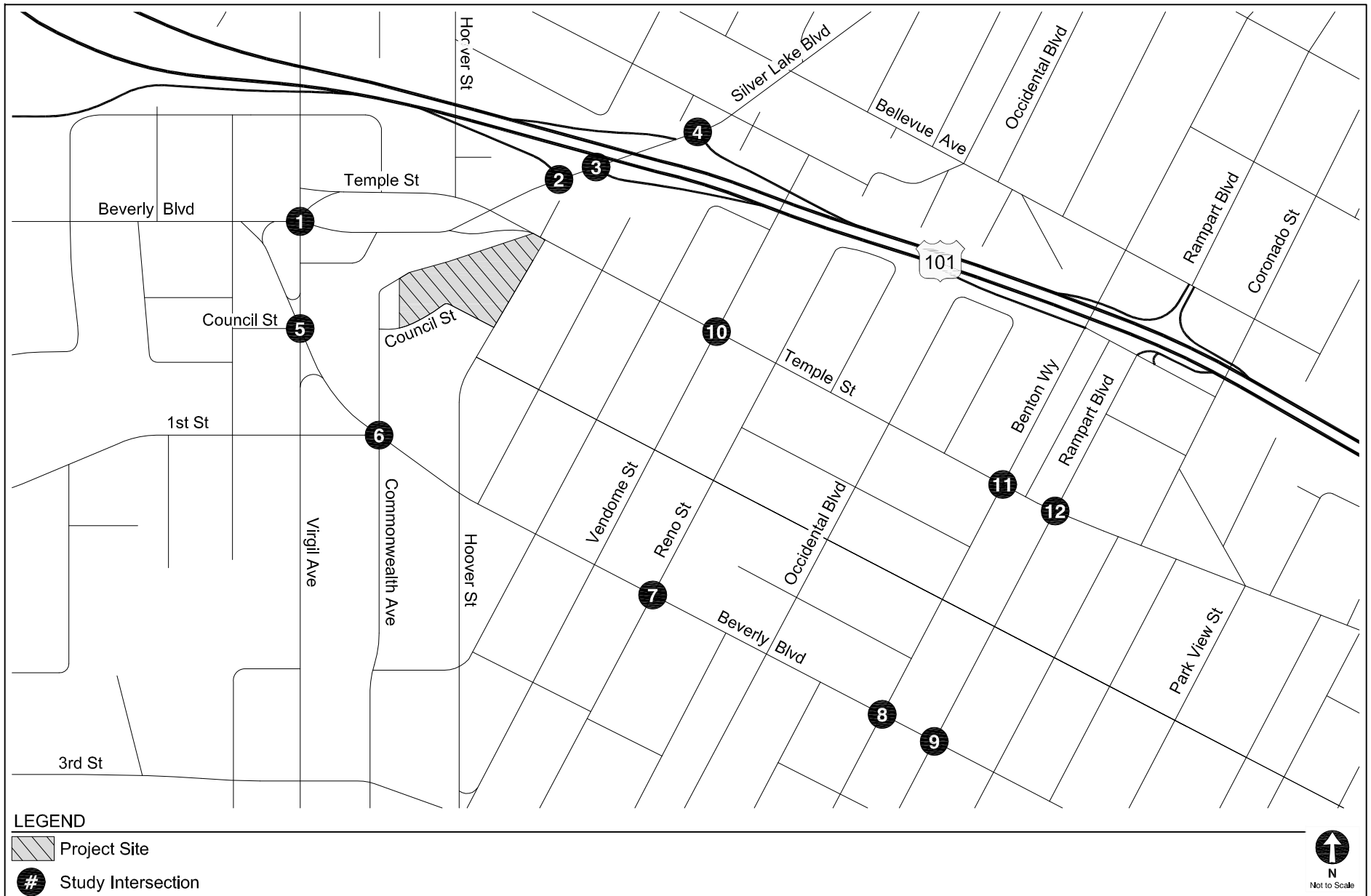
The traffic volumes illustrated in Figure 4 were analyzed to determine the existing operating conditions at the study intersections.

Existing Intersection Levels of Service

Table 4A summarizes the weekday AM and PM peak hour LOS analysis for the 12 study intersections under Existing Conditions (Year 2015). As shown in Table 4A, 11 of 12 study intersections operate at LOS B or better under Existing Conditions, including the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard when signalization is assumed. The remaining intersection, Virgil Avenue & Temple Street/Silver Lake Boulevard, operates at LOS F during both analyzed peak hours.

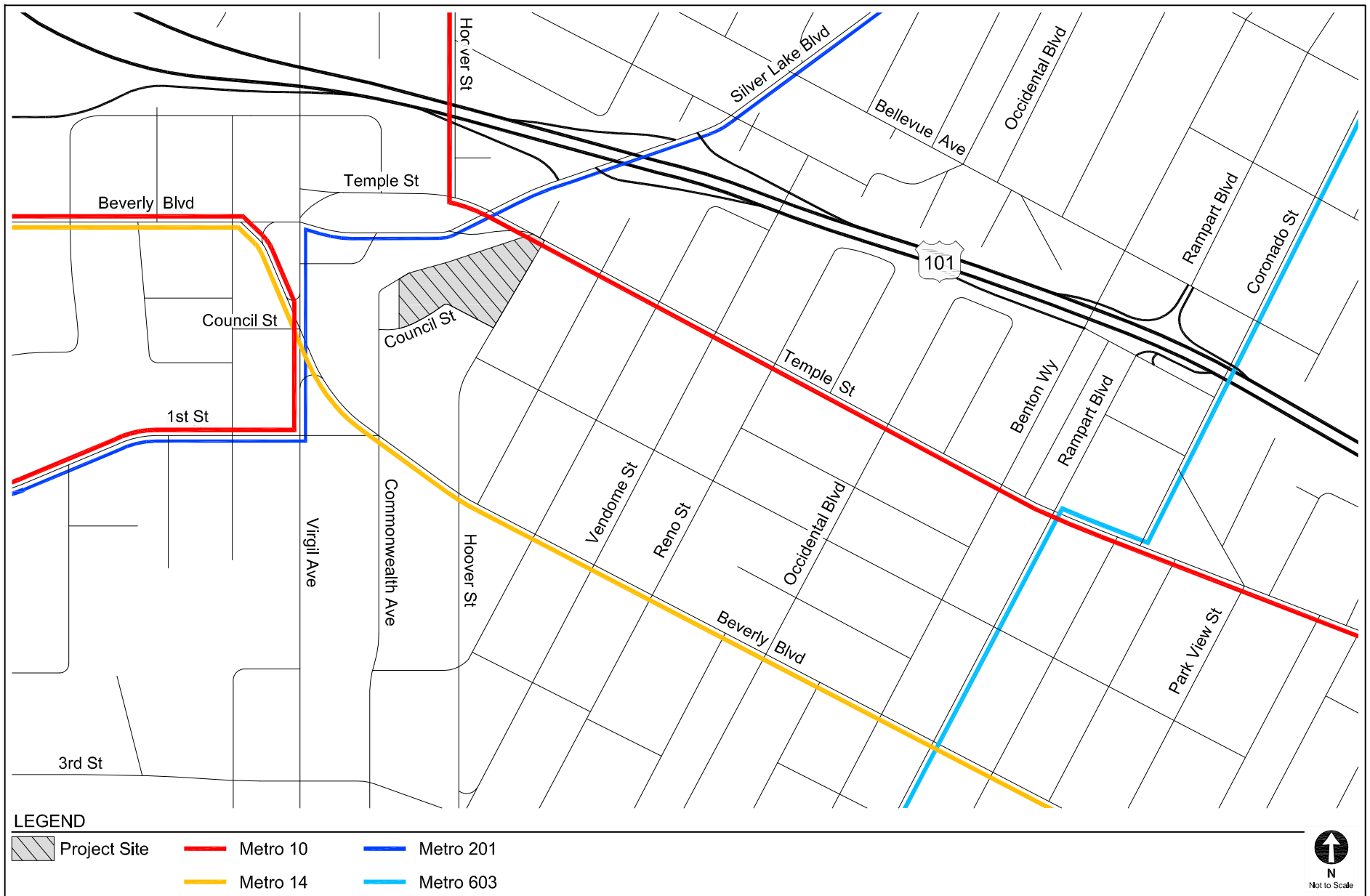
As shown in Table 4B, the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard operates at LOS B during both the AM and PM peak hours when analyzed using unsignalized methodology.

The LOS calculation worksheets are provided in Appendix D.



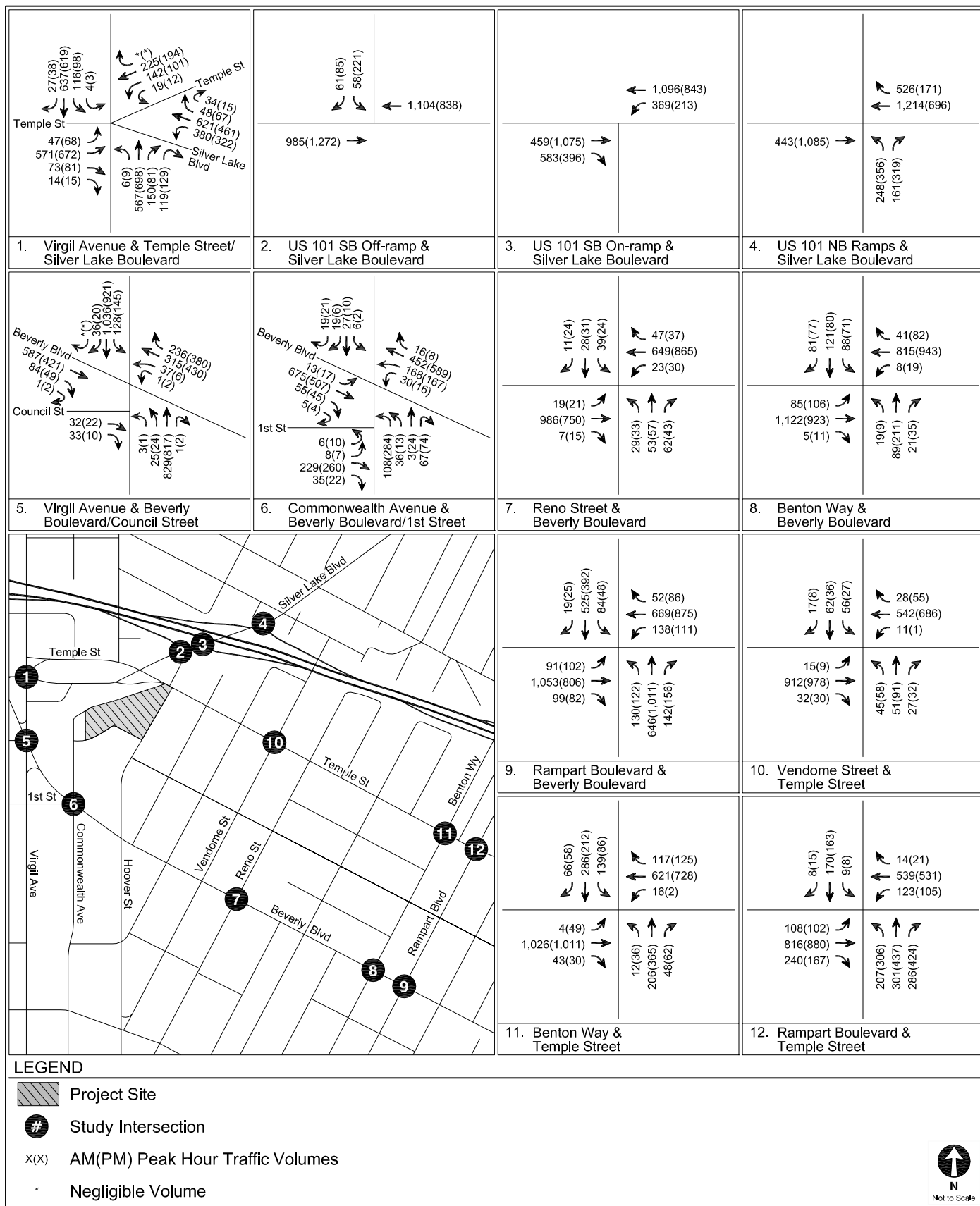
STUDY AREA

FIGURE
2



EXISTING TRANSIT SERVICE

FIGURE
3



EXISTING CONDITIONS (YEAR 2015)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4

**TABLE 2
STUDY INTERSECTIONS**

No	Intersection	Jurisdiction
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	City of Los Angeles
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	City of Los Angeles/Caltrans
3. [a]	US 101 SB On-Ramps & Silver Lake Boulevard	City of Los Angeles/Caltrans
4.	US 101 NB Ramps & Silver Lake Boulevard	City of Los Angeles/Caltrans
5.	Virgil Avenue & Beverly Boulevard/Council Street	City of Los Angeles
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	City of Los Angeles
7.	Reno Street & Beverly Boulevard	City of Los Angeles
8.	Benton Way & Beverly Boulevard	City of Los Angeles
9.	Rampart Boulevard & Beverly Boulevard	City of Los Angeles
10.	Vendome Street & Temple Street	City of Los Angeles
11.	Benton Way & Temple Street	City of Los Angeles
12.	Rampart Boulevard & Temple Street	City of Los Angeles

Notes

[a] Intersection is unsignalized.

**TABLE 3
EXISTING TRANSIT SERVICE**

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Period		PM Peak Period	
Metro				NB/EB	SB/WB	NB/EB	SB/WB
10	Eastbound to Downtown Los Angeles, Westbound to West Hollywood via Temple St & Melrose Ave	Local	4 AM - 1 AM	12	10	11	12
14	Eastbound to Downtown Los Angeles, Westbound to Beverly Hills via Beverly Bl	Local	24 Hrs	7	8	8	8
201	Glendale - Koreatown via Silver Lake Bl	Local	5:30 AM - 8:30 PM	60	48	48	48
603	Glendale Galleria - Grand Station via Hoover St, Rampart Bl & San Fernando Rd	Local	4:30 AM - 12 AM	12	13	12	11

Notes

Metro: Los Angeles County Metropolitan Transportation Authority

AM Peak from 6 AM - 10 AM

PM Peak from 3 PM - 7 PM

TABLE 4A
EXISTING CONDITIONS (YEAR 2015)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing	
			V/C	LOS
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	AM	1.137	F
		PM	1.152	F
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	AM	0.309	A
		PM	0.426	A
3.	US 101 SB On-Ramps & [a] Silver Lake Boulevard	AM	0.535	A
		PM	0.533	A
4.	US 101 NB Ramps & Silver Lake Boulevard	AM	0.645	B
		PM	0.499	A
5.	Virgil Avenue & Beverly Boulevard/Count Street	AM	0.599	A
		PM	0.498	A
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	AM	0.609	B
		PM	0.586	A
7.	Reno Street & Beverly Boulevard	AM	0.394	A
		PM	0.359	A
8.	Benton Way & Beverly Boulevard	AM	0.601	B
		PM	0.653	B
9.	Rampart Boulevard & Beverly Boulevard	AM	0.695	B
		PM	0.691	B
10.	Vendome Street & Temple Street	AM	0.352	A
		PM	0.375	A
11.	Benton Way & Temple Street	AM	0.603	B
		PM	0.679	B
12.	Rampart Boulevard & Temple Street	AM	0.597	A
		PM	0.647	B

Notes

- [a] Intersection is unsignalized, but analyzed with assumed signalization to determine Project impacts.

TABLE 4B
EXISTING CONDITIONS (YEAR 2015)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing	
			Delay	LOS
3.	US 101 SB On-Ramps & [a] Silver Lake Boulevard	AM	3.1	B
		PM	2.1	B

Notes

- [a] The average delay is reported for two-way stop-controlled intersection.

Chapter 4

Future without Project Traffic Conditions

Estimates of future traffic conditions were developed to evaluate the background traffic present on the local street system prior to the development of the Project. This discussion details the assumptions used to develop the Future without the Project Conditions (estimated as opening Year 2018).

CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS

The forecast of Future without Project conditions was prepared in accordance with procedures outlined in Section 15130 of *Guidelines for Implementation of the California Environmental Quality Act, Chapter 3, Title 14, California Code of Regulations* (California Natural Resources Agency, amended July 27, 2007) (*Guidelines*). Specifically, *Guidelines* provides two options for developing the cumulative traffic volume forecast:

“(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

“(B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.”

As described in detail below, this analysis includes traffic growth both from future projects (Option “A” above, the related projects) and from regional growth projections (Option “B” above, or ambient growth). Accordingly, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

AMBIENT TRAFFIC GROWTH

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. Based on discussions with LADOT, an ambient growth factor of 1% per year compounded annually was used to adjust the existing traffic volumes to reflect the effects of the regional growth and development by Year 2018. The total adjustment applied over the three-year period was 3.03%.

RELATED PROJECTS

In accordance with the CEQA requirements in *Guidelines*, this study also considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area (collectively, the Related Projects). The Related Projects in the Study Area (e.g., generally located within a two-mile radius of the Project Site), based on information provided by LADOT staff, are detailed in Table 5 and shown in Figure 5. Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project, or may ultimately never be developed, they were conservatively assumed to be completed and operational by the Project buildout Year 2018.

Using these conservative assumptions, the potential impact of the Project may be evaluated within the context of the worst-case cumulative impact of all prospective development. The development of estimated traffic volumes added to the Study Area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation

Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). As shown in Table 5, Related Projects trip generation estimates are conservative in that they do not in every case account for either the existing uses to be removed or the likely use of other travel modes (transit, walk, etc.) Further, they do not account for the internal capture trips within a multi-use

development, nor the interaction of trips between multiple Related Projects within the Study area, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution

The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Trip Assignment

The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 6 shows the peak hour traffic volumes associated with these Related Projects at the study intersections. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2018. As discussed above, this is a conservative approach as many of the Related Projects may be reflected in the ambient growth rate. These volumes represent the Future without Project conditions (i.e., existing traffic volumes added to ambient traffic growth and Related Project traffic growth) and are shown in Figure 7 for the 12 study intersections.

FUTURE IMPROVEMENTS

Future Bicycle System

As proposed in *2010 Bicycle Plan* and the Mobility Plan, the bicycle system in the Study Area will be expanded to create a more integrated network. The three components of the bicycle network designated in *2010 Bicycle Plan* include the Backbone, the Neighborhood Network, and

the Green Network. Class II bicycle lanes will be added to high volume corridors to and from the Backbone of the network, while in-road bikeways in lower volume and collector streets will form the Neighborhood Network through the implementation of Class II bicycle routes and bicycle friendly streets. The Green Network consists of dedicated bike paths that connect the City's open spaces.

Within the Study Area, *2010 Bicycle Plan* proposes dedicated bicycle lanes on Beverly Boulevard, Silver Lake Boulevard, Temple Street, Virgil Avenue, and Rampart Boulevard south of Temple Street. Bicycle routes/bicycle friendly streets are also proposed on Commonwealth Avenue, Hoover Street, Council Street, and Rampart Boulevard north of Temple Street. For the purposes of this analysis, it was assumed that the addition of bicycle facilities in the Study Area would not result in the loss of any travel lanes through the study intersections. The remaining proposed bicycle facilities are not anticipated to be complete by the Project Buildout Year of 2018, and therefore were not included in the analysis

Future Pedestrian Network

The Neighborhood Network established in *2010 Bicycle Plan*, which includes a network of local streets adequate for bicycling, could also serve local pedestrian activity, as recognized in the Mobility Plan. The Neighborhood Enhanced Network of the Mobility Plan reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation.

The following streets within the Study Area have been designated as part of the Neighborhood Network: Hoover Street between Santa Monica Boulevard and Temple Street, Commonwealth Avenue between Council Street and 4th Street (both designated as bicycle-friendly streets) and Rampart Boulevard between Temple Street and Beverly Boulevard, which is proposed to provide future bike lanes.

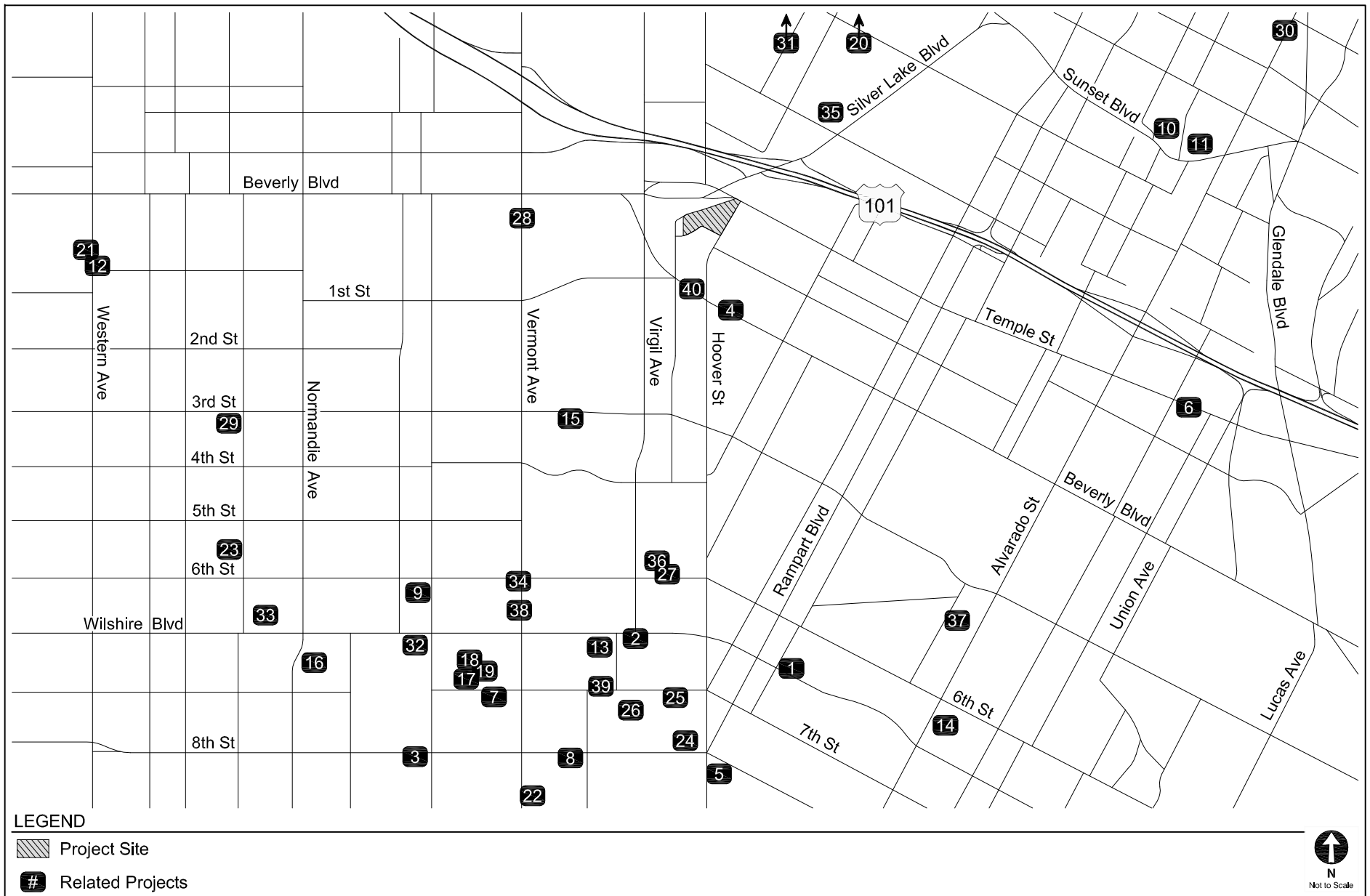
The Mobility Plan aims to promote walking to reduce the reliance on auto-travel by providing more attractive and wider sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. The Pedestrian Enhanced District of the Mobility Plan has designated the arterial streets within the Study Area as Pedestrian Segments, where pedestrian

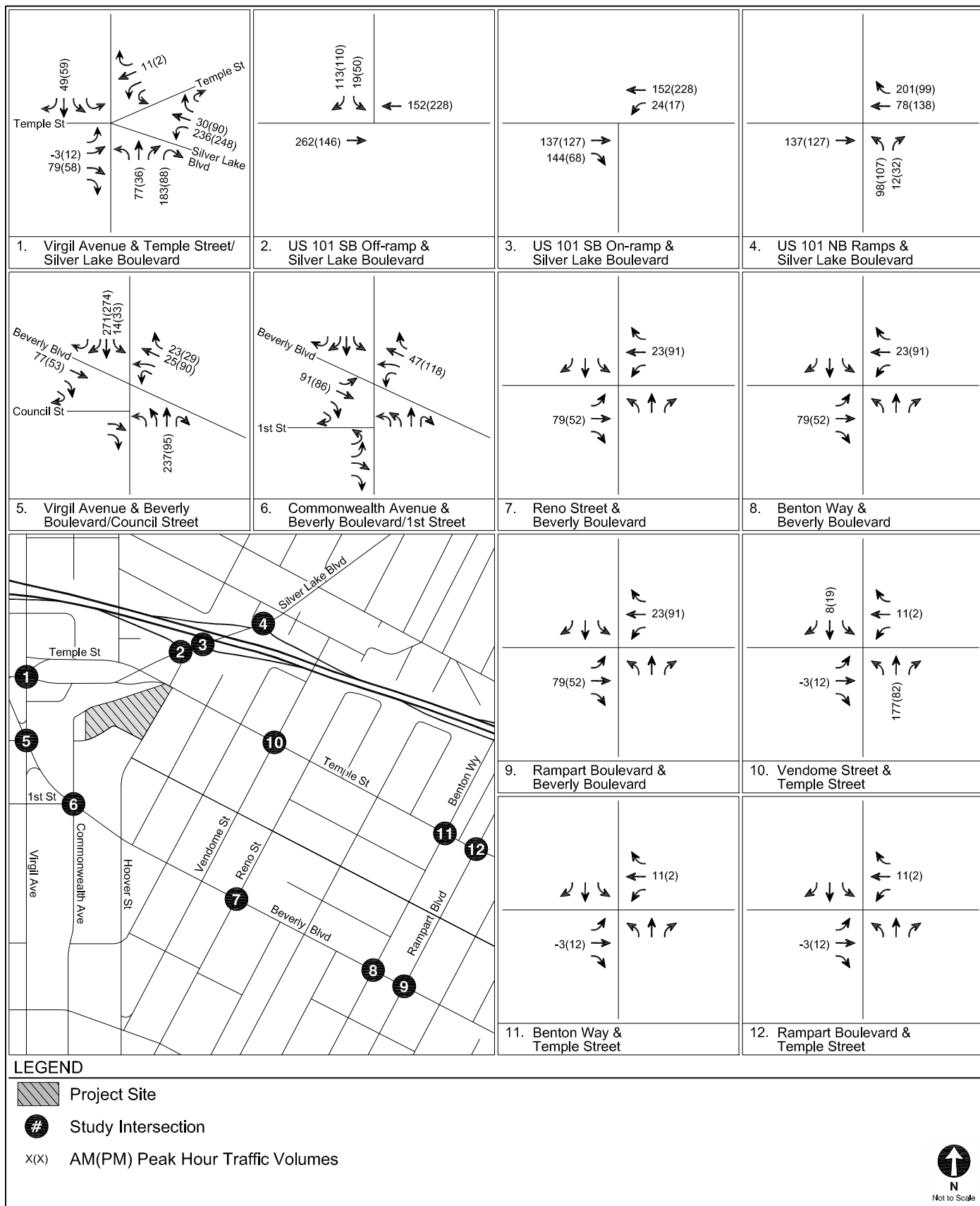
improvements could be prioritized to provide better connectivity to and from major destinations within communities.

FUTURE WITHOUT PROJECT INTERSECTION LEVELS OF SERVICE

Table 6A summarizes the analysis of the Future without Project Conditions (Year 2018) traffic conditions. As shown in Table 6A, 10 of the 12 study intersections are projected to operate at LOS C or better under Future without Project Conditions, including the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard when signalization is assumed. Virgil Avenue & Temple Street/Silver Lake Boulevard is projected to operate at LOS F during at both analyzed peak hours, and US 101 Northbound Ramps & Silver Lake Boulevard is projected to operate at LOS D in the morning peak hour and LOS B in the afternoon peak hour.

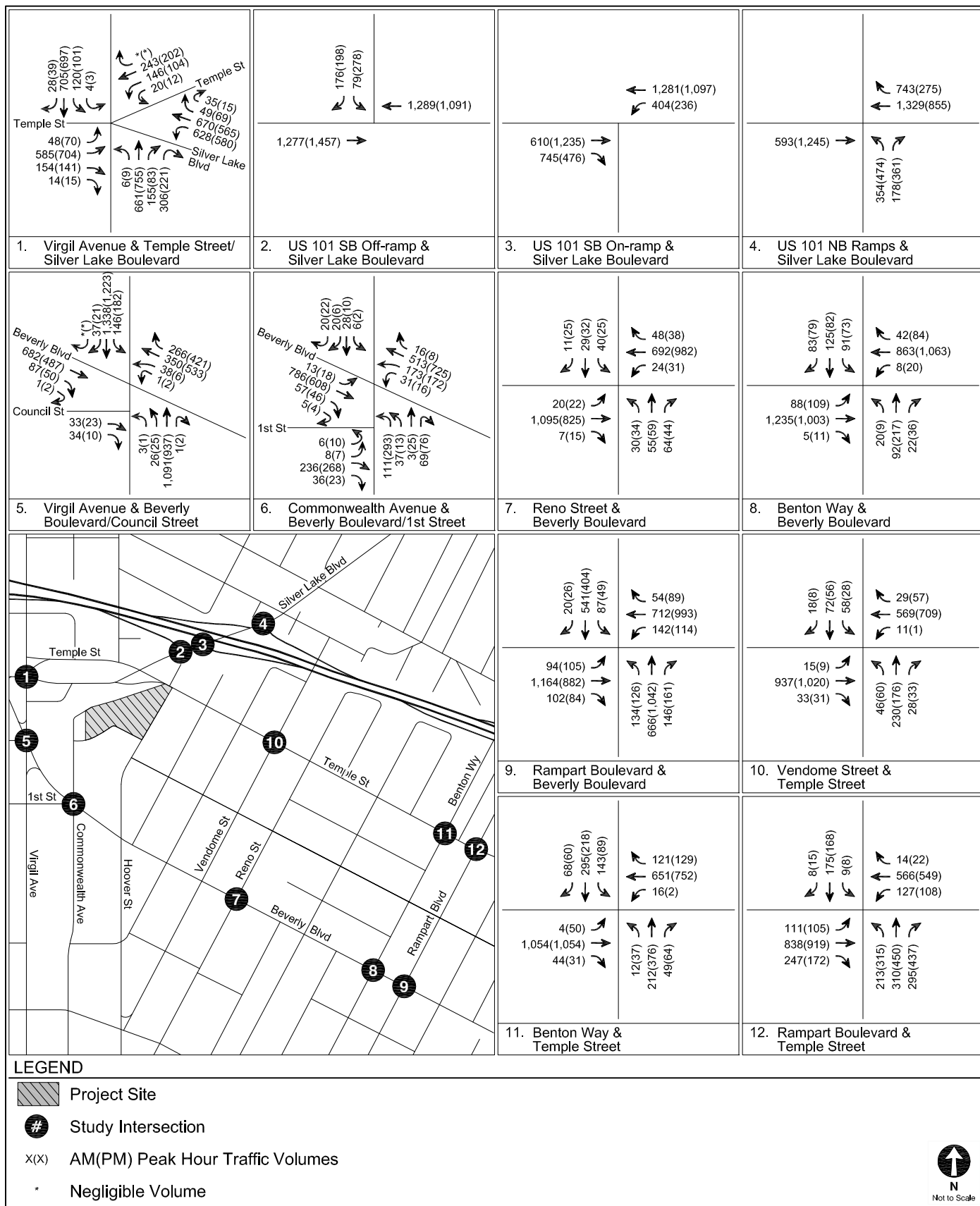
As shown in Table 6B, the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard is projected to operate at LOS C during both the AM and PM peak hours under Future without Project Conditions when analyzed using unsignalized methodology.





RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6



FUTURE BASE CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
7

**TABLE 5
RELATED PROJECTS**

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
1	2005-CEN-2347	2525 Wilshire Boulevard	Condominiums Retail	160 du 7,500 sf	1,160	16	60	76	61	36	97
2	Mixed-Use	3033 W Wilshire Boulevard	Other Condominiums Retail	-- -- 189 du 5,540 sf	816	12	49	61	45	29	74
3	Mixed-Use	805 S Catalina Street	Condominiums Retail	300 du 5,000 sf	1,935	24	119	137	110	57	167
4	Mixed-Use	3200 W Beverly Boulevard	Condominiums Retail	32 du 5,867 sf	632	4	16	20	39	32	71
5	Mixed-Use	820 S Hoover Street	Condominiums Retail	32 du 4,500 sf	414	7	15	22	18	14	32
6	Mixed-Use	1924 W Temple Street	Hi-Rise Condos Condominiums Apartments Retail	132 du 73 du 46 sf 19,103 sf	1,187	(18)	74	56	78	13	91
7	Mixed-Use (Condo Hotel)	699 S New Hampshire Avenue	Condominiums Hotel Quality Restaurant Retail	169 du 57 -- 4,500 sf 1,700 sf	1,523	28	65	93	80	46	126
8	Affordable Housing & Assisted Living	2924 W 8th Street	Apartments Assisted Living Units	37 du 48 du	416	6	17	23	18	10	28
9	Apt Hotel - Nest at Catalina	621 S Catalina Street	Apartments Hotel Quality Restaurant	7 du 75 rm 1,547 sf	643	21	18	39	27	23	50
10	Sunset Flats (Mixed-Use)	2225 W Sunset Boulevard	Condominiums Retail Restaurant	65 du 7,775 sf 7,775 sf	1,283	44	56	100	65	42	107
11	Restaurant/Theater	2139 W Sunset Boulevard	Restaurant	5,979 sf	537	4	1	5	30	15	45
12	Western Galleria Market	100 N Western Avenue	Retail Apartments	30,000 sf 98 du	940	17	40	57	54	38	92
13	Southwestern Law School Expansion	3050 W Wilshire Boulevard	Apartments School Other	133 du 43,400 sf 450 seats	(1,337)	(35)	(16)	(51)	(45)	(52)	(97)
14	Westlake Theater Apts	619 S Westlake Avenue	Apartments	52 du	254	3	17	20	16	8	24
15	Charter School Relocation (Camino Nuevo)	3400 W 3rd Street	School	696 students	764	146	120	266	43	45	88
16	Health Club	3470 W Wilshire Boulevard	Health Club	20,178 sf	231	(13)	6	(7)	22	(1)	21
17	Berendo (688) Apartments	688 S Berendo Street	Apartments	136 du	678	10	42	52	41	22	63
18	680 Berendo Apartments	680 S Berendo Street	Apartments	177 du	1,000	15	61	75	61	32	94
19	685 S New Hampshire	685 S New Hampshire Avenue	Apartments	177 du	1,000	15	61	76	61	32	93
20	Hotel - Restaurant	1629 N Griffith Park Boulevard	Hotel Restaurant Bar/Lounge	26 rm 3,784 sf 2,497 sf	0	0	0	0	25	13	38

Notes

[a] Related projects information and trip generation estimates provided by LADOT, September 2015.

**TABLE 5 (Cont.)
RELATED PROJECTS**

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
21	Restaurants	135 N Western Avenue	Restaurant	11,904 sf	457	2	2	4	25	13	38
22	Mixed-Use	864 S Vermont Avenue	Apartments	411	3,202	24	129	153	164	101	265
			Retail	43,800 sf							
23	Apartments	535 S Kingsley Drive	Apartments	85 du	543	8	31	39	36	19	55
24	Equitas Charter School	2723 W 8th Street	School	450 seats	949	190	155	345	28	37	65
25	Mixed-Use	2850 W 7th Street	Condominiums	160 du	1,057	20	72	92	72	42	114
			Hotel	40 rm							
			Retail	3,600 sf							
26	Residential	2929 W Leeward Avenue	Condominiums	80 du	476	7	33	40	44	21	65
27	6th & Virgil	2968 W 6th Street	Apartments	399 du	2,943	73	154	227	168	93	261
			Restaurant	12,000 sf							
			Health Club	8,000 sf							
28	AMCAL - Meridian Apts	241 N Vermont Avenue	Apartments Retail	100 du 5,000 sf	510	7	38	45	33	16	49
29	Hotel & Retail	4110 W 3rd Street	Hotel	174 rm	1,185	45	35	80	46	40	86
			Retail	2,780 sf							
30	Restaurant	1455 N Alvarado Street	Restaurant	7,948 sf	1011	47	39	86	47	31	78
31	Sunset Junction	4000 W Sunset Boulevard	Retail	2,800 sf	2,947	83	154	237	156	95	251
			Health Club	4,500 sf							
			Apartments	297 du							
			Restaurant	14,700 sf							
32	Apartments	3350 W Wilshire Boulevard	Apartments	121 du	728	11	43	54	47	25	72
33	Mixed-Use	3545 W Wilshire Boulevard	Apartments	432 du	1,288	(36)	116	80	121	15	136
			Retail	36,676 sf							
34	Mixed-Use	605 S Vermont Avenue	Apartments Museum	101 du 30,937 sf	745	17	38	55	41	37	78
35	Mixed-Use	609 N Dillon Avenue	Apartments Retail	137 du 18,000 sf	1,095	18	42	60	67	31	98
36	Hotel & Restaurant	2965 W 6th Street	Other	99 rm	688	26	18	44	25	25	50
37	Apartments	422 S Lake Street	Apartments	80 du	532	8	33	41	33	17	50
38	Mixed-Use	627 S Vermont Avenue	Apartments Restaurant	179 du 12,000 sf	1,304	34	72	106	75	40	115
39	Mixed-Use	2972 W 7th Street	Apartments	180 du	486	7	59	66	43	8	51
			Retail	15,000 sf							
40	Apartment & Child Care	3330 W Beverly Boulevard	Apartments Day Care	40 du 4,237 sf	495	26	34	63	35	32	67

Notes

[a] Related projects information and trip generation estimates provided by LADOT, September 2015.

TABLE 6A
FUTURE BASE CONDITIONS (YEAR 2018)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future Base	
			V/C	LOS
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	AM	1.282	F
		PM	1.276	F
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	AM	0.447	A
		PM	0.545	A
3.	US 101 SB On-Ramps & [a] Silver Lake Boulevard	AM	0.666	B
		PM	0.628	B
4.	US 101 NB Ramps & Silver Lake Boulevard	AM	0.827	D
		PM	0.631	B
5.	Virgil Avenue & Beverly Boulevard/Count Street	AM	0.747	C
		PM	0.595	A
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	AM	0.664	B
		PM	0.637	B
7.	Reno Street & Beverly Boulevard	AM	0.436	A
		PM	0.404	A
8.	Benton Way & Beverly Boulevard	AM	0.649	B
		PM	0.693	B
9.	Rampart Boulevard & Beverly Boulevard	AM	0.745	C
		PM	0.735	C
10.	Vendome Street & Temple Street	AM	0.482	A
		PM	0.449	A
11.	Benton Way & Temple Street	AM	0.622	B
		PM	0.706	C
12.	Rampart Boulevard & Temple Street	AM	0.617	B
		PM	0.673	B

Notes

- [a] Intersection is unsignalized, but analyzed with assumed signalization to determine Project impacts.

TABLE 6B
FUTURE BASE CONDITIONS (YEAR 2018)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future Base	
			V/C	LOS
3.	US 101 SB On-Ramps & [a] Silver Lake Boulevard	AM	8.6	C
		PM	3.8	C

Notes

- [a] The average delay is reported for two-way stop-controlled intersection.

Chapter 5

Project Traffic

A trip generation estimate, trip distribution pattern and trip assignment were prepared for the Project. These components form the basis of the Project's traffic impact analysis.

PROJECT TRAFFIC VOLUMES

The first step of the forecasting process is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis by applying the appropriate vehicle trip generation equations or rates to the amount of Project development.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the Study Area. Localized routes of travel through the Study Area are developed based on existing traffic patterns and relative travel times on various corridors.

The third step of the forecasting process is traffic assignment. This involves applying the traffic generated by the Project (the trip generation) to the intersections and street segments in the Study Area according to the projected trip distribution patterns. These traffic volumes can then be added to existing or future background conditions to represent traffic volumes in those conditions once the Project is complete.

With the forecasting process complete and Project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (i.e., LOS) conditions at the selected key intersections using expected future traffic volumes without and with forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

Project Trip Generation

The most recent trip generation rates from *Trip Generation, 9th Edition* for Land Use Code 220 (Apartments) were utilized to develop the Project trip generation estimates.

As described in Chapter 1, the Project proposes the construction of up to 214 apartment units to replace an existing hospital use. Table 7 shows the trip generation summary for the Project. As shown in Table 7, the Project would generate a net total of 1,423 weekday trips, including 109 AM peak hour trips (22 inbound, 87 outbound) and 133 PM peak hour trips (86 inbound, 47 outbound).

It is important to note that, even though the existing 148-bed Temple Community Hospital is still in operation, no trip credits were taken in order to provide worst-case analysis of the project.

Project Trip Distribution

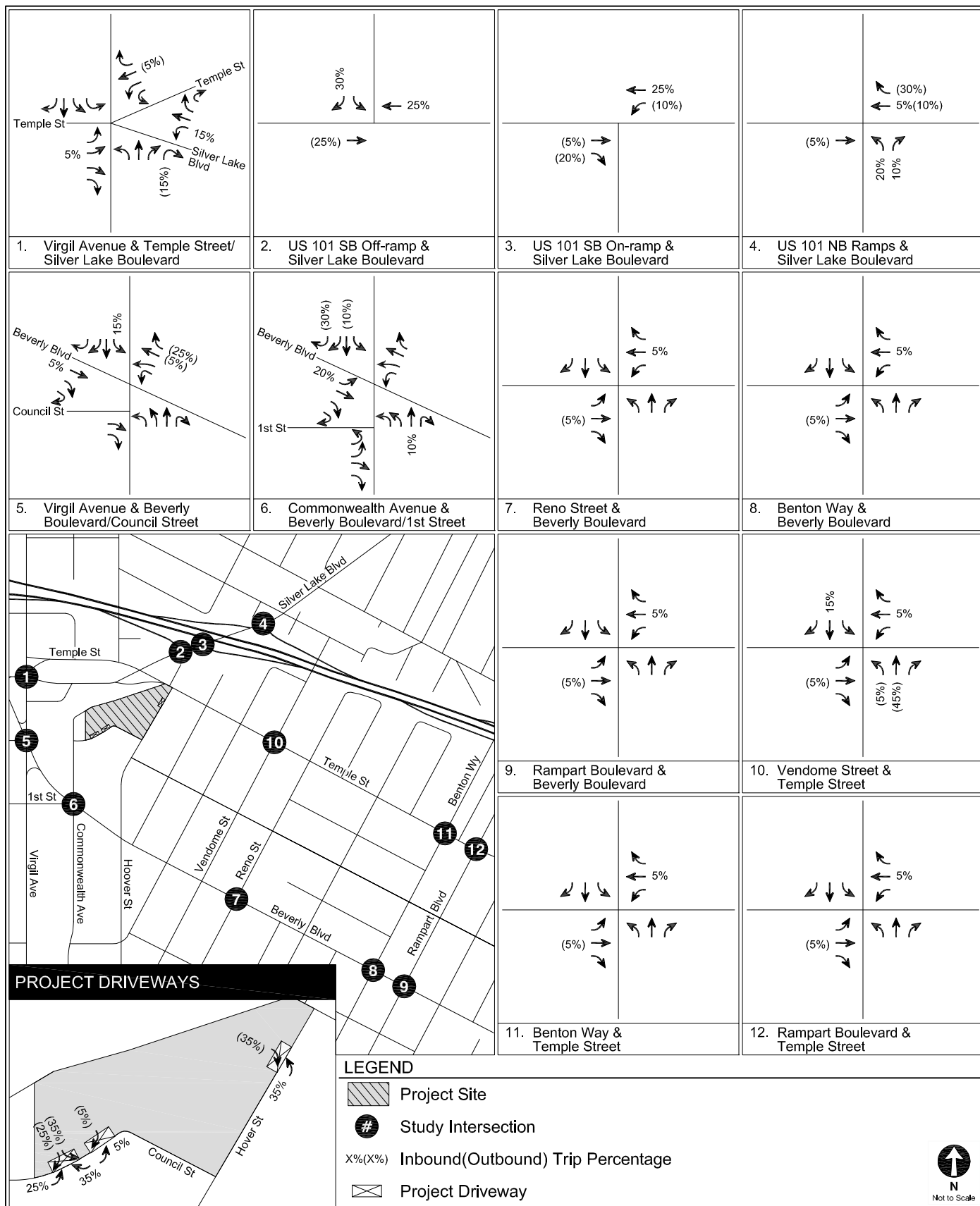
The geographic distribution of Project trips was developed based on the locations of residential and employment centers, characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, existing intersections traffic volumes, the Project ingress/egress availability based on the proposed site access and circulation scheme, and the location of the proposed driveways. Based on these considerations, Project traffic both entering and exiting the Project Site was assigned to the surrounding street system based on the following general distribution pattern:

- 40% to/from the north
- 15% to/from the south
- 35% to/from the east
- 10% to/from the west

The detailed distribution of Project traffic through the study intersections is illustrated in Figure 8.

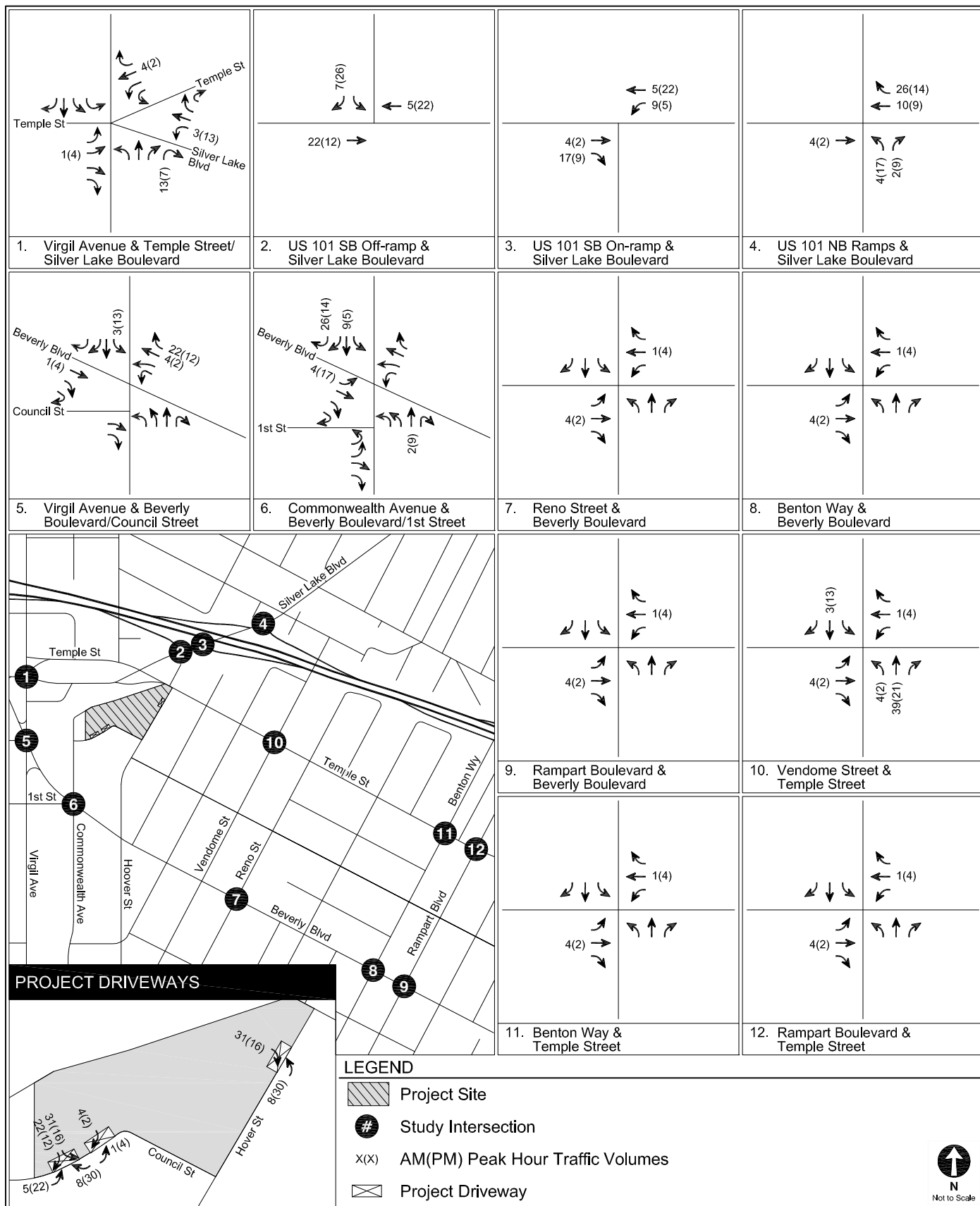
Project Trip Assignment

The trip distribution patterns illustrated in Figure 8 were applied to the trip generation estimates summarized in Table 7 to develop the Project-only traffic assignments. Figure 9 illustrates the Project-only traffic volumes through the 12 study intersections.



PROJECT TRIP DISTRIBUTION

FIGURE
8



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9

**TABLE 7
PROJECT TRIP GENERATION ESTIMATES**

TRIP GENERATION RATES [a]									
Land Use	Rate	ITE Land Use Code	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Apartments	per DU	220	6.65	20%	80%	0.51	65%	35%	0.62

TRIP GENERATION ESTIMATES									
Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour			
			In	Out	Total	In	Out	Total	
Apartments	214 DU	1,423	22	87	109	86	47	133	
NET NEW PROJECT TRIPS		1,423	22	87	109	86	47	133	

Notes:

DU = Dwelling Unit

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

Chapter 6

Existing with Project Conditions

This chapter describes the evaluation of Project traffic on the existing environment. The analysis corresponds with Existing Conditions data and analysis presented in Chapter 3. The Existing with Project Conditions (Year 2015) are defined by the traffic volumes, roadways, and intersections configurations under Existing Conditions.

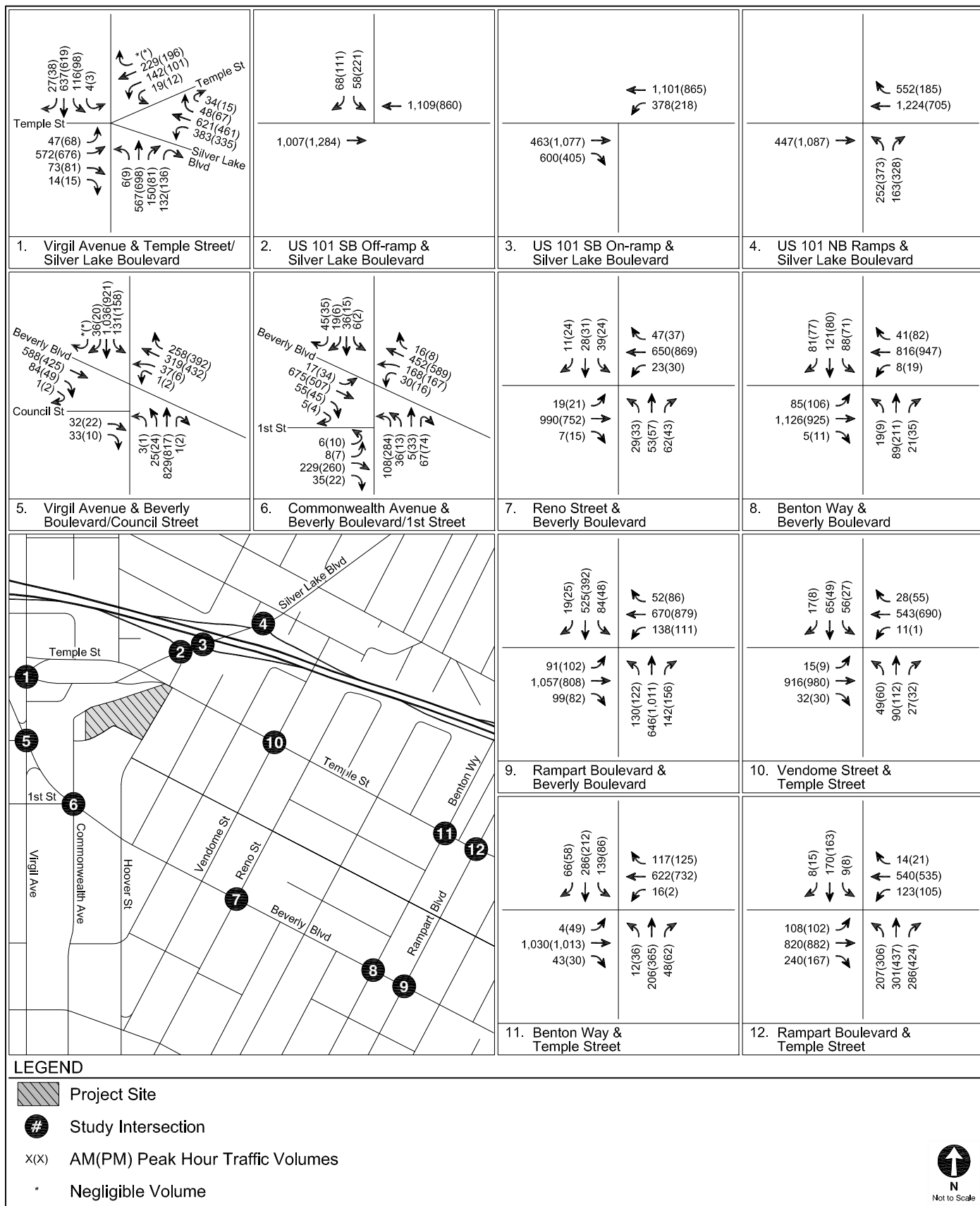
EXISTING WITH PROJECT TRAFFIC VOLUMES

The Project-only morning and afternoon peak hour traffic volumes described in Chapter 5 and shown in Figure 9 were added to the Existing AM and PM peak hour traffic volumes shown in Figure 4. The resulting traffic volumes, illustrated in Figure 10, represent the Existing with Project Conditions (Year 2015) after development of the Project under Existing Conditions.

EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 8A summarizes the results of the Existing with Project Conditions (Year 2015) analysis at the 12 study intersections. As shown, 11 of the 12 study intersections continue to operate at LOS B or better, including the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard when signalization is assumed. The remaining intersection, Virgil Avenue & Temple Street/Silver Lake Boulevard, would continue to operate at LOS F during both analyzed peak hours.

As shown in Table 8B, the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard continues to operate at LOS B during both the AM and PM peak hours under Existing with Project Conditions.



EXISTING PLUS PROJECT CONDITIONS (YEAR 2015)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10

**TABLE 8A
EXISTING PLUS PROJECT CONDITIONS (YEAR 2015)
INTERSECTION LEVELS OF SERVICE AND IMPACTS**

No	Intersection	Peak Hour	Existing without Project		Existing Plus Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	AM	1.137	F	1.144	F	0.007	NO
		PM	1.152	F	1.158	F	0.006	NO
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	AM	0.309	A	0.315	A	0.006	NO
		PM	0.426	A	0.439	A	0.013	NO
3. [a]	US 101 SB On-Ramps & Silver Lake Boulevard	AM	0.535	A	0.552	A	0.017	NO
		PM	0.533	A	0.539	A	0.006	NO
4.	US 101 NB Ramps & Silver Lake Boulevard	AM	0.645	B	0.660	B	0.015	NO
		PM	0.499	A	0.511	A	0.012	NO
5.	Virgil Avenue & Beverly Boulevard/Count Street	AM	0.599	A	0.599	A	0.000	NO
		PM	0.498	A	0.507	A	0.009	NO
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	AM	0.609	B	0.635	B	0.026	NO
		PM	0.586	A	0.603	B	0.017	NO
7.	Reno Street & Beverly Boulevard	AM	0.394	A	0.395	A	0.001	NO
		PM	0.359	A	0.361	A	0.002	NO
8.	Benton Way & Beverly Boulevard	AM	0.601	B	0.602	B	0.001	NO
		PM	0.653	B	0.654	B	0.001	NO
9.	Rampart Boulevard & Beverly Boulevard	AM	0.695	B	0.696	B	0.001	NO
		PM	0.691	B	0.692	B	0.001	NO
10.	Vendome Street & Temple Street	AM	0.352	A	0.381	A	0.029	NO
		PM	0.375	A	0.391	A	0.016	NO
11.	Benton Way & Temple Street	AM	0.603	B	0.604	B	0.001	NO
		PM	0.679	B	0.679	B	0.000	NO
12.	Rampart Boulevard & Temple Street	AM	0.597	A	0.598	A	0.001	NO
		PM	0.647	B	0.648	B	0.001	NO

Notes

[a] Intersection is unsignalized, but analyzed with assumed signalization to determine Project impacts

V/C = volume to capacity ratio per LADOT CMA calculations

LOS = Level of Service based on V/C

**TABLE 8B
EXISTING PLUS PROJECT CONDITIONS (YEAR 2015)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Existing without Project		Existing Plus Project		Signal Warrant?
			Delay	LOS	Delay	LOS	
3. [a]	US 101 SB On-Ramps & Silver Lake Boulevard	AM	3.1	B	3.4	B	NO
		PM	2.1	B	2.2	B	NO

Notes

[a] The average delay is reported for two-way stop-controlled intersection.

Chapter 7

Future with Project Conditions

This chapter describes the evaluation of the Project traffic on future background traffic. The analysis year of 2018 corresponds with the anticipated buildout year of the Project. All future background traffic growth presented in Chapter 4 is also assumed in this analysis.

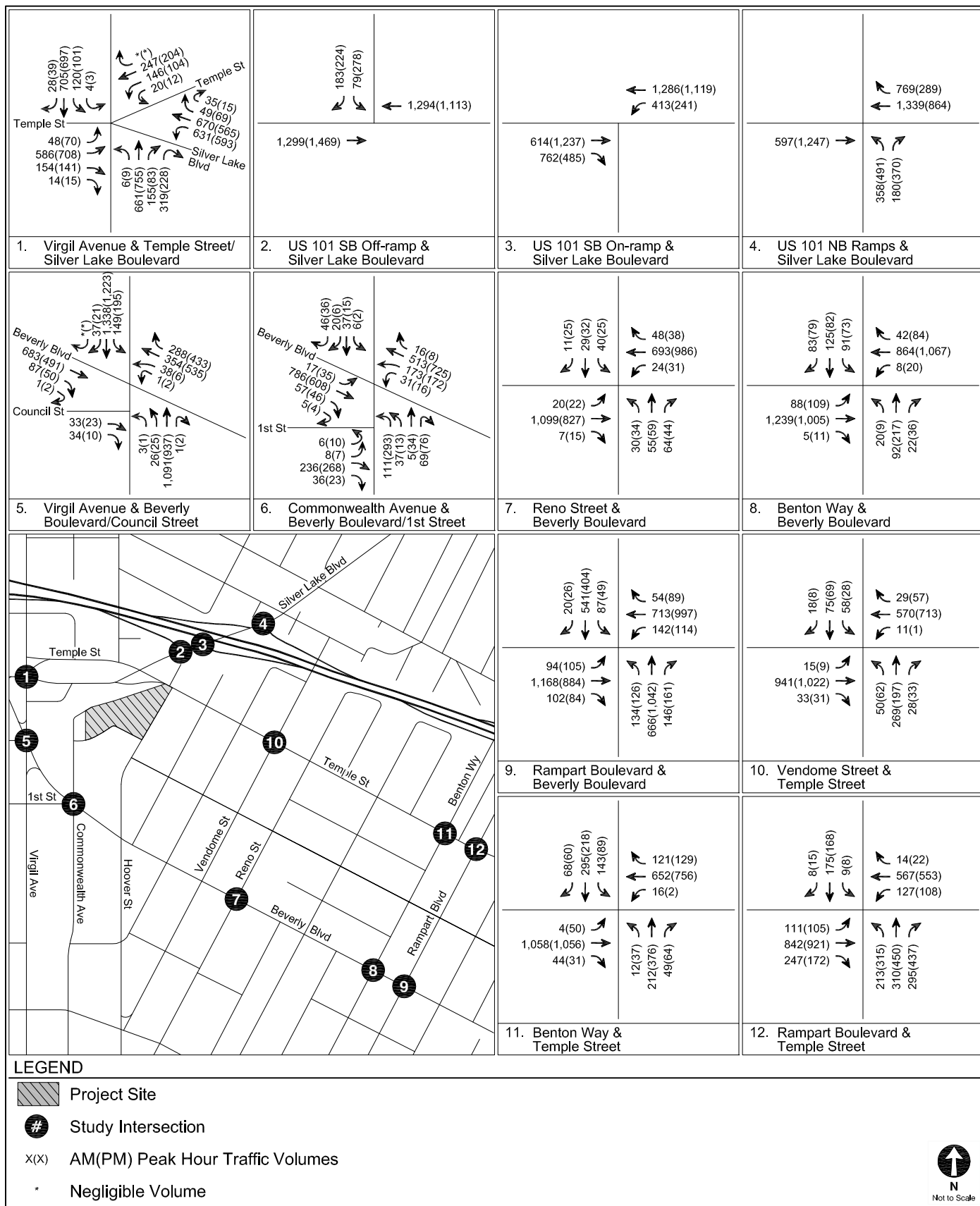
FUTURE WITH PROJECT TRAFFIC VOLUMES

The Project-only morning and afternoon peak hour traffic volumes described in Chapter 5 and shown in Figure 9 were added to the Future without Project AM and PM peak hour traffic volumes shown in Figure 7. The resulting traffic volumes are illustrated in Figure 11 and represent the Future with Project Conditions (Year 2018) after development of the Project in Year 2018.

FUTURE WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 9A summarizes the results of the Future with Project Conditions (Year 2018) analysis at the 12 study intersections. Similar to Future without Project Conditions, 11 of the 12 study intersections continue to operate at LOS D or better under Future with Project Conditions, including the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard when signalization is assumed. The remaining intersection, Virgil Avenue & Temple Street/Silver Lake Boulevard, would continue to operate at LOS F during both analyzed peak hours.

As shown in Table 9B, the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard continues to operate at LOS C during both the AM and PM peak hours under Future with Project Conditions.



FUTURE PLUS PROJECT CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
11

**TABLE 9A
FUTURE PLUS PROJECT CONDITIONS (YEAR 2018)
INTERSECTION LEVELS OF SERVICE AND IMPACTS**

No	Intersection	Peak Hour	Future without Project		Future Plus Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	AM	1.282	F	1.289	F	0.007	NO
		PM	1.276	F	1.282	F	0.006	NO
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	AM	0.447	A	0.455	A	0.008	NO
		PM	0.545	A	0.557	A	0.012	NO
3. [a]	US 101 SB On-Ramps & Silver Lake Boulevard	AM	0.666	B	0.683	B	0.017	NO
		PM	0.628	B	0.635	B	0.007	NO
4.	US 101 NB Ramps & Silver Lake Boulevard	AM	0.827	D	0.841	D	0.014	NO
		PM	0.631	B	0.643	B	0.012	NO
5.	Virgil Avenue & Beverly Boulevard/Count Street	AM	0.747	C	0.747	C	0.000	NO
		PM	0.595	A	0.605	B	0.010	NO
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	AM	0.664	B	0.690	B	0.026	NO
		PM	0.637	B	0.654	B	0.017	NO
7.	Reno Street & Beverly Boulevard	AM	0.436	A	0.437	A	0.001	NO
		PM	0.404	A	0.405	A	0.001	NO
8.	Benton Way & Beverly Boulevard	AM	0.649	B	0.650	B	0.001	NO
		PM	0.693	B	0.693	B	0.000	NO
9.	Rampart Boulevard & Beverly Boulevard	AM	0.745	C	0.747	C	0.002	NO
		PM	0.735	C	0.737	C	0.002	NO
10.	Vendome Street & Temple Street	AM	0.482	A	0.512	A	0.030	NO
		PM	0.449	A	0.465	A	0.016	NO
11.	Benton Way & Temple Street	AM	0.622	B	0.623	B	0.001	NO
		PM	0.706	C	0.707	C	0.001	NO
12.	Rampart Boulevard & Temple Street	AM	0.617	B	0.618	B	0.001	NO
		PM	0.673	B	0.674	B	0.001	NO

Notes

[a] Intersection is unsignalized, but analyzed with assumed signalization to determine Project impacts

V/C = volume to capacity ratio per LADOT CMA calculations

LOS = Level of Service based on V/C

**TABLE 9B
FUTURE PLUS PROJECT CONDITIONS (YEAR 2018)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Future without Project		Future Plus Project		Signal Warrant?
			Delay	LOS	Delay	LOS	
3. [a]	US 101 SB On-Ramps & Silver Lake Boulevard	AM	8.6	C	10.2	C	NO
		PM	3.8	C	4.1	C	NO

Notes

[a] The average delay is reported for two-way stop-controlled intersection.

Chapter 8

Traffic Impact Analysis

The relative impact of the added Project traffic volumes during the peak hours was evaluated based on analysis of both existing and future operating conditions at the study intersections with and without the Project. The previously discussed significance criteria and thresholds outlined in Chapter 2 were used to determine the significance of a traffic impact caused by the Project on the study intersections.

EXISTING WITH PROJECT CONDITIONS

The Existing with Project Conditions (Year 2015) summarized in Table 8A were compared to the Existing Conditions (Year 2015) from Table 4A. The analysis assesses the impacts of the Project as compared to the Existing environment without development of the Project. Based on the LADOT significance criteria described in Chapter 2, the Project is not anticipated to result in a significant impact under Existing with Project Conditions (Year 2015); therefore, mitigation measures are not required.

FUTURE WITH PROJECT CONDITIONS

The Future with Project Conditions (Year 2018) summarized in Table 9A were compared to the Future without Project Conditions (Year 2018) from Table 6A. The analysis assesses the impacts of the Project as compared to the Future environment without development of the Project. Based on LADOT significance criteria described in Chapter 2, the Project is not anticipated to result in a significant impact under Future with Project Conditions (Year 2018); therefore, mitigation measures are not required.

UNSIGNALIZED INTERSECTION

As shown in Tables 8B and 9B, Existing and Future with Project operating conditions at the intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard do not require additional signal warrant analysis be conducted in order to determine if signalizing the intersection is warranted based on traffic volumes.

CALTRANS ANALYSIS

The Project's potential impact on Caltrans facilities was analyzed based on the requirements of *Agreement between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (State of California and City of Los Angeles, October 1, 2013) (the Caltrans Agreement). The Caltrans Agreement describes a screening process used to determine whether a particular project is subject to a more rigorous analysis of Caltrans facilities.

As detailed in Appendix E, the Project does not meet any of the screening criteria set forth in the Caltrans Agreement and, therefore, further analysis of Caltrans facilities was not required. However, in order to provide as much information as possible, a full set of analysis on Study Area freeway facilities was performed for the Project. Two mainline freeway segments were studied, as were two signalized ramp termini, two off-ramp storage lengths, and six freeway weaving segments. The Project did not result in substantial impacts on any of the freeway elements analyzed.

Chapter 9

Congestion Management Program Analysis

The CMP requires that, when a TIA is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the amount of project traffic expected to use these facilities.

CMP SIGNIFICANT TRAFFIC IMPACT CRITERIA

The CMP guidelines state that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway monitoring location in either direction during the morning or afternoon weekday peak hours. Similarly, a CMP arterial monitoring station analysis must be conducted if 50 or more peak hour project trips are added to a CMP arterial monitoring station during the morning or afternoon weekday peak hours of adjacent street traffic.

A significant project-related CMP impact would be identified if the CMP facility is projected to operate at LOS F using a V/C ratio. LOS F is achieved when the V/C is greater than 1.00 and if the project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of the project traffic.

CMP FREEWAY ANALYSIS

Based on the Project trip generation estimates shown in Table 7, the Project is expected to generate approximately 109 trips in the AM peak hour and 133 trips in the PM peak hour, which is fewer than the 150 AM and PM peak hour trips required for further CMP freeway analysis.

Therefore, the Project's CMP freeway impacts are considered to be less than significant and no further analysis is required.

CMP ARTERIAL MONITORING STATION ANALYSIS

The CMP arterial monitoring stations closest to the Project Site include:

- Alvarado Street & Sunset Boulevard, approximately 1.20 miles east of the Project Site.
- Alvarado Street & Wilshire Boulevard, approximately 1.30 miles southeast of the Project Site.

The two CMP arterial monitoring stations are located outside of the Project Study Area. However, in order to analyze worst-case scenario, all Project trips leaving the Study Area in the direction of the monitoring stations are assumed to utilize the two intersections. A maximum of 16 AM peak hour and nine PM peak hour Project trips could utilize the intersection of Alvarado Street & Sunset Boulevard, and nine AM peak hour and five PM peak hour Project trips could utilize the intersection of Alvarado Street & Wilshire Boulevard. Since these are fewer than the required 50 trips per peak hour, the Project's CMP arterial impacts are considered to be less than significant.

REGIONAL TRANSIT IMPACT ANALYSIS

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes average vehicle occupancy (AVO) factor of 1.4 in order to estimate the number of person trips to and from the project. The CMP guidelines estimate that approximately 3.5% of total project person trips may use public transit to travel to and from the site.

As shown in Table 7, the Project is expected to generate approximately 109 AM peak hour trips and 133 PM peak hour trips. Assuming an AVO of 1.4, the Project's vehicle trips result in an estimated increase of 153 AM peak hour person trips and 187 PM peak hour person trips. Using the 3.5% mode split suggested in the CMP, the Project would generate approximately six

net new transit trips during the weekday AM peak hour and seven net new transit trips during the weekday PM peak hour.

The Project location is well served by established transit routes; therefore, it is anticipated that the existing transit service in the Project vicinity will adequately accommodate the Project-generated transit trips. Thus, based on the calculated number of generated transit trips, impacts on existing or future transit services in the Project vicinity are not expected to be significant.

Chapter 10

Site Access and Internal Circulation

Access to the Project Site would be provided via three unsignalized driveways, one on Hoover Street and two on Council Street, as illustrated in Figure 1. Both driveways on Council Street would provide full access by accommodating both left-turn and right-turn ingress and egress. The Hoover Street driveway provides access to a one-way section of Hoover Street; therefore, the movements will be restricted to right-in/right-out operation.

Internal circulation within the parking garage would be provided via internal drive aisles.

Pedestrian access would be provided via the lobby entrance on Council Street.

Based on the location, number, and design of the Project driveways, no operational or safety problems are anticipated.

Chapter 11

Parking

This chapter provides an analysis of the parking demand and proposed parking supply of the Project.

PARKING SUPPLY

As proposed, the Project would meet the LAMC requirements for automobile and SNAP requirements for bicycle parking spaces. Parking would be provided in a two-level below-grade parking garage and a surface parking lot. Access to the parking garage would be provided via driveways on Council Street and Hoover Street and access to the surface lot would be provided via a driveway on Council Street.

LAMC PARKING REQUIREMENTS

The Project qualifies for a density bonus; as such, the parking requirements were developed using the rates as detailed in LAMC Section 12.22A.25(d)1 – Parking Option 1:

- Apartment
 - 1.0 parking spaces per studio
 - 1.0 parking spaces per dwelling unit with one bedroom
 - 2.0 parking spaces per dwelling unit with two or three bedrooms

The Project proposes a total of 214 apartment units, including 41 studios, 99 one-bedroom units, 67 two-bedroom units, and seven three-bedroom units. As detailed in Table 10, the Project would require a total of 288 parking spaces. The Project will provide parking spaces to satisfy the LAMC requirements.

SNAP BICYCLE PARKING REQUIREMENTS

SNAP bicycle parking requirements identify the following bicycle parking rates:

- Apartment
 - 0.5 space per dwelling unit

As detailed in Table 11, the Project would require a minimum of 107 bicycle parking spaces. The Project will provide bicycle parking spaces to satisfy the SNAP requirement.

**TABLE 10
CODE PARKING REQUIREMENTS**

Land Use	Size	Code Requirement [a]			Parking Required
Apartments					
Units < 3 Habitable Rooms	41 du	1.0 sp	/	1 du	41 sp
Units = 3 Habitable Rooms	99 du	1.0 sp	/	1 du	99 sp
Units > 3 Habitable Rooms	74 du	2.0 sp	/	1 du	148 sp
Total Required Parking					288 sp

Notes

du: dwelling unit

sp: space

[a] Parking rates per Section 12.25.D1 of *Los Angeles Municipal Code*, City of Los Angeles, June 30, 2015.

TABLE 11
CODE BICYCLE PARKING REQUIREMENTS

Land Use	Size	Bicycle Parking Requirement	
		Rate [a]	Requirement
Residential	214 du	0.5 sp / 1 du	107 sp
Total Code Bicycle Parking Requirement			107 sp

Notes

sp: space

[a] Bicycle requirements as calculated per Vermont Western Transit Oriented District (Station Neighborhood Area Plan) (City of Los Angeles, March 1, 2001)

Chapter 12

Construction Impact Analysis

This chapter summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include safety, operational, or capacity impacts, and was performed in accordance with *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles, 2006) (*L.A. CEQA Thresholds Guide*).

TYPES OF CONSTRUCTION IMPACTS

The *L.A. CEQA Thresholds Guide* identifies four types of in-street construction impacts. Each of the four types of impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts – potential impacts on vehicular travelers on roadways
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers
4. Temporary loss of on-street parking – potential impacts on parkers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to a population, and consideration for public safety. Traffic impacts from construction activities could occur as a result of the following types of activities:

- Increases in truck traffic associated with export or import of fill materials and delivery of construction materials

-
- Increases in automobile traffic associated with construction workers traveling to and from the Project Site
 - Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
 - Blocking existing vehicle or pedestrian access to other parcels fronting streets

The impact of construction traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to slower movements and larger turning radii of trucks.

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over a period of approximately 25 months, anticipated in the years 2017-18. The construction period would include sub-phases of site demolition, excavation and grading, foundations, and building construction. Peak haul truck activity occurs during excavation and grading, and peak worker activity occurs during building construction. These two sub-phases of construction were studied in greater detail.

EXCAVATION AND GRADING PHASE

The peak period of truck activity during construction of the Project would occur during excavation and grading of the Project Site.

With the implementation of the Construction Management Plan, which is described in more detail later in this chapter, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to US 101, haul truck traffic would take the most direct route to the appropriate freeway ramps. The haul route will be reviewed and approved by the City.

Based on projections compiled for the Project, approximately 80,000 cubic yards (CY) of material would be excavated and removed from the Project Site over a 90-workday period. The Project is anticipated to have 60 haul trucks per workday, which equates to approximately 840 CY of material exported each workday based on an anticipated haul truck capacity of 14 CY each. Thus, up to 120 daily haul truck trips (60 inbound, 60 outbound) are forecast to occur during the excavation and grading period, with approximately 20 trips per hour (10 inbound, 10 outbound) uniformly over a six-hour workday.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity (Transportation Research Board, 1980) defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 16.7 of the HCM suggest a PCE of 2.0 for trucks. Assuming a PCE factor of 2.0, the 120 truck trips would be equivalent to 240 daily PCE trips. The 20 hourly truck trips would be equivalent to 40 PCE trips (20 inbound, 20 outbound) per hour. In addition, during this period a maximum of 25 construction workers would work at the Project Site during this phase. Assuming minimal carpooling amongst those workers, an AVO of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 25 workers would result in a total of 22 vehicle trips to and from the Project Site on a daily basis.

BUILDING CONSTRUCTION PHASE

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday AM commuter peak period and allow them to leave before or after the PM commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or

after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

The estimated number of construction workers each day depends on the phase of construction. According to construction projections prepared for the Project, the building subphase of construction would employ the most construction workers, with a cumulative average of approximately 95 workers per day for all components of the building (i.e., framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously, this cumulative estimate likely overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated 360 workdays to complete the Project, there would be far fewer workers than on the peak day. Therefore, the estimate of 95 workers per day used for the purposes of this analysis represents a higher-than-expected estimate.

Assuming an AVO of 1.135 persons per vehicle, 95 workers would result in a total of 84 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 168 (84 inbound and 84 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, the building phase of Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured in off-site rental vacant lots within a one mile radius. Upon completion of the foundation and parking structure, adequate parking will be supplied via on-site parking structure. Restrictions against workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site will be identified as part of the Construction Management Plan.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. Adjacent to the Project Site, the curb lanes on Council Street and Hoover Street would be used throughout the construction period for

equipment staging, concrete pumping, deliveries, etc. In addition, the Project is anticipated to have a street closure along Hoover Street from Council Street to the terminus of Hoover Street. Temporary traffic control signage would be provided to direct traffic around any closures, as required in the Construction Management Plan.

The use of the public right-of-way along Council Street and Hoover Street would require temporary re-routing of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

There are no bus stops adjacent to the Project Site and, therefore, no temporary impacts to transit are expected. Although parking is allowed on Council Street and Hoover Street adjacent to the Project Site, construction would result in the temporary loss of on-street parking spaces.

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

-
- Advance, bilingual notification of adjacent property owners and occupants about upcoming construction activities, including durations and daily hours of operation.
 - Prohibition of construction worker or equipment parking on adjacent streets.
 - Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Council Street and Hoover Street, to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian safety at the Project Site's Council Street and Hoover Street driveways.
 - Temporary traffic control (flag people) during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways.
 - Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
 - Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
 - Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible.
 - Periodic street-cleaning and dust control on vehicles/equipment.

Chapter 13

Summary and Conclusions

This study was undertaken to analyze the potential traffic impacts of the 235 N. Hoover Street apartment project on the local street system. The following summarizes the results of this analysis:

- The Project is a development of up to 214 apartments, replacing the 148-bed Temple Community Hospital.
- A detailed traffic impact analysis was conducted at a total of 12 study intersections, 11 signalized and one unsignalized. Under Existing Conditions (Year 2015), 10 of the 11 signalized study intersections operate at LOS D or better during both the morning and afternoon peak hours. The remaining intersection currently operates at LOS F during both analyzed peak hours. The unsignalized intersection currently operates at LOS B during both the morning and afternoon peak hours.
- Under worst-case conditions without any existing use credit, the Project is anticipated to generate a total of approximately 1,423 weekday trips, including 109 AM peak hour trips 133 PM peak hour trips.
- Analysis of projected Existing with Project Conditions (Year 2015) indicates that the Project is not anticipated to have a significant impact at any of the 12 study intersections during the AM or PM peak hours, based on the LADOT significance criteria. Thus, no mitigation is recommended or required.
- Analysis of projected Future with Project Conditions (Year 2018) indicates that the Project is not anticipated to have a significant impact at any of the 12 study intersections during the AM or PM peak hours, based on the LADOT significance criteria. Thus, no mitigation is recommended or required.
- The unsignalized intersection of US 101 Southbound On-Ramps & Silver Lake Boulevard operates at LOS B under Existing with Project Conditions and LOS C at Future with Project Conditions. Therefore, a signal warrant analysis is not required.
- Analysis of potential impacts on the regional transportation system conducted in accordance with CMP guidelines determined that the Project would not have a significant impact on the regional freeway, arterial, or transit system.

-
- Two mainline freeway segments were studied, as were two signalized ramp termini, two off-ramp storage lengths, and six freeway weaving segments. The Project did not result in substantial impacts on any of the freeway elements analyzed.
 - The Project provides adequate parking and internal circulation to accommodate vehicular traffic without impeding through traffic movements on City streets.
 - The Project will satisfy LAMC vehicle parking requirements for density bonus projects and SNAP bicycle parking requirements.

References

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, adopted March 1, 2011.

2010 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, 2010.

2010 Highway Capacity Manual, Transportation Research Board, 2010.

Agreement between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures, State of California and City of Los Angeles, October 1, 2013.

CEQA Air Quality Handbook, South Coast Air Quality Management District, 1993.

Guide for the Preparation of Traffic Impact Studies, California Department of Transportation, December 2002.

Guidelines for Implementation of the California Environmental Quality Act, Chapter 3, Title 14, California Code of Regulations, California Natural Resources Agency, amended July 27, 2007.

L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles, City of Los Angeles, 2006.

Los Angeles Municipal Code, City of Los Angeles, June 30, 2015.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, August 11, 2015.

Traffic Study Policies and Procedures, Los Angeles Department of Transportation, August 2014.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

Appendix A

Memorandum of Understanding

TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: Pinnacle Place Residential Project (See Site plan on Figure 1 Attached)

Project Address: 235 N. Hoover Street

Project Description: Replacing 148-bed Temple Community Hospital with a 212-unit Apartment Building

Geographic Distribution: N 40 % S 15 % E 35 % W 10 %

Attach graphic illustrating project trip distribution percentages at the studied intersections (See Figure 2 Attached)

Trip Generation Rate(s): ITE 9th Edition / Other ITE 9th Edition
(See Table 1 and Figure 3 Attached)

	<u>in</u>	<u>out</u>	<u>total</u>
AM Trips	<u>22</u>	<u>86</u>	<u>108</u>
PM Trips	<u>85</u>	<u>46</u>	<u>131</u>

Project Buildout Year: 2018 Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects: (to be researched by the consultant and approved by LADOT)

Subject to Freeway Impact Analysis Screening review: X YES NO

Study Intersections (See Figure 4 Attached)
(Subject to LADOT revision after initial impact analysis)

1. Virgil Ave & Temple St/Silver Lake Blvd	7. Reno St & Beverly Blvd
2. US 101 SB Off-ramp & Silver Lake Blvd	8. Benton Wy & Beverly Blvd
3. US 101 SB On-ramp & Silver Lake Blvd	9. Rampart Blvd & Beverly Blvd
4. US 101 NB Ramps & Silver Lake Blvd	10. Vendome St & Temple St
5. Virgil Ave & Beverly Blvd	11. Benton Wy & Temple St
6. Commonwealth Ave & Beverly Blvd	12. Rampart Blvd & Temple St

Trip Credits: (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage		X
Transportation Demand Management		X
Existing Active Land Use		X
Previous Land Use		X
Internal Trip		X
Pass-By Trip		X

Consultant

Name Gibson Transportation Consulting, Inc.

Address 523 W. 6th Street, Suite 1234, Los Angeles, CA 90014

Phone No. (213) 683-0088

E-Mail rgibson@gibsontrans.com

Approved by: [Signature] 11/29/15
Consultant's Representative Date

Developer

Silverlake Pinnacle, LLC

2908 Nebraska Ave, Suite 200, Santa Monica, CA 90404

(310) 315-0002

michael@miminvestcp.com

[Signature] 11-9-15
LADOT Representative Date

TABLE 1
PROJECT TRIP GENERATION ESTIMATES WITH EXISTING CREDIT

TRIP GENERATION RATES [a]									
Land Use	Rate	ITE Land Use Code	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Community Hospital	per bed	610	12.94	72%	28%	1.32	33%	67%	1.42
Apartments	per DU	220	6.65	20%	80%	0.51	65%	35%	0.62

TRIP GENERATION ESTIMATES								
Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
<u>Existing Use</u> Temple Community Hospital	148 beds	1,915	141	55	195	69	141	210
<u>Proposed Use</u> Apartments	212 DU	1,410	22	86	108	85	46	131
NET NEW PROJECT TRIPS		(505)	(119)	32	(87)	16	(95)	(79)

Notes:

DU = Dwelling Unit

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

TABLE 2
PROJECT TRIP GENERATION ESTIMATES WITHOUT EXISTING CREDIT

TRIP GENERATION RATES									
Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Apartments	220	per DU	6.65	20%	80%	0.51	65%	35%	0.62

TRIP GENERATION ESTIMATES									
Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<u>Proposed Uses</u>									
Apartments	220	212 DU	1,410	22	86	108	85	46	131
PROJECT TRIPS			1,410	22	86	108	85	46	131

Notes:

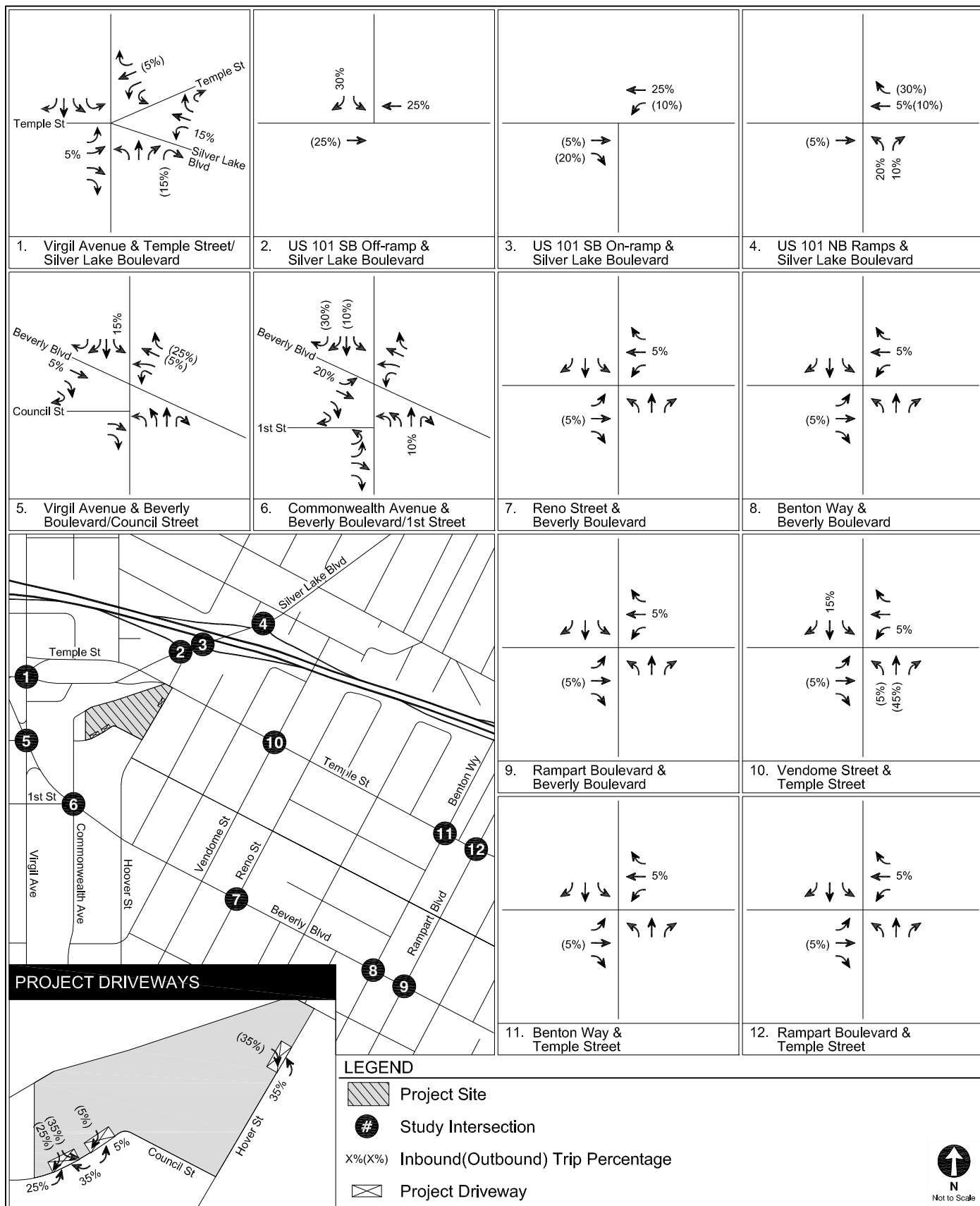
DU = Dwelling Unit

Trip generation rates from ITE *Trip Generation Manual, 9th Edition*



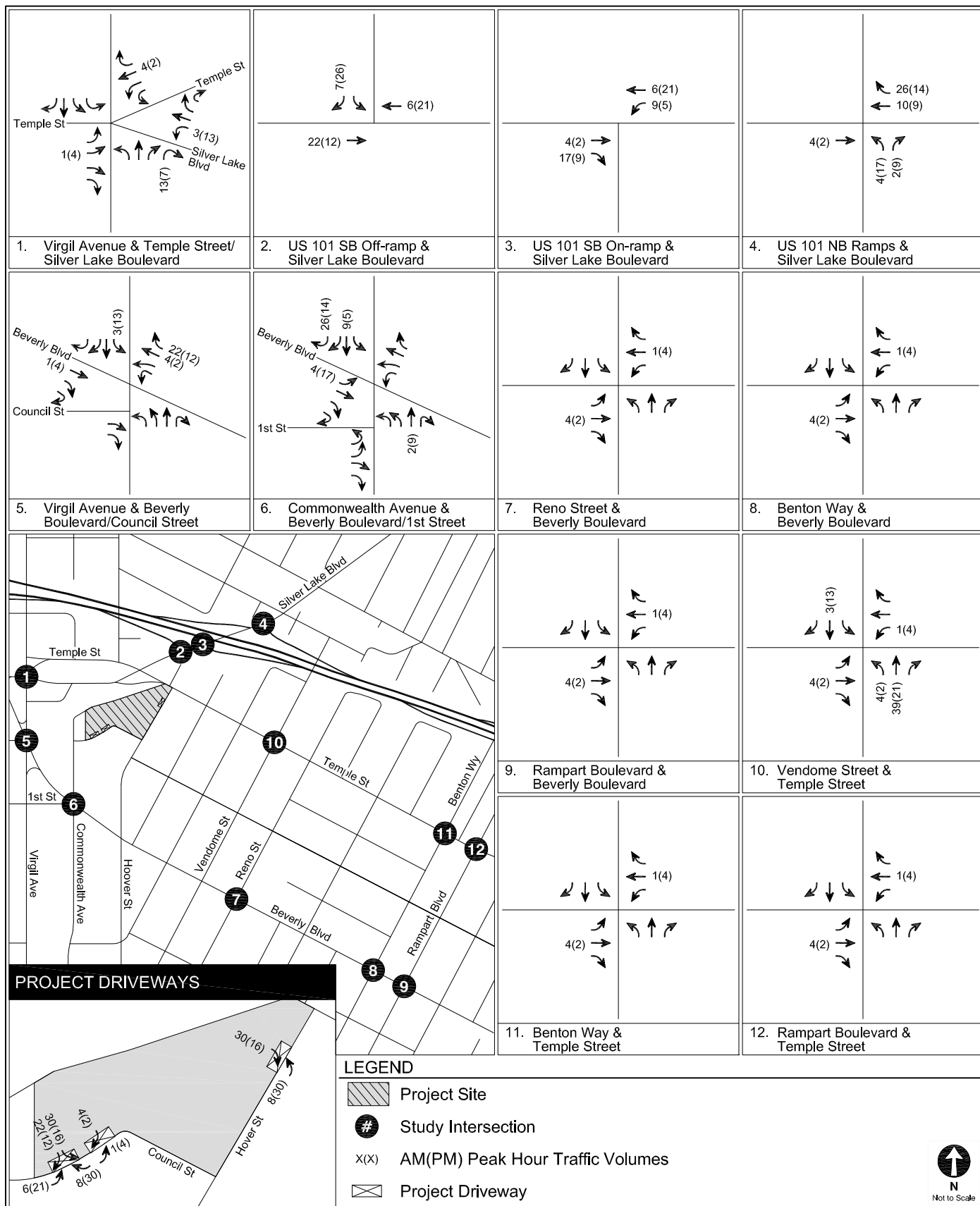
SITE PLAN

FIGURE
1



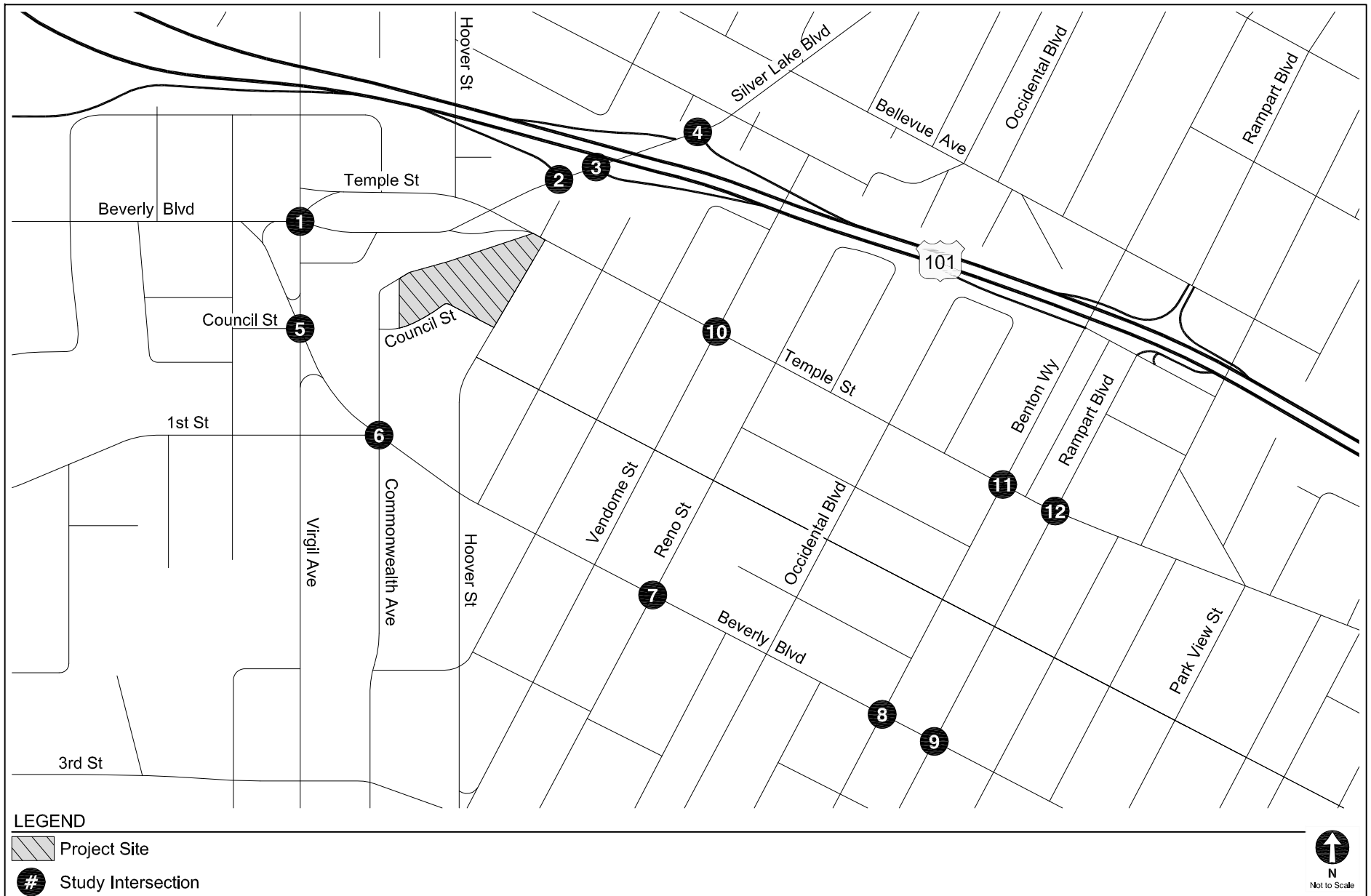
TRIP DISTRIBUTION

FIGURE
2



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
3

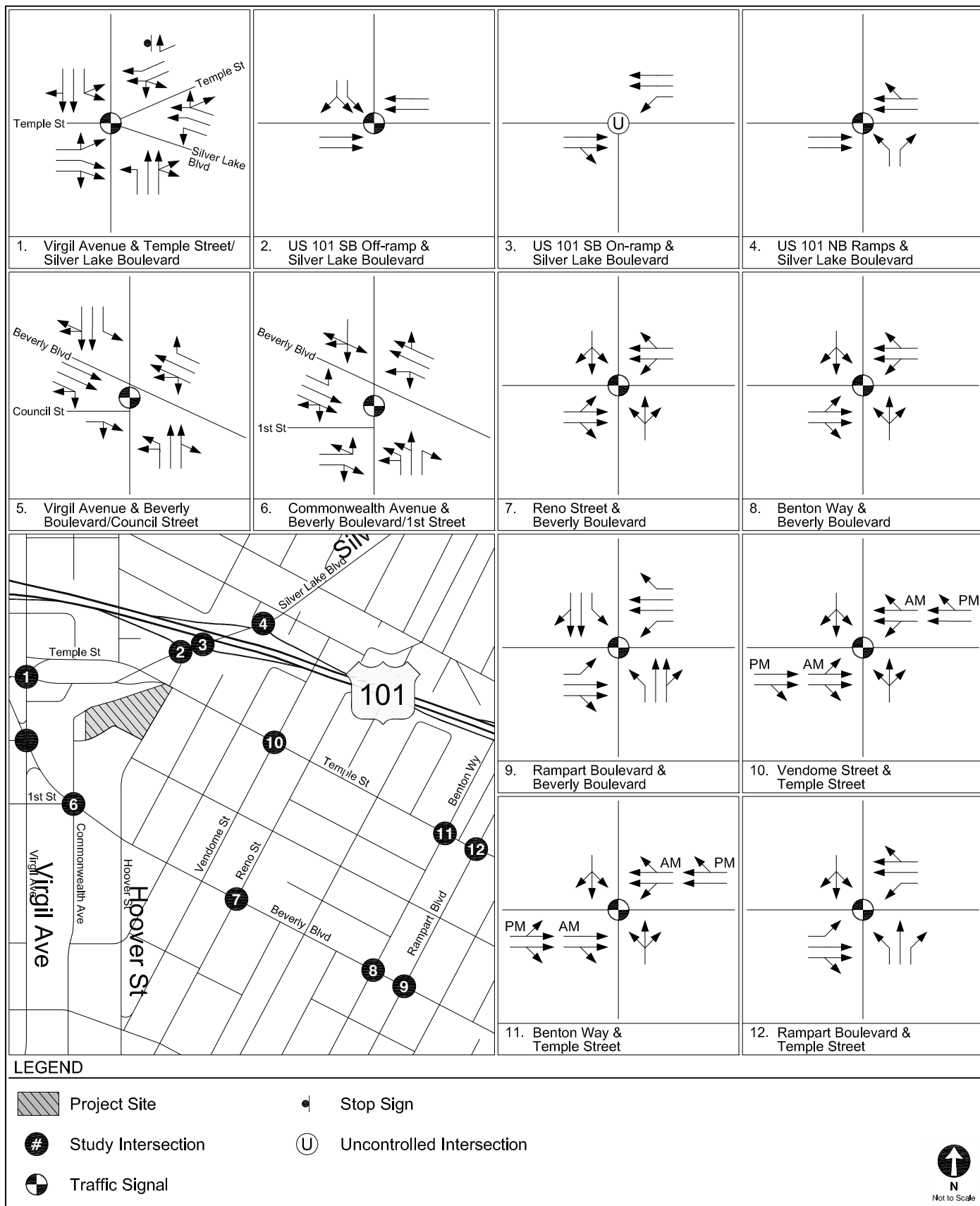


STUDY AREA

FIGURE
4

Appendix B

Intersection Lane Configurations



Appendix C

Turning Movement Counts

Location ID: 1
North/South: Virgil Ave
East/West: Temple St/Silver Lake Blvd

Date: 09/22/15
City: Los Angeles, CA

Movements:	Southbound				Westbound				Northbound				Eastbound				South-Westbound				Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
	R	T	L-Sil	L-Tem	R	T	L	R-Tem	R-Sil	T	L	R-Tem	R	T	L-Vir	L-Tem	R	T	L-Vir	L-Sil	
7:00	9	141	28	3	6	139	103	2	21	104	4	15	5	16	6	91	0	52	24	0	769
7:15	7	133	36	0	9	155	89	5	29	139	2	12	2	17	9	141	0	68	28	2	883
7:30	8	144	30	0	13	133	108	11	23	151	1	38	4	21	18	140	0	51	39	3	936
7:45	6	166	21	2	12	169	88	16	22	152	0	67	3	16	13	149	0	50	40	3	995
8:00	5	163	30	2	11	168	87	4	31	134	3	32	6	22	9	135	0	56	33	7	938
8:15	8	164	35	0	12	151	97	3	43	130	2	13	1	14	7	147	0	68	30	6	931
8:30	9	156	27	0	8	169	85	2	41	146	3	11	2	17	9	148	0	49	23	3	908
8:45	6	199	30	3	10	150	90	0	31	127	0	10	5	11	14	137	0	52	33	0	908
9:00	11	179	34	3	14	143	108	5	34	101	3	20	4	15	5	138	0	48	24	4	893
9:15	13	160	33	1	11	132	93	4	38	102	4	8	7	17	7	114	0	49	33	5	831
9:30	14	148	28	1	9	144	89	2	32	119	7	9	2	12	17	113	0	44	24	4	818
9:45	15	147	30	1	7	122	97	5	24	125	6	12	7	19	11	105	0	40	23	3	799

Total Volume:	111	1900	362	16	122	1775	1134	59	369	1530	35	247	48	197	125	1558	0	627	354	40	10609
Approach %	5%	80%	15%	1%	4%	57%	37%	2%	17%	70%	2%	11%	2%	10%	6%	81%	0%	61%	35%	4%	

Peak Hr Begin:	7:30																				
PHV	27	637	116	4	48	621	380	34	119	567	6	150	14	73	47	571	0	225	142	19	3800

Movements:	Southbound				Westbound				Northbound				Eastbound				South-Westbound				Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
	R	T	L-Sil	L-Tem	R	T	L	R-Tem	R-Sil	T	L	R-Tem	R	T	L-Vir	L-Tem	R	T	L-Vir	L-Sil	
15:00	12	132	31	0	13	60	63	5	59	243	9	25	4	13	19	120	0	30	18	4	860
15:15	4	156	21	0	12	65	49	6	34	155	4	28	6	30	15	166	0	46	35	3	835
15:30	12	131	23	3	9	66	69	2	32	141	3	17	3	22	14	188	1	45	23	7	811
15:45	8	173	22	2	10	86	76	3	43	136	2	24	8	12	12	179	0	44	27	2	869
16:00	13	132	27	1	16	90	66	5	42	151	6	17	5	19	14	189	0	45	19	0	857
16:15	9	152	28	1	14	97	72	6	51	167	1	21	2	22	17	184	0	52	20	2	918
16:30	3	154	27	2	21	124	80	3	44	145	2	13	5	18	18	173	0	55	16	3	906
16:45	8	155	26	2	23	111	85	2	25	174	4	22	2	23	19	180	0	40	26	3	930
17:00	9	157	30	0	12	98	78	9	33	150	2	22	6	10	10	180	1	58	20	3	888
17:15	14	157	19	1	12	128	75	2	43	190	2	19	4	31	12	158	0	49	22	1	939
17:30	7	150	23	0	20	124	84	2	28	184	1	18	3	17	27	154	0	47	33	5	927
17:45	9	125	19	1	16	82	99	0	37	186	3	19	4	21	21	165	0	46	26	1	880

Total Volume:	108	1774	296	13	178	1131	896	45	471	2022	39	245	52	238	198	2036	2	557	285	34	10620
Approach %	5%	81%	14%	1%	8%	50%	40%	2%	17%	73%	1%	9%	2%	9%	8%	81%	0%	63%	32%	4%	

Peak Hr Begin:	16:45																				
PHV	38	619	98	3	67	461	322	15	129	698	9	81	15	81	68	672	1	194	101	12	3684

Leg:	Pedestrians					Bicycle					Leg:	Pedestrians					Bicycle				
	North	East	South	West	East-Tem	North	East	South	West	East-Tem		North	East	South	West	East-Tem	North	East	South	West	East-Tem
7:00	6	5	3	2	1	1	0	0	0	0	15:00	28	3	2	8	21	0	0	0	0	0
7:15	26	10	18	9	6	3	0	2	0	0	15:15	70	61	108	36	7	0	0	1	0	0
7:30	21	30	25	6	3	0	1	0	0	1	15:30	59	30	44	4	6	1	0	1	0	0
7:45	109	51	70	24	8	1	0	2	1	0	15:45	44	18	19	7	6	0	0	0	0	0
8:00	32	12	26	6	4	2	0	1	0	0	16:00	16	11	8	4	4	0	0	0	1	0
8:15	12	4	5	7	8	1	1	1	0	0	16:15	17	6	2	6	7	0	0	0	0	0
8:30	54	8	4	3	5	0	1	1	1	0	16:30	20	9	3	5	9	1	0	0	0	0
8:45	9	6	4	0	6	1	0	2	0	0	16:45	16	11	11	1	8	0	0	0	0	0
9:00	12	7	2	6	6	0	0	0	1	0	17:00	23	6	8	2	12	2	2	3	0	0
9:15	6	2	0	3	7	0	0	2	0	0	17:15	19	4	5	2	4	0	0	0	0	0
9:30	16	1	5	5	5	0	1	0	1	1	17:30	15	9	5	7	4	0	1	0	0	0
9:45	13	2	3	2	2	0	0	0	0	0	17:45	17	5	3	1	10	1	0	0	0	0

Turning Movement Count Report AM

Location ID: 2
 North/South: US 101 SB Off-ramp
 East/West: Silver Lake Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	29	0	13	0	255	0	0	0	0	0	168	0	465
7:15	11	0	17	0	286	0	0	0	0	0	219	0	533
7:30	25	0	12	0	279	0	0	0	0	0	244	0	560
7:45	11	0	15	0	304	0	0	0	0	0	230	0	560
8:00	10	0	20	0	259	0	0	0	0	0	234	0	523
8:15	17	0	11	0	271	0	0	0	0	0	265	0	564
8:30	23	0	12	0	270	0	0	0	0	0	256	0	561
8:45	20	0	13	0	251	0	0	0	0	0	218	0	502
9:00	24	0	14	0	268	0	0	0	0	0	209	0	515
9:15	19	0	15	0	245	0	0	0	0	0	212	0	491
9:30	18	0	26	0	257	0	0	0	0	0	197	0	498
9:45	20	0	29	0	229	0	0	0	0	0	179	0	457

Total Volume:	227	0	197	0	3174	0	0	0	0	0	2631	0	6229
Approach %	54%	0%	46%	0%	100%	0%	0%	0%	0%	0%	100%	0%	

Peak Hr Begin:	7:45												
PHV	61	0	58	0	1104	0	0	0	0	0	985	0	2208
PHF	0.850			0.908			0.000			0.929			0.979

Turning Movement Count Report PM

Location ID: 2
 North/South: US 101 SB Off-ramp
 East/West: Silver Lake Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	22	0	33	0	147	0	0	0	0	0	216	0	418
15:15	28	0	33	0	134	0	0	0	0	0	261	0	456
15:30	26	0	33	0	142	0	0	0	0	0	310	0	511
15:45	17	0	47	0	183	0	0	0	0	0	263	0	510
16:00	21	0	31	0	173	0	0	0	0	0	279	0	504
16:15	17	0	45	0	195	0	0	0	0	0	349	0	606
16:30	26	0	61	0	231	0	0	0	0	0	298	0	616
16:45	20	0	61	0	222	0	0	0	0	0	315	0	618
17:00	22	0	54	0	190	0	0	0	0	0	310	0	576
17:15	15	0	34	0	226	0	0	0	0	0	295	0	570
17:30	26	0	53	0	236	0	0	0	0	0	271	0	586
17:45	26	0	45	0	195	0	0	0	0	0	300	0	566

Total Volume:	266	0	530	0	2274	0	0	0	0	0	3467	0	6537
Approach %	33%	0%	67%	0%	100%	0%	0%	0%	0%	0%	100%	0%	

Peak Hr Begin:	16:15												
PHV	85	0	221	0	838	0	0	0	0	0	1272	0	2416
PHF	0.879			0.907			0.000			0.911			0.977

Pedestrian/Bicycle Count Report

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	0	0	0	0
7:15	2	0	0	0	0	0	0	0
7:30	0	1	0	0	0	0	0	0
7:45	2	1	0	0	0	0	0	0
8:00	1	0	0	0	0	0	1	0
8:15	1	0	0	0	0	0	0	0
8:30	2	2	0	0	0	0	0	0
8:45	1	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	1	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	1	1	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	0
16:00	4	2	3	0	0	0	0	0
16:15	0	1	0	0	0	0	1	0
16:30	1	0	0	0	0	0	1	0
16:45	2	0	1	0	0	0	0	0
17:00	0	2	0	0	0	0	0	0
17:15	6	0	1	0	0	0	0	0
17:30	6	2	0	0	0	0	0	0
17:45	8	1	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 3
 North/South: US 101 SB On-ramp
 East/West: Silver Lake Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	242	80	0	0	0	108	74	0	504
7:15	0	0	0	0	286	70	0	0	0	129	107	0	592
7:30	0	0	0	0	271	98	0	0	0	152	111	0	632
7:45	0	0	0	0	309	88	0	0	0	128	116	0	641
8:00	0	0	0	0	252	87	0	0	0	142	107	0	588
8:15	0	0	0	0	273	98	0	0	0	164	109	0	644
8:30	0	0	0	0	262	96	0	0	0	149	127	0	634
8:45	0	0	0	0	261	86	0	0	0	124	104	0	575
9:00	0	0	0	0	259	96	0	0	0	125	104	0	584
9:15	0	0	0	0	254	102	0	0	0	114	113	0	583
9:30	0	0	0	0	261	73	0	0	0	107	119	0	560
9:45	0	0	0	0	228	95	0	0	0	98	109	0	530

Total Volume:	0	0	0	0	3158	1069	0	0	0	1540	1300	0	7067
Approach %	0%	0%	0%	0%	75%	25%	0%	0%	0%	54%	46%	0%	

Peak Hr Begin:	7:45												
PHV	0	0	0	0	1096	369	0	0	0	583	459	0	2507
PHF	0.000			0.923			0.000			0.944			0.973

Turning Movement Count Report PM

Location ID: 3
 North/South: US 101 SB On-ramp
 East/West: Silver Lake Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	141	64	0	0	0	88	160	0	453
15:15	0	0	0	0	138	63	0	0	0	103	199	0	503
15:30	0	0	0	0	150	57	0	0	0	109	227	0	543
15:45	0	0	0	0	179	56	0	0	0	88	228	0	551
16:00	0	0	0	0	183	53	0	0	0	84	241	0	561
16:15	0	0	0	0	192	65	0	0	0	111	274	0	642
16:30	0	0	0	0	235	54	0	0	0	92	273	0	654
16:45	0	0	0	0	221	49	0	0	0	104	258	0	632
17:00	0	0	0	0	195	45	0	0	0	89	270	0	599
17:15	0	0	0	0	234	53	0	0	0	94	249	0	630
17:30	0	0	0	0	238	60	0	0	0	85	251	0	634
17:45	0	0	0	0	201	52	0	0	0	86	258	0	597

Total Volume:	0	0	0	0	2307	671	0	0	0	1133	2888	0	6999
Approach %	0%	0%	0%	0%	77%	23%	0%	0%	0%	28%	72%	0%	

Peak Hr Begin:	16:15												
PHV	0	0	0	0	843	213	0	0	0	396	1075	0	2527
PHF	0.000			0.913			0.000			0.955			0.966

Pedestrian/Bicycle Count Report

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	1	0	0	0
7:15	0	0	0	0	1	0	0	0
7:30	0	0	0	0	1	0	0	0
7:45	0	0	0	0	2	0	0	0
8:00	0	0	0	0	4	0	0	0
8:15	0	0	0	0	1	2	0	0
8:30	0	0	0	0	0	1	0	0
8:45	0	0	0	0	2	0	0	0
9:00	0	0	0	0	1	0	0	0
9:15	0	0	0	0	2	0	0	0
9:30	0	0	0	0	3	0	0	0
9:45	0	0	1	0	2	0	0	0

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	1	0	1	0	1	0
15:15	0	0	0	0	1	0	2	0
15:30	0	0	0	0	2	0	4	0
15:45	0	0	0	0	0	0	4	0
16:00	0	0	0	0	1	0	1	0
16:15	0	0	0	0	5	0	1	0
16:30	0	0	0	0	2	0	0	0
16:45	0	0	1	0	3	0	1	0
17:00	0	0	0	0	0	1	0	0
17:15	0	0	0	0	0	1	0	0
17:30	0	0	1	0	10	0	0	0
17:45	0	0	2	0	1	0	0	0

Turning Movement Count Report AM

Location ID: 4
 North/South: US 101 NB Ramps
 East/West: Silver Lake Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	110	275	0	41	0	50	0	76	0	552
7:15	0	0	0	106	290	0	42	0	70	0	109	0	617
7:30	0	0	0	158	296	0	46	0	68	0	108	0	676
7:45	0	0	0	121	327	0	39	0	65	0	121	0	673
8:00	0	0	0	141	301	0	34	0	45	0	105	0	626
8:15	0	0	0	105	321	0	32	0	38	0	112	0	608
8:30	0	0	0	108	316	0	34	0	48	0	125	0	631
8:45	0	0	0	127	298	0	27	0	44	0	106	0	602
9:00	0	0	0	139	305	0	26	0	54	0	98	0	622
9:15	0	0	0	113	329	0	30	0	43	0	118	0	633
9:30	0	0	0	125	287	0	22	0	44	0	117	0	595
9:45	0	0	0	127	280	0	36	0	44	0	110	0	597

Total Volume:	0	0	0	1480	3625	0	409	0	613	0	1305	0	7432
Approach %	0%	0%	0%	29%	71%	0%	40%	0%	60%	0%	100%	0%	

Peak Hr Begin:	7:15												
PHV	0	0	0	526	1214	0	161	0	248	0	443	0	2592
PHF	0.000			0.958			0.897			0.915			0.959

Turning Movement Count Report PM

Location ID: 4
 North/South: US 101 NB Ramps
 East/West: Silver Lake Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	69	151	0	63	0	45	0	161	0	489
15:15	0	0	0	65	170	0	70	0	41	0	194	0	540
15:30	0	0	0	48	161	0	71	0	42	0	230	0	552
15:45	0	0	0	46	172	0	65	0	60	0	227	0	570
16:00	0	0	0	47	159	0	71	0	74	0	230	0	581
16:15	0	0	0	43	182	0	87	0	74	0	271	0	657
16:30	0	0	0	55	179	0	78	0	114	0	268	0	694
16:45	0	0	0	37	172	0	85	0	94	0	258	0	646
17:00	0	0	0	36	163	0	69	0	74	0	288	0	630
17:15	0	0	0	45	201	0	92	0	82	0	237	0	657
17:30	0	0	0	43	208	0	91	0	92	0	245	0	679
17:45	0	0	0	51	172	0	66	0	75	0	263	0	627

Total Volume:	0	0	0	585	2090	0	908	0	867	0	2872	0	7322
Approach %	0%	0%	0%	22%	78%	0%	51%	0%	49%	0%	100%	0%	

Peak Hr Begin:	16:15												
PHV	0	0	0	171	696	0	319	0	356	0	1085	0	2627
PHF	0.000			0.926			0.879			0.942			0.946

Pedestrian/Bicycle Count Report

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	1	0	0	0
7:15	0	0	0	0	1	0	0	0
7:30	0	0	0	0	0	1	0	0
7:45	0	0	0	0	2	0	0	0
8:00	0	0	0	1	1	0	0	0
8:15	0	0	0	0	2	1	0	0
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	2	0	0	0
9:00	0	0	0	0	2	0	0	0
9:15	0	0	0	0	2	0	0	0
9:30	0	0	0	0	1	0	0	0
9:45	0	0	0	0	0	1	0	0

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	2	0	0	0
15:30	0	0	0	0	2	0	0	0
15:45	0	0	0	0	1	3	0	0
16:00	0	0	0	0	1	0	0	1
16:15	0	0	0	0	1	0	0	0
16:30	0	0	0	0	1	0	0	0
16:45	0	0	0	0	2	1	0	0
17:00	0	0	0	0	0	1	0	0
17:15	0	0	0	0	0	2	0	0
17:30	0	0	0	0	7	2	0	0
17:45	0	0	0	0	0	5	0	0

Date: 09/22/15
City: Los Angeles, CA

	Pedestrians					Bicycle						Pedestrians					Bicycle				
Leg:	North	East	South	West	West - Coun	North	East	South	West	West - Coun	Leg:	North	East	South	West	West - Coun	North	East	South	West	West - Coun
7:00	4	0	1	16	0	0	0	0	0	0	15:00	3	1	5	6	2	0	0	0	0	0
7:15	1	0	0	16	1	1	0	0	0	0	15:15	2	18	3	13	6	0	0	0	0	0
7:30	3	0	3	14	3	0	0	0	1	0	15:30	1	19	6	10	6	0	1	0	0	0
7:45	2	4	7	13	2	0	0	0	1	0	15:45	1	13	2	7	5	0	0	0	0	0
8:00	1	5	8	5	3	0	1	0	0	0	16:00	4	1	2	5	6	0	1	0	1	0
8:15	1	11	3	10	7	0	0	0	1	0	16:15	2	4	3	4	7	0	0	0	0	0
8:30	0	2	3	7	6	0	0	0	0	0	16:30	1	2	4	8	3	0	0	0	0	0
8:45	1	2	2	4	5	0	0	0	0	0	16:45	0	3	2	7	9	0	0	0	0	0
9:00	0	3	3	3	6	0	0	0	0	0	17:00	1	6	7	7	9	0	0	0	2	0
9:15	2	2	1	3	4	0	2	0	0	0	17:15	1	1	0	6	2	0	0	1	0	1
9:30	3	1	2	6	1	0	0	0	0	0	17:30	1	1	2	13	10	0	0	0	0	0
9:45	1	0	4	3	1	0	0	0	0	0	17:45	3	7	5	5	6	1	0	0	0	0

Location ID: 6
North/South: Commonwealth Ave
East/West: Beverly Blvd & 1st St

Date: 09/22/15
City: Los Angeles, CA

Movements:	Southbound				Westbound				Northbound				Eastbound				Eastbound - 1st St				Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
	R	T	L	R-1st	R	T	L	L-1st	R	T	L	L-1st	R	T	L	R-1st	R-Com	R-Bev	L-Com	L-Bev	
7:00	5	1	3	1	2	89	7	26	4	1	0	16	19	104	2	0	2	35	3	0	320
7:15	6	1	4	2	1	98	6	47	6	1	7	22	12	114	1	2	9	31	0	1	371
7:30	5	12	0	6	5	96	9	42	26	1	14	37	19	138	3	2	10	42	1	3	471
7:45	6	4	1	8	7	140	8	45	16	1	10	37	18	157	4	0	13	70	4	2	551
8:00	0	10	2	4	0	117	7	49	12	1	8	18	12	180	4	1	6	58	2	0	491
8:15	8	1	3	1	4	99	6	32	13	0	4	16	6	200	2	2	6	59	1	1	464
8:30	4	5	0	1	0	98	4	20	12	1	4	24	8	178	1	2	3	49	4	1	419
8:45	4	6	1	1	2	87	10	33	11	3	4	32	14	171	3	0	1	44	1	0	428
9:00	9	0	2	1	2	71	16	33	15	4	3	25	8	167	0	0	7	36	1	3	403
9:15	7	2	1	0	1	85	8	20	11	1	3	13	8	153	3	1	4	34	1	2	358
9:30	4	2	1	0	4	86	3	29	6	0	3	22	4	140	1	1	3	24	0	1	334
9:45	8	2	0	2	0	88	4	33	6	0	0	25	11	135	3	1	5	31	0	0	354

Total Volume:	66	46	18	27	28	1154	88	409	138	14	60	287	139	1837	27	12	69	513	18	14	4964
Approach %	42%	29%	11%	17%	2%	69%	5%	24%	28%	3%	12%	58%	7%	91%	1%	1%	11%	84%	3%	2%	

Peak Hr Begin:	7:30																				
PHV	19	27	6	19	16	452	30	168	67	3	36	108	55	675	13	5	35	229	8	6	1977

Movements:	Southbound				Westbound				Northbound				Eastbound				Eastbound - 1st St				Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
	R	T	L	R-1st	R	T	L	L-1st	R	T	L	L-1st	R	T	L	R-1st	R-Com	R-Bev	L-Com	L-Bev	
15:00	3	1	0	0	4	85	8	23	11	4	5	28	10	101	1	0	1	53	2	0	340
15:15	2	0	0	0	1	99	1	27	17	0	0	29	7	114	2	1	10	57	5	2	374
15:30	4	2	1	1	0	103	5	30	15	1	4	45	4	112	1	1	6	58	6	2	401
15:45	0	1	1	1	1	102	5	28	7	5	5	51	5	116	2	3	4	60	1	1	399
16:00	3	3	0	0	2	121	3	34	12	2	2	54	7	140	2	0	2	45	4	1	437
16:15	1	4	2	2	5	144	11	35	28	1	4	58	9	98	4	1	7	60	5	7	486
16:30	6	2	0	0	3	116	2	29	21	4	2	53	10	114	2	2	6	56	3	3	434
16:45	4	2	1	0	2	144	3	34	17	6	4	65	11	138	6	1	5	51	0	1	495
17:00	5	2	0	2	1	113	2	32	15	2	6	72	15	135	4	0	2	61	2	1	472
17:15	6	3	0	2	0	150	4	42	17	6	1	81	11	139	4	1	7	63	3	5	545
17:30	5	1	2	0	1	166	4	44	21	8	2	69	8	124	1	2	6	67	1	2	534
17:45	5	4	0	2	6	160	6	49	21	8	4	62	11	109	8	1	7	69	1	2	535

Total Volume:	44	25	7	10	26	1503	54	407	202	47	39	667	108	1440	37	13	63	700	33	27	5452
Approach %	51%	29%	8%	12%	1%	76%	3%	20%	21%	5%	4%	70%	7%	90%	2%	1%	8%	85%	4%	3%	

Peak Hr Begin:	17:00																				
PHV	21	10	2	6	8	589	16	167	74	24	13	284	45	507	17	4	22	260	7	10	2086

Leg:	Pedestrians					Bicycle					Leg:	Pedestrians					Bicycle				
	North	East	South	West	West - 1st St	North	East	South	West	West - 1st St		North	East	South	West	West - 1st St	North	East	South	West	West - 1st St
7:00	1	8	4	1	1	0	0	0	0	0	15:00	5	4	18	0	11	0	0	0	0	0
7:15	2	7	11	1	0	1	0	0	1	0	15:15	5	7	6	0	8	3	0	2	0	1
7:30	12	8	16	2	4	1	0	2	0	1	15:30	4	7	7	1	6	0	0	0	0	0
7:45	12	15	21	9	4	0	1	1	0	0	15:45	6	4	5	0	2	0	0	2	0	0
8:00	5	2	5	4	1	0	0	0	0	0	16:00	7	6	11	0	7	1	0	0	0	0
8:15	1	5	10	2	1	0	0	2	0	0	16:15	3	5	8	0	5	0	0	1	0	0
8:30	6	5	6	0	3	0	0	2	0	0	16:30	3	8	8	0	3	0	0	0	0	1
8:45	2	3	4	0	4	0	0	1	0	2	16:45	1	2	5	1	2	0	0	1	0	0
9:00	1	4	3	1	2	0	0	0	0	0	17:00	5	3	7	1	8	1	0	0	0	1
9:15	5	5	5	2	3	0	0	1	0	0	17:15	7	6	10	0	3	1	0	2	0	2
9:30	6	2	5	0	3	0	0	0	0	0	17:30	4	8	10	0	2	0	0	2	0	3
9:45	1	1	9	2	3	0	0	0	0	0	17:45	2	6	12	0	1	3	0	2	0	0

Turning Movement Count Report AM

Location ID: 7
 North/South: Reno St
 East/West: Beverly Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	9	2	6	118	9	7	5	7	6	153	2	325
7:15	4	9	4	12	139	9	18	2	9	1	172	0	379
7:30	3	9	6	14	160	3	21	13	6	0	209	7	451
7:45	4	11	11	21	196	7	7	21	10	3	254	3	548
8:00	1	4	10	6	161	4	18	9	6	4	254	2	479
8:15	3	4	12	6	132	9	16	10	7	0	269	7	475
8:30	1	10	5	6	108	6	19	5	5	3	238	5	411
8:45	3	8	7	4	127	8	10	5	6	1	239	3	421
9:00	3	3	7	5	114	4	6	5	7	4	207	2	367
9:15	0	4	6	7	125	10	19	5	4	0	201	3	384
9:30	6	3	6	3	116	2	8	5	5	1	172	1	328
9:45	1	7	7	4	126	6	3	4	3	2	167	3	333

Total Volume:	30	81	83	94	1622	77	152	89	75	25	2535	38	4901
Approach %	15%	42%	43%	5%	90%	4%	48%	28%	24%	1%	98%	1%	

Peak Hr Begin:	7:30												
PHV	11	28	39	47	649	23	62	53	29	7	986	19	1953
PHF	0.750			0.802			0.900			0.917			0.891

Turning Movement Count Report PM

Location ID: 7
 North/South: Reno St
 East/West: Beverly Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	7	4	8	9	115	7	9	10	1	2	151	0	323
15:15	2	4	8	9	122	2	5	5	1	7	187	2	354
15:30	1	2	11	3	148	7	8	5	7	7	183	3	385
15:45	2	5	7	3	149	6	5	8	2	2	179	4	372
16:00	1	5	2	3	178	13	9	9	3	6	194	4	427
16:15	4	4	3	8	186	4	11	10	6	2	172	2	412
16:30	1	11	3	7	152	3	10	6	5	2	178	2	380
16:45	4	6	7	6	193	6	8	11	4	4	199	4	452
17:00	5	10	4	8	166	9	13	16	9	2	203	4	449
17:15	1	9	7	10	220	10	8	14	5	5	186	3	478
17:30	14	4	7	8	242	6	10	12	11	6	187	7	514
17:45	4	8	6	11	237	5	12	15	8	2	174	7	489

Total Volume:	46	72	73	85	2108	78	108	121	62	47	2193	42	5035
Approach %	24%	38%	38%	4%	93%	3%	37%	42%	21%	2%	96%	2%	

Peak Hr Begin:	17:00												
PHV	24	31	24	37	865	30	43	57	33	15	750	21	1930
PHF	0.790			0.910			0.875			0.940			0.939

Pedestrian/Bicycle Count Report

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	6	0	3	0	14	0	5	0
7:15	10	1	11	0	17	0	11	0
7:30	11	2	26	2	21	2	15	1
7:45	8	2	12	0	17	0	17	1
8:00	1	0	10	0	19	0	10	0
8:15	11	1	17	0	14	1	4	0
8:30	9	0	13	0	15	2	8	1
8:45	10	0	13	0	13	4	3	0
9:00	5	0	12	0	7	2	5	0
9:15	5	1	13	0	14	2	5	0
9:30	7	0	11	0	12	1	4	0
9:45	9	2	10	1	13	1	3	0

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	2	0	15	0	28	0	9	0
15:15	9	0	19	0	18	3	18	1
15:30	12	0	17	0	28	0	19	0
15:45	19	0	30	0	27	2	14	1
16:00	17	1	8	1	21	2	18	0
16:15	9	0	15	1	12	1	10	0
16:30	4	0	2	0	16	2	8	1
16:45	7	0	6	0	20	0	8	0
17:00	7	2	8	0	22	1	10	0
17:15	5	2	17	1	20	2	12	1
17:30	11	0	10	4	14	3	14	0
17:45	14	1	12	0	15	4	8	0

Turning Movement Count Report AM

Location ID: 8
 North/South: Benton Wy
 East/West: Beverly Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	25	9	8	4	144	0	3	9	3	0	163	17	385
7:15	16	19	20	8	155	1	3	17	1	0	196	15	451
7:30	13	28	16	12	178	0	2	27	7	1	263	35	582
7:45	24	28	36	13	249	0	11	28	9	2	271	17	688
8:00	23	37	22	7	217	6	5	16	0	0	288	18	639
8:15	21	28	14	9	171	2	3	18	3	2	300	15	586
8:30	17	21	24	4	154	4	6	13	2	3	286	16	550
8:45	16	20	13	3	160	5	5	12	4	4	262	17	521
9:00	20	25	18	2	150	4	2	13	0	0	234	13	481
9:15	14	25	4	7	151	3	1	10	3	0	204	21	443
9:30	17	13	15	5	126	1	1	10	2	1	188	12	391
9:45	12	12	9	3	143	1	3	6	3	1	179	6	378

Total Volume:	218	265	199	77	1998	27	45	179	37	14	2834	202	6095
Approach %	32%	39%	29%	4%	95%	1%	17%	69%	14%	0%	93%	7%	

Peak Hr Begin:	7:30												
PHV	81	121	88	41	815	8	21	89	19	5	1122	85	2495
PHF	0.824			0.824			0.672			0.956			0.907

Turning Movement Count Report PM

Location ID: 8
 North/South: Benton Wy
 East/West: Beverly Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	16	7	11	9	136	2	3	15	1	4	172	15	391
15:15	12	13	12	7	153	1	4	20	2	0	191	10	425
15:30	20	16	13	13	161	0	4	14	1	3	190	23	458
15:45	15	15	17	11	167	2	2	15	2	0	206	21	473
16:00	14	9	15	15	194	2	6	16	2	1	202	22	498
16:15	18	12	12	4	185	4	5	21	1	1	206	26	495
16:30	24	13	16	11	159	3	8	34	2	2	207	30	509
16:45	20	14	17	29	212	0	4	32	2	3	229	26	588
17:00	19	19	17	20	181	3	12	57	0	1	234	19	582
17:15	17	17	17	21	247	10	8	60	7	1	240	29	674
17:30	25	25	18	20	264	2	5	47	2	3	226	27	664
17:45	16	19	19	21	251	4	10	47	0	6	223	31	647

Total Volume:	216	179	184	181	2310	33	71	378	22	25	2526	279	6404
Approach %	37%	31%	32%	7%	92%	1%	15%	80%	5%	1%	89%	10%	

Peak Hr Begin:	17:00												
PHV	77	80	71	82	943	19	35	211	9	11	923	106	2567
PHF	0.838			0.913			0.850			0.963			0.952

Pedestrian/Bicycle Count Report

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	9	0	1	0	4	0	4	0
7:15	14	1	4	0	12	0	8	0
7:30	16	0	10	0	19	1	12	0
7:45	11	1	5	0	11	0	12	0
8:00	14	0	1	0	12	0	32	1
8:15	6	0	3	0	9	0	5	0
8:30	9	0	0	0	10	0	5	0
8:45	12	0	1	0	11	0	8	0
9:00	8	0	3	0	11	0	10	0
9:15	11	0	4	0	14	0	1	0
9:30	5	0	3	0	5	0	5	0
9:45	9	0	2	0	17	0	4	0

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	5	0	1	0	13	0	12	0
15:15	12	0	0	0	17	1	17	0
15:30	7	0	3	0	27	0	12	0
15:45	9	0	2	0	26	1	14	0
16:00	11	0	1	0	16	0	9	0
16:15	19	1	0	0	11	0	4	0
16:30	7	0	1	0	12	1	16	0
16:45	14	1	4	0	17	0	15	0
17:00	9	1	3	0	21	0	15	0
17:15	19	1	2	0	20	1	19	1
17:30	9	1	5	0	15	0	8	0
17:45	7	0	2	0	22	0	15	1

Turning Movement Count Report AM

Location ID: 9
 North/South: Rampart Blvd
 East/West: Beverly Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	4	114	8	11	121	28	24	137	12	21	134	24	638
7:15	1	108	11	5	147	36	27	143	21	19	184	25	727
7:30	5	127	21	11	160	38	33	159	32	10	236	26	858
7:45	3	128	19	18	205	34	46	176	45	23	264	21	982
8:00	7	135	15	16	191	35	32	171	33	19	276	17	947
8:15	5	128	21	11	142	36	34	145	24	27	260	22	855
8:30	4	134	29	7	131	33	30	154	28	30	253	31	864
8:45	4	126	21	6	148	32	26	138	17	26	248	10	802
9:00	2	135	16	11	125	35	31	124	26	27	193	18	743
9:15	10	133	9	9	132	31	22	121	16	15	184	13	695
9:30	8	123	10	9	114	34	23	122	20	23	162	14	662
9:45	4	121	6	10	113	33	55	145	39	26	157	10	719

Total Volume:	57	1512	186	124	1729	405	383	1735	313	266	2551	231	9492
Approach %	3%	86%	11%	5%	77%	18%	16%	71%	13%	9%	84%	8%	

Peak Hr Begin:	7:45												
PHV	19	525	84	52	669	138	142	646	130	99	1053	91	3648
PHF	0.940			0.836			0.860			0.990			0.929

Turning Movement Count Report PM

Location ID: 9
 North/South: Rampart Blvd
 East/West: Beverly Blvd

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	6	74	8	14	124	16	30	193	29	21	143	28	686
15:15	5	74	14	17	131	36	33	213	24	32	159	24	762
15:30	2	75	12	13	151	29	36	195	16	26	172	19	746
15:45	9	96	9	10	147	33	38	168	23	44	162	19	758
16:00	2	75	14	14	169	32	39	235	29	25	177	22	833
16:15	5	108	13	19	157	33	45	236	25	22	162	27	852
16:30	2	89	13	24	152	29	39	232	22	20	194	24	840
16:45	8	91	12	13	186	19	32	245	35	25	191	25	882
17:00	5	76	12	23	169	27	36	258	27	20	213	22	888
17:15	6	103	12	19	239	31	30	241	23	22	207	22	955
17:30	6	113	13	23	245	28	44	249	33	19	199	32	1004
17:45	8	100	11	21	222	25	46	263	39	21	187	26	969

Total Volume:	64	1074	143	210	2092	338	448	2728	325	297	2166	290	10175
Approach %	5%	84%	11%	8%	79%	13%	13%	78%	9%	11%	79%	11%	

Peak Hr Begin:	17:00												
PHV	25	392	48	86	875	111	156	1011	122	82	806	102	3816
PHF	0.881			0.905			0.926			0.971			0.950

Pedestrian/Bicycle Count Report

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	3	0	2	0	2	0	4	0
7:15	10	1	15	0	9	0	4	0
7:30	10	0	11	0	18	0	4	0
7:45	2	0	13	0	5	1	6	0
8:00	11	0	23	0	10	1	9	0
8:15	7	0	8	0	9	1	5	0
8:30	15	0	8	0	9	2	5	1
8:45	4	1	9	0	13	0	11	0
9:00	10	0	8	0	8	0	0	0
9:15	7	0	6	0	12	0	7	1
9:30	7	0	7	0	8	0	3	0
9:45	6	0	12	0	21	1	5	0

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	4	0	2	0	6	0	4	0
15:15	11	0	19	1	17	0	5	0
15:30	12	0	11	0	14	0	4	0
15:45	5	0	6	0	21	0	9	0
16:00	11	0	13	0	10	0	12	1
16:15	13	0	10	0	13	0	5	0
16:30	13	1	17	0	16	1	9	1
16:45	16	0	4	0	14	0	9	0
17:00	14	0	5	0	14	1	6	1
17:15	20	1	14	0	14	0	14	1
17:30	14	0	7	0	10	0	8	0
17:45	9	0	10	0	19	0	7	0

Turning Movement Count Report AM

Location ID: 10
 North/South: Vendome St
 East/West: Temple St

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	4	7	5	1	102	1	4	6	5	4	125	1	265
7:15	13	13	25	10	140	2	7	11	8	6	163	4	402
7:30	6	20	17	7	149	0	11	18	13	9	208	3	461
7:45	1	15	14	8	141	6	9	14	19	10	241	6	484
8:00	4	20	9	8	129	3	4	8	7	8	233	2	435
8:15	6	7	16	5	123	2	3	11	6	5	230	4	418
8:30	4	8	4	7	116	1	0	8	8	3	254	1	414
8:45	4	10	5	4	116	4	4	7	6	3	252	2	417
9:00	2	7	8	7	103	3	5	7	1	4	214	4	365
9:15	3	9	6	5	98	5	4	7	9	10	169	4	329
9:30	2	5	6	11	84	3	3	9	2	3	137	4	269
9:45	2	3	9	7	90	2	5	9	3	9	121	4	264

Total Volume:	51	124	124	80	1391	32	59	115	87	74	2347	39	4523
Approach %	17%	41%	41%	5%	93%	2%	23%	44%	33%	3%	95%	2%	

Peak Hr Begin:	7:30												
PHV	17	62	56	28	542	11	27	51	45	32	912	15	1798
PHF	0.785			0.931			0.732			0.933			0.929

Turning Movement Count Report PM

Location ID: 10
 North/South: Vendome St
 East/West: Temple St

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	1	5	8	6	126	4	4	9	8	4	161	2	338
15:15	2	8	3	10	119	4	3	7	4	1	205	5	371
15:30	0	10	5	8	109	1	3	16	7	7	209	0	375
15:45	1	8	10	8	122	3	5	14	21	5	230	2	429
16:00	2	11	4	7	119	1	0	11	11	3	237	1	407
16:15	2	8	2	20	142	0	3	18	10	3	208	2	418
16:30	2	9	7	7	142	1	6	17	12	4	244	1	452
16:45	0	9	8	12	168	0	5	22	12	1	247	1	485
17:00	0	8	7	11	173	0	9	14	14	8	260	2	506
17:15	4	11	5	12	170	0	7	34	18	4	255	2	522
17:30	2	8	8	17	171	0	10	26	15	8	221	1	487
17:45	2	9	7	15	172	1	6	17	11	10	242	4	496

Total Volume:	18	104	74	133	1733	15	61	205	143	58	2719	23	5286
Approach %	9%	53%	38%	7%	92%	1%	15%	50%	35%	2%	97%	1%	

Peak Hr Begin:	17:00												
PHV	8	36	27	55	686	1	32	91	58	30	978	9	2011
PHF	0.888			0.987			0.767			0.942			0.963

Pedestrian/Bicycle Count Report

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	1	0	2	0	4	1	0	0
7:15	1	0	2	0	2	0	3	3
7:30	9	0	6	0	3	0	5	0
7:45	7	0	2	0	1	0	3	0
8:00	1	0	3	0	0	0	1	0
8:15	7	0	4	0	5	0	3	1
8:30	1	0	0	0	3	0	2	0
8:45	5	0	6	0	1	0	1	1
9:00	0	0	0	0	0	0	2	0
9:15	0	1	1	0	3	0	1	0
9:30	4	0	3	0	5	0	2	0
9:45	1	0	0	0	2	0	5	0

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	2	1	1	0	20	0	11	0
15:15	2	2	1	0	14	0	3	0
15:30	5	0	6	0	8	0	0	0
15:45	5	0	2	0	5	0	2	0
16:00	2	0	1	0	2	0	3	0
16:15	2	0	1	0	7	0	4	0
16:30	3	0	3	0	4	0	1	0
16:45	1	0	0	1	5	0	4	0
17:00	4	0	2	0	7	0	4	0
17:15	2	0	1	0	5	0	1	0
17:30	2	0	2	0	6	0	8	0
17:45	1	0	1	0	12	4	6	1

Turning Movement Count Report AM

Location ID: 11
 North/South: Benton Wy
 East/West: Temple St

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	19	40	30	19	104	1	9	34	1	4	124	4	389
7:15	17	57	19	21	139	3	6	40	4	4	194	1	505
7:30	16	63	28	32	174	2	16	68	5	15	248	1	668
7:45	20	75	21	34	166	3	16	58	2	16	270	1	682
8:00	15	80	40	32	147	5	10	44	3	9	249	2	636
8:15	15	68	50	19	134	6	6	36	2	3	259	0	598
8:30	15	69	44	27	116	2	5	40	3	2	265	3	591
8:45	29	48	24	25	117	4	7	37	2	7	248	1	549
9:00	15	63	31	22	118	4	6	26	6	6	214	5	516
9:15	16	48	19	13	113	4	8	34	4	1	181	9	450
9:30	9	34	10	21	94	2	7	24	0	6	146	6	359
9:45	18	31	16	21	98	3	3	19	3	1	122	4	339

Total Volume:	204	676	332	286	1520	39	99	460	35	74	2520	37	6282
Approach %	17%	56%	27%	16%	82%	2%	17%	77%	6%	3%	96%	1%	

Peak Hr Begin:	7:30												
PHV	66	286	139	117	621	16	48	206	12	43	1026	4	2584
PHF	0.909			0.906			0.747			0.935			0.947

Turning Movement Count Report PM

Location ID: 11
 North/South: Benton Wy
 East/West: Temple St

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	12	25	22	29	105	1	7	37	2	7	176	11	434
15:15	18	34	18	21	135	2	8	40	4	5	205	6	496
15:30	13	35	31	32	113	2	11	40	3	2	201	13	496
15:45	16	46	35	24	111	2	8	50	1	5	210	11	519
16:00	17	41	22	34	106	0	7	48	7	10	234	12	538
16:15	14	28	20	35	142	0	12	62	7	6	215	5	546
16:30	12	31	24	49	139	0	12	78	6	10	227	11	599
16:45	14	56	25	26	162	0	8	85	4	9	251	16	656
17:00	10	60	14	35	178	0	17	87	6	10	258	18	693
17:15	13	38	22	35	179	0	14	102	9	6	253	12	683
17:30	20	66	24	32	167	1	21	96	11	8	261	10	717
17:45	15	48	26	23	204	1	10	80	10	6	239	9	671

Total Volume:	174	508	283	375	1741	9	135	805	70	84	2730	134	7048
Approach %	18%	53%	29%	18%	82%	0%	13%	80%	7%	3%	93%	5%	

Peak Hr Begin:	17:00												
PHV	58	212	86	125	728	2	62	365	36	30	1011	49	2764
PHF	0.809			0.938			0.904			0.953			0.964

Pedestrian/Bicycle Count Report

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	9	0	0	0	9	1	2	0
7:15	12	1	3	0	23	0	4	0
7:30	22	2	1	0	34	0	11	0
7:45	15	0	2	1	23	0	10	0
8:00	8	1	3	0	7	0	0	0
8:15	8	0	2	0	10	2	1	0
8:30	2	1	4	0	5	0	1	0
8:45	11	0	2	1	3	0	4	0
9:00	10	0	2	0	3	0	1	0
9:15	2	1	3	0	3	0	0	0
9:30	4	0	0	0	2	0	1	0
9:45	6	0	5	0	4	0	1	0

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	3	1	7	0	51	0	5	0
15:15	7	1	3	0	12	0	5	0
15:30	7	0	4	0	7	0	2	0
15:45	7	0	4	0	7	0	2	0
16:00	4	0	3	0	8	1	1	0
16:15	10	0	2	0	7	0	5	0
16:30	3	0	3	0	7	0	2	0
16:45	1	0	9	0	8	0	8	0
17:00	9	1	3	0	5	0	3	0
17:15	10	1	7	0	4	0	0	1
17:30	9	0	3	0	8	1	1	0
17:45	17	1	2	1	7	0	5	0

Turning Movement Count Report AM

Location ID: 12
 North/South: Rampart Blvd
 East/West: Temple St

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	36	5	0	84	40	59	60	30	52	93	22	483
7:15	1	38	3	3	105	30	63	77	45	35	138	22	560
7:30	3	47	2	0	135	30	72	76	50	50	195	21	681
7:45	1	44	3	3	157	29	74	87	60	54	207	27	746
8:00	3	44	1	7	124	31	61	80	60	64	222	31	728
8:15	1	35	3	4	123	33	79	58	37	72	192	29	666
8:30	2	32	3	3	106	32	79	60	46	83	215	20	681
8:45	1	44	2	3	98	37	62	67	48	67	203	18	650
9:00	2	47	1	0	104	34	53	70	37	59	161	20	588
9:15	2	50	1	4	87	39	40	52	38	53	155	16	537
9:30	1	46	1	4	94	52	40	75	40	38	115	19	525
9:45	1	47	5	4	87	40	47	64	21	42	99	17	474

Total Volume:	20	510	30	35	1304	427	729	826	512	669	1995	262	7319
Approach %	4%	91%	5%	2%	74%	24%	35%	40%	25%	23%	68%	9%	

Peak Hr Begin:	7:30												
PHV	8	170	9	14	539	123	286	301	207	240	816	108	2821
PHF	0.899			0.894			0.898			0.918			0.945

Turning Movement Count Report PM

Location ID: 12
 North/South: Rampart Blvd
 East/West: Temple St

Date: 09/22/15
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	2	17	4	3	88	20	84	105	49	40	143	25	580
15:15	2	24	0	2	96	26	74	118	58	43	172	13	628
15:30	1	33	1	3	93	22	86	100	42	37	174	29	621
15:45	1	21	0	8	99	35	89	81	46	40	185	21	626
16:00	1	22	3	5	97	29	89	110	38	44	186	23	647
16:15	3	32	0	5	118	27	93	115	65	52	183	14	707
16:30	1	33	1	4	106	28	97	102	66	37	213	14	702
16:45	3	36	3	9	119	31	92	122	73	42	208	23	761
17:00	1	20	1	2	128	28	120	98	86	42	213	27	766
17:15	6	48	0	7	118	29	96	114	68	33	226	31	776
17:30	3	56	4	7	142	17	106	99	80	50	228	23	815
17:45	5	39	3	5	143	31	102	126	72	42	213	21	802

Total Volume:	29	381	20	60	1347	323	1128	1290	743	502	2344	264	8431
Approach %	7%	89%	5%	3%	78%	19%	36%	41%	24%	16%	75%	8%	

Peak Hr Begin:	17:00												
PHV	15	163	8	21	531	105	424	437	306	167	880	102	3159
PHF	0.738			0.918			0.960			0.954			0.969

Pedestrian/Bicycle Count Report

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	2	0	14	0	16	1	6	1
7:15	0	0	13	0	31	1	6	0
7:30	3	0	18	1	33	0	19	1
7:45	3	0	29	1	36	1	18	0
8:00	2	0	17	0	14	0	6	1
8:15	0	0	8	0	16	3	8	0
8:30	1	0	11	0	3	0	3	2
8:45	1	2	4	0	2	0	2	0
9:00	7	0	17	0	5	1	2	0
9:15	3	0	12	0	8	1	2	2
9:30	3	0	12	0	3	0	4	0
9:45	5	0	3	0	10	0	5	0

	South		West		North		East	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	11	1	24	1	10	0
15:15	1	0	8	0	24	0	9	0
15:30	1	0	11	0	16	2	6	1
15:45	3	0	13	1	16	1	4	1
16:00	1	1	11	0	7	0	2	2
16:15	1	0	16	4	13	0	4	0
16:30	1	1	13	0	11	0	6	0
16:45	3	0	12	2	14	0	11	0
17:00	4	1	19	0	17	0	5	0
17:15	3	0	16	0	15	1	6	1
17:30	3	0	17	1	12	1	10	1
17:45	4	1	17	3	14	2	13	0

Appendix D

Level of Service Worksheets

Signalized Intersections

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 SB Off Ramp
Scenario: Existing Conditions
Count Date: 9/22/15

East-West Street: Silver Lake Blvd

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1			1		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	58	221	1	153
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	61	0	61	85	0	153
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	985	2	493	1272	2	636
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1104	2	552	838	2	419
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		61	North-South:		153
		East-West:		552	East-West:		636
		SUM:		613	SUM:		789
VOLUME/CAPACITY (V/C) RATIO:				0.409			0.526
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.309			0.426
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 SB On Ramp
Scenario: Existing Conditions
Count Date: 9/22/15

East-West Street: Silver Lake Blvd

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	459	1	459	1075	1	736
	Through-Right		1			1	
	Right	583	0	583	396	0	396
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	369	1	369	213	1	213
	Left-Through		0			0	
	Through	1096	2	548	843	2	422
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		0	North-South:		0
		East-West:		952	East-West:		949
		SUM:		952	SUM:		949
VOLUME/CAPACITY (V/C) RATIO:				0.635			0.633
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.533
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 WB Ramps
Scenario: Existing Conditions
Count Date: 9/22/15

East-West Street: Silver Lake Blvd

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	248	1	248	356	1	356
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	161	1	161	319	1	319
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	443	2	222	1085	2	543
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1214	1	870	696	1	434
	Through-Right		1			1	
	Right	526	0	526	171	0	171
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		248	North-South:		356
		East-West:		870	East-West:		543
		SUM:		1118	SUM:		899
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.599
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.499
LEVEL OF SERVICE (LOS):				B			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pinnacle Place
North-South Street: Reno St
Scenario: Existing Conditions
Count Date: 9/22/15

East-West Street: Beverly Blvd

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	0	29	33	0	33
	Left-Through		0			0	
	Through	53	0	144	57	0	133
	Through-Right		0			0	
	Right	62	0	0	43	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	39	0	39	24	0	24
	Left-Through		0			0	
	Through	28	0	78	31	0	79
	Through-Right		0			0	
	Right	11	0	0	24	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	19	0	19	21	0	21
	Left-Through		1			1	
	Through	986	0	535	750	0	425
	Through-Right		1			1	
	Right	7	0	535	15	0	425
	Left-Through-Right		0			0	
WESTBOUND	Left	23	0	23	30	0	30
	Left-Through		1			1	
	Through	649	0	394	865	0	511
	Through-Right		1			1	
	Right	47	0	394	37	0	511
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 183 East-West: 558 SUM: 741			North-South: 157 East-West: 532 SUM: 689		
VOLUME/CAPACITY (V/C) RATIO:		0.494			0.459		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.394			0.359		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pinnacle Place
North-South Street: Benton Wy
Scenario: Existing Conditions
Count Date: 9/22/15

East-West Street: Beverly Blvd

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	9	0	9
	Left-Through		0			0	
	Through	89	0	129	211	0	255
	Through-Right		0			0	
	Right	21	0	0	35	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	88	0	88	71	0	71
	Left-Through		0			0	
	Through	121	0	290	80	0	228
	Through-Right		0			0	
	Right	81	0	0	77	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	85	0	85	106	0	106
	Left-Through		1			1	
	Through	1122	0	734	923	0	785
	Through-Right		1			1	
	Right	5	0	734	11	0	785
	Left-Through-Right		0			0	
WESTBOUND	Left	8	0	8	19	0	19
	Left-Through		1			1	
	Through	815	0	452	943	0	551
	Through-Right		1			1	
	Right	41	0	452	82	0	551
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 309 East-West: 742 SUM: 1051			North-South: 326 East-West: 804 SUM: 1130		
VOLUME/CAPACITY (V/C) RATIO:		0.701			0.753		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.601			0.653		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #: **9**

PROJECT TITLE: Pinnacle Place
North-South Street: Rampart Blvd
Scenario: Existing Conditions
Count Date: 9/22/15

East-West Street: Beverly Blvd

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	122	1	122
	Left-Through		0			0	
	Through	646	1	394	1011	1	584
	Through-Right		1			1	
	Right	142	0	142	156	0	156
	Left-Through-Right		0			0	
SOUTHBOUND	Left	84	1	84	48	1	48
	Left-Through		0			0	
	Through	525	1	272	392	1	209
	Through-Right		1			1	
	Right	19	0	19	25	0	25
	Left-Through-Right		0			0	
EASTBOUND	Left	91	1	91	102	1	102
	Left-Through		0			0	
	Through	1053	1	576	806	1	444
	Through-Right		1			1	
	Right	99	0	99	82	0	82
	Left-Through-Right		0			0	
WESTBOUND	Left	138	1	138	111	1	111
	Left-Through		0			0	
	Through	669	2	335	875	2	438
	Through-Right		0			0	
	Right	52	1	10	86	1	62
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		478	North-South:		632
		East-West:		714	East-West:		555
		SUM:		1192	SUM:		1187
VOLUME/CAPACITY (V/C) RATIO:				0.795			0.791
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.691
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pinnacle Place
North-South Street: Vendome St
Scenario: Existing Conditions
Count Date: 9/22/15

East-West Street: Temple St

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	0	45	58	0	58
	Left-Through		0			0	
	Through	51	0	123	91	0	181
	Through-Right		0			0	
	Right	27	0	0	32	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	56	0	56	27	0	27
	Left-Through		0			0	
	Through	62	0	135	36	0	71
	Through-Right		0			0	
	Right	17	0	0	8	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	15	0	15	9	0	0
	Left-Through		1			0	
	Through	912	0	487	978	1	504
	Through-Right		1			1	
	Right	32	0	487	30	0	30
	Left-Through-Right		0			0	
WESTBOUND	Left	11	0	11	1	0	0
	Left-Through		1			0	
	Through	542	0	307	686	1	371
	Through-Right		1			1	
	Right	28	0	307	55	0	55
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		180	North-South:		208
		East-West:		498	East-West:		504
		SUM:		678	SUM:		712
VOLUME/CAPACITY (V/C) RATIO:				0.452			0.475
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.352			0.375
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pinnacle Place
North-South Street: Benton Wy
Scenario: Existing Conditions
Count Date: 9/22/15

East-West Street: Temple St

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	12	36	0	36
	Left-Through		0			0	
	Through	206	0	266	365	0	463
	Through-Right		0			0	
	Right	48	0	0	62	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	139	0	139	86	0	86
	Left-Through		0			0	
	Through	286	0	491	212	0	356
	Through-Right		0			0	
	Right	66	0	0	58	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	4	0	0	49	0	49
	Left-Through		0			1	
	Through	1026	1	535	1011	0	619
	Through-Right		1			1	
	Right	43	0	43	30	0	619
	Left-Through-Right		0			0	
WESTBOUND	Left	16	0	16	2	0	0
	Left-Through		1			0	
	Through	621	0	417	728	1	427
	Through-Right		1			1	
	Right	117	0	417	125	0	125
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 503 East-West: 551 SUM: 1054			North-South: 549 East-West: 619 SUM: 1168		
VOLUME/CAPACITY (V/C) RATIO:		0.703			0.779		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.603			0.679		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pinnacle Place
North-South Street: Rampart Blvd
Scenario: Existing Conditions
Count Date: 9/22/15

East-West Street: Temple St

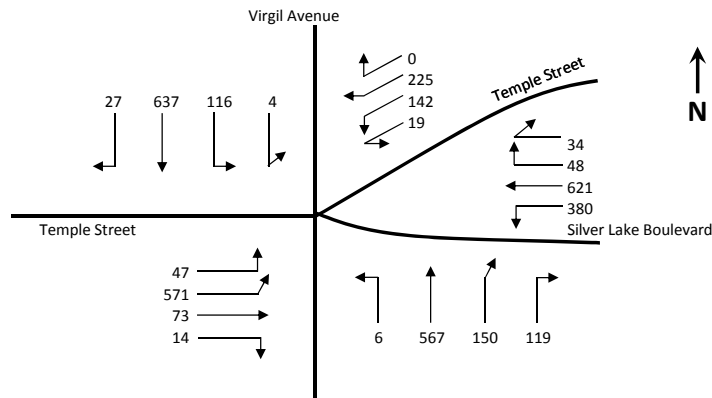
Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	207	1	207	306	1	306
	Left-Through		0			0	
	Through	301	1	301	437	1	437
	Through-Right		0			0	
	Right	286	1	225	424	1	372
	Left-Through-Right		0			0	
SOUTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	170	0	187	163	0	186
	Through-Right		0			0	
	Right	8	0	0	15	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	108	1	108	102	1	102
	Left-Through		0			0	
	Through	816	1	528	880	1	524
	Through-Right		1			1	
	Right	240	0	240	167	0	167
	Left-Through-Right		0			0	
WESTBOUND	Left	123	1	123	105	1	105
	Left-Through		0			0	
	Through	539	1	277	531	1	276
	Through-Right		1			1	
	Right	14	0	14	21	0	21
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		394	North-South:		492
		East-West:		651	East-West:		629
		SUM:		1045	SUM:		1121
VOLUME/CAPACITY (V/C) RATIO:				0.697			0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.597			0.647
LEVEL OF SERVICE (LOS):				A			B

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Existing Conditions (Year 2015) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 47 + 571 = 618 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{34 + 48 + 621}{2}$$

$$= \frac{703}{2} = 352 \quad \text{or}$$

$$\text{Westbound Rights: } 34 + 48 = 82 \quad \text{or}$$

$$\text{Westbound Lefts: } 380 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{73}{2} = 37$$

$$\text{Critical Volume \#1 (CV1): } 970$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 6 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{27 + 637}{2} = \frac{664}{2} = 332 \quad \text{or}$$

$$\text{Southbound Right: } 27 \quad \text{or}$$

$$\text{Southbound Lefts: } 116 + 4 = 120 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{119 + 150 + 567}{2} = \frac{836}{2} = 418$$

$$\text{Northbound Rights: } 150 + 119 = 269 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 538$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{225 + 142 + 19}{2} = \frac{386}{2} = 193 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 142 + 19 = 161$$

$$\text{Critical Volume \#3 (CV3): } 193$$

$$\text{Critical Volume: } 970 + 538 + 193 = 1701$$

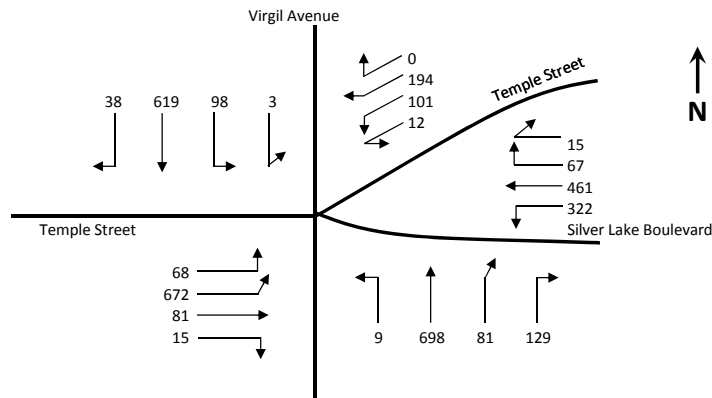
$$\text{Intersection V/C: } \frac{1701}{1375} = 1.237$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.137 \quad \text{Intersection LOS: } F$$

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Existing Conditions (Year 2015) - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 68 + 672 = 740 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{15 + 67 + 461}{2}$$

$$= \frac{543}{2} = 272 \quad \text{or}$$

$$\text{Westbound Rights: } 15 + 67 = 82 \quad \text{or}$$

$$\text{Westbound Lefts: } 322 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{81}{2} = 41$$

$$\text{Critical Volume \#1 (CV1): } 1,012$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 9 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{38 + 619}{2} = \frac{657}{2} = 329 \quad \text{or}$$

$$\text{Southbound Right: } 38 \quad \text{or}$$

$$\text{Southbound Lefts: } 98 + 3 = 101 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{129 + 81 + 698}{2} = \frac{908}{2} = 454$$

$$\text{Northbound Rights: } 81 + 129 = 210 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 555$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{194 + 101 + 12}{2} = \frac{307}{2} = 154 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 101 + 12 = 113$$

$$\text{Critical Volume \#3 (CV3): } 154$$

$$\text{Critical Volume: } 1012 + 555 + 154 = 1721$$

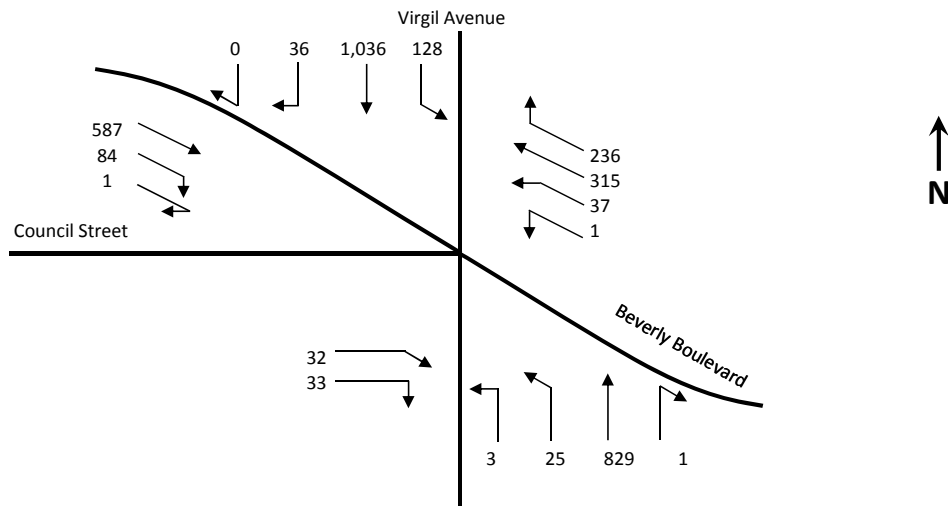
$$\text{Intersection V/C: } \frac{1721}{1375} = 1.252$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.152 \quad \text{Intersection LOS: } F$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Existing Conditions (Year 2015) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 37 + 1 = 38 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{587}{2} = 294 \quad \text{or}$$

$$\text{Southbound Rights: } 1 + 84 = 85 \quad \text{or}$$

$$\text{Northbound Rights: } 236 - 128 = 108 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{315 + 37 + 1}{2} = \frac{353}{2} = 177$$

$$\text{Critical Volume \#1 (CV1): } 332$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 3 + 25 = 28 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 36 + 1,036}{2} = \frac{1,072}{2} = 536 \quad \text{or}$$

$$\text{Southbound Lefts: } 128 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{829 + 1}{2} = \frac{830}{2} = 415$$

$$\text{Critical Volume \#2 (CV2): } 564$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 33 + 32 = 65$$

$$\text{Critical Volume \#3 (CV3): } 65$$

$$\text{Critical Volume: } 332 + 564 + 65 = 961$$

$$\text{Intersection V/C: } \frac{961}{1375} = 0.699$$

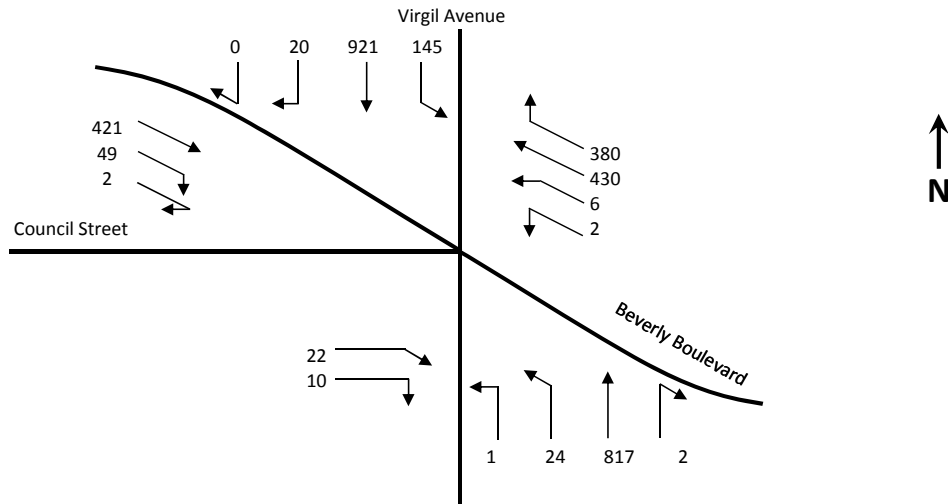
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 0.599$$

$$\text{Intersection LOS: } A$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Existing Conditions (Year 2015) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 6 + 2 = 8 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{421}{2} = 211 \quad \text{or}$$

$$\text{Southbound Rights: } 2 + 49 = 51 \quad \text{or}$$

$$\text{Northbound Rights: } 380 - 145 = 235 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{430 + 6 + 2}{2} = \frac{438}{2} = 219$$

$$\text{Critical Volume \#1 (CV1): } 235$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 1 + 24 = 25 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 20 + 921}{2} = \frac{941}{2} = 471 \quad \text{or}$$

$$\text{Southbound Lefts: } 145 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{817 + 2}{2} = \frac{819}{2} = 410$$

$$\text{Critical Volume \#2 (CV2): } 555$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 10 + 22 = 32$$

$$\text{Critical Volume \#3 (CV3): } 32$$

$$\text{Critical Volume: } 235 + 555 + 32 = 822$$

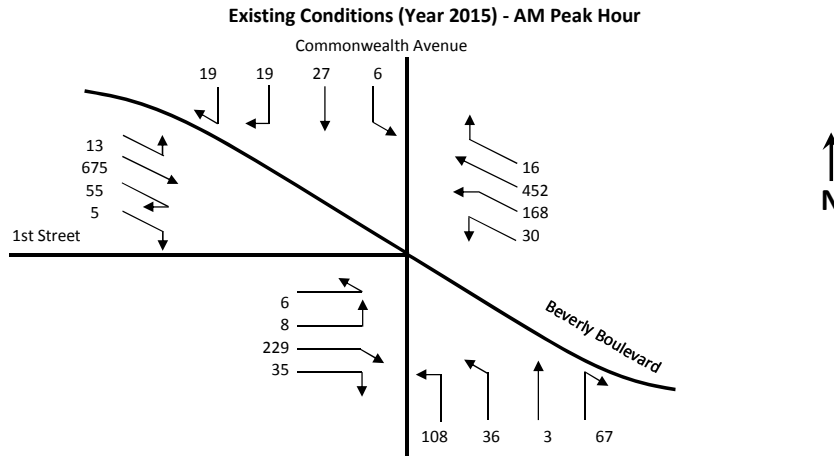
$$\text{Intersection V/C: } \frac{822}{1375} = 0.598$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 0.498$$

$$\text{Intersection LOS: } A$$

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 13 and

Northbound Throughs + Rights:

$$\frac{16}{2} + \frac{452}{2} = \frac{468}{2} = 234 \quad \text{or}$$

Northbound Lefts: 168 + 30 = 198 and

Southbound Throughs + Rights:

$$\frac{5}{2} + \frac{55}{2} + \frac{675}{2} = \frac{735}{2} = 368$$

Critical Volume #1 (CV1): **566**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

Northbound Throughs + Lefts:

$$\frac{3}{2} + \frac{36}{2} + \frac{108}{2} = \frac{147}{2} = 74 \quad \text{or}$$

Northbound Rights: 67

Critical Volume #2 (CV2): **74**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

Southbound Throughs + Lefts + Rights:

$$19 + 19 + 27 + 6 = 71$$

Critical Volume #3 (CV3): **71**

- 4) Critical volume calculation for eastbound traffic on 1st Street

Eastbound Throughs + Lefts:

$$35 + 229 = 264 \quad \text{or}$$

Eastbound Rights:

$$8 + 6 = 14$$

Critical Volume #3 (CV3): **264**

Critical Volume: 566 + 74 + 71 + 264 = **975**

Intersection V/C: $\frac{975}{1375} = \mathbf{0.709}$

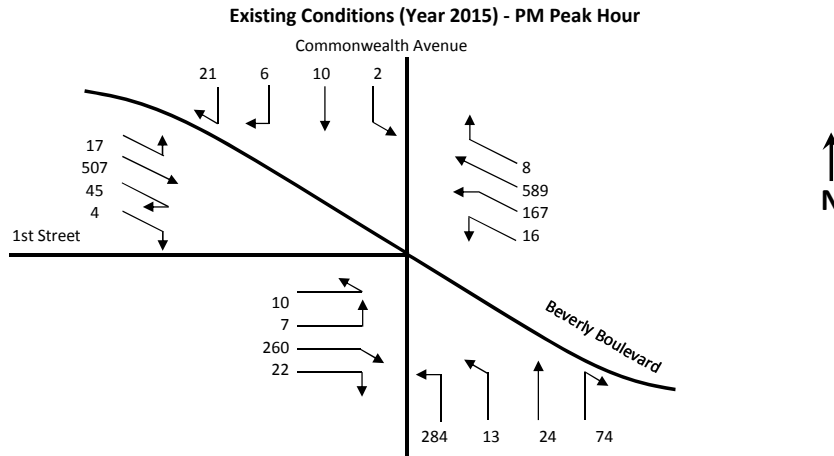
ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.609

Intersection LOS:

B

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 17 and

Northbound Throughs + Rights:

$$\frac{8 + 589}{2} = \frac{597}{2} = 299 \quad \text{or}$$

Northbound Lefts: 167 + 16 = 183 and

Southbound Throughs + Rights:

$$\frac{4 + 45 + 507}{2} = \frac{556}{2} = 278$$

Critical Volume #1 (CV1): **461**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

Northbound Throughs + Lefts:

$$\frac{24 + 13 + 284}{2} = \frac{321}{2} = 161 \quad \text{or}$$

Northbound Rights: 74

Critical Volume #2 (CV2): **161**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

Southbound Throughs + Lefts + Rights:

$$21 + 6 + 10 + 2 = 39$$

Critical Volume #3 (CV3): **39**

- 4) Critical volume calculation for eastbound traffic on 1st Street

Eastbound Throughs + Lefts:

$$\frac{22 + 260}{2} = \frac{282}{2} \quad \text{or}$$

Eastbound Rights:

$$7 + 10 = 17$$

Critical Volume #3 (CV3): **282**

Critical Volume: 461 + 161 + 39 + 282 = **943**

Intersection V/C: $\frac{943}{1375} = 0.686$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.586

Intersection LOS:

A

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pinnacle Place

North-South Street: US 101 SB Off Ramp

East-West Street: Silver Lake Blvd

Scenario: Existing with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1			1		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	58	1	58	221	1	166
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	68	0	68	111	0	166
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1007	2	504	1284	2	642
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1109	2	555	860	2	430
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 68 East-West: 555 SUM: 623			North-South: 166 East-West: 642 SUM: 808		
VOLUME/CAPACITY (V/C) RATIO:		0.415			0.539		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.315			0.439		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 SB On Ramp **East-West Street:** Silver Lake Blvd
Scenario: Existing with Project Conditions
Count Date: 9/22/15 **Analyst:** GTC **Date:** 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	463	1	463	1077	1	741
	Through-Right		1			1	
	Right	600	0	600	405	0	405
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	378	1	378	218	1	218
	Left-Through		0			0	
	Through	1101	2	551	865	2	433
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: 0 East-West: 978 SUM: 978			North-South: 0 East-West: 959 SUM: 959		
VOLUME/CAPACITY (V/C) RATIO:		0.652			0.639		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.552			0.539		
LEVEL OF SERVICE (LOS):		A			A		



Date: 11/17/15

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pinnacle Place

North-South Street: Reno St

East-West Street: Beverly Blvd

Scenario: Existing with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	0	29	33	0	33
	Left-Through		0			0	
	Through	53	0	144	57	0	133
	Through-Right		0			0	
	Right	62	0	0	43	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	39	0	39	24	0	24
	Left-Through		0			0	
	Through	28	0	78	31	0	79
	Through-Right		0			0	
	Right	11	0	0	24	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	19	0	19	21	0	21
	Left-Through		1			1	
	Through	990	0	537	752	0	426
	Through-Right		1			1	
	Right	7	0	537	15	0	426
	Left-Through-Right		0			0	
WESTBOUND	Left	23	0	23	30	0	30
	Left-Through		1			1	
	Through	650	0	395	869	0	513
	Through-Right		1			1	
	Right	47	0	395	37	0	513
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 183			North-South: 157		
		East-West: 560			East-West: 534		
		SUM: 743			SUM: 691		
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.461		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.361		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Beverly Blvd

Scenario: Existing with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	9	0	9
	Left-Through		0			0	
	Through	89	0	129	211	0	255
	Through-Right		0			0	
	Right	21	0	0	35	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	88	0	88	71	0	71
	Left-Through		0			0	
	Through	121	0	290	80	0	228
	Through-Right		0			0	
	Right	81	0	0	77	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	85	0	85	106	0	106
	Left-Through		1			1	
	Through	1126	0	736	925	0	786
	Through-Right		1			1	
	Right	5	0	736	11	0	786
	Left-Through-Right		0			0	
WESTBOUND	Left	8	0	8	19	0	19
	Left-Through		1			1	
	Through	816	0	453	947	0	553
	Through-Right		1			1	
	Right	41	0	453	82	0	553
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 309			North-South: 326		
		East-West: 744			East-West: 805		
		SUM: 1053			SUM: 1131		
VOLUME/CAPACITY (V/C) RATIO:		0.702			0.754		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.602			0.654		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #: **9**

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Beverly Blvd

Scenario: Existing with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	122	1	122
	Left-Through		0			0	
	Through	646	1	394	1011	1	584
	Through-Right		1			1	
	Right	142	0	142	156	0	156
	Left-Through-Right		0			0	
SOUTHBOUND	Left	84	1	84	48	1	48
	Left-Through		0			0	
	Through	525	1	272	392	1	209
	Through-Right		1			1	
	Right	19	0	19	25	0	25
	Left-Through-Right		0			0	
EASTBOUND	Left	91	1	91	102	1	102
	Left-Through		0			0	
	Through	1057	1	578	808	1	445
	Through-Right		1			1	
	Right	99	0	99	82	0	82
	Left-Through-Right		0			0	
WESTBOUND	Left	138	1	138	111	1	111
	Left-Through		0			0	
	Through	670	2	335	879	2	440
	Through-Right		0			0	
	Right	52	1	10	86	1	62
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 478			North-South: 632		
		East-West: 716			East-West: 556		
		SUM: 1194			SUM: 1188		
VOLUME/CAPACITY (V/C) RATIO:		0.796			0.792		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.696			0.692		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pinnacle Place

North-South Street: Vendome St

East-West Street: Temple St

Scenario: Existing with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	0	49	60	0	60
	Left-Through		0			0	
	Through	90	0	166	112	0	204
	Through-Right		0			0	
	Right	27	0	0	32	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	56	0	56	27	0	27
	Left-Through		0			0	
	Through	65	0	138	49	0	84
	Through-Right		0			0	
	Right	17	0	0	8	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	15	0	15	9	0	0
	Left-Through		1			0	
	Through	916	0	489	980	1	505
	Through-Right		1			1	
	Right	32	0	489	30	0	30
	Left-Through-Right		0			0	
WESTBOUND	Left	11	0	11	1	0	0
	Left-Through		1			0	
	Through	543	0	308	690	1	373
	Through-Right		1			1	
	Right	28	0	308	55	0	55
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 222			North-South: 231		
		East-West: 500			East-West: 505		
		SUM: 722			SUM: 736		
VOLUME/CAPACITY (V/C) RATIO:		0.481			0.491		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.381			0.391		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Temple St

Scenario: Existing with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	12	36	0	36
	Left-Through		0			0	
	Through	206	0	266	365	0	463
	Through-Right		0			0	
	Right	48	0	0	62	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left		0			0	
	Left-Through	139	0	139	86	0	86
	Through	286	0	491	212	0	356
	Through-Right		0			0	
	Right	66	0	0	58	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left		0			0	
	Left-Through	4	0	0	49	0	49
	Through	1030	1	537	1013	0	620
	Through-Right		1			1	
	Right	43	0	43	30	0	620
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	16	1	16	2	0	0
	Through	622	0	418	732	1	429
	Through-Right		1			1	
	Right	117	0	418	125	0	125
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		503	North-South:		549
		East-West:		553	East-West:		620
		SUM:		1056	SUM:		1169
VOLUME/CAPACITY (V/C) RATIO:				0.704			0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.679
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Temple St

Scenario: Existing with Project Conditions

Count Date: 9/22/15

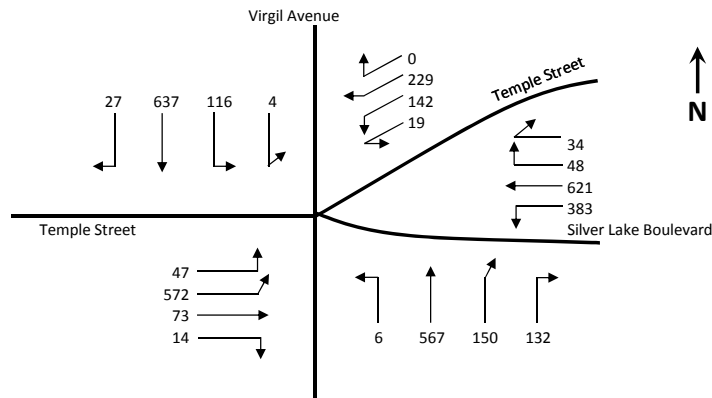
Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	207	1	207	306	1	306
	Left-Through		0			0	
	Through	301	1	301	437	1	437
	Through-Right		0			0	
	Right	286	1	225	424	1	372
	Left-Through-Right		0			0	
SOUTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	170	0	187	163	0	186
	Through-Right		0			0	
	Right	8	0	0	15	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	108	1	108	102	1	102
	Left-Through		0			0	
	Through	820	1	530	882	1	525
	Through-Right		1			1	
	Right	240	0	240	167	0	167
	Left-Through-Right		0			0	
WESTBOUND	Left	123	1	123	105	1	105
	Left-Through		0			0	
	Through	540	1	277	535	1	278
	Through-Right		1			1	
	Right	14	0	14	21	0	21
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		394	North-South:		492
		East-West:		653	East-West:		630
		SUM:		1047	SUM:		1122
VOLUME/CAPACITY (V/C) RATIO:				0.698			0.748
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.598			0.648
LEVEL OF SERVICE (LOS):				A			B

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Existing with Project Conditions (Year 2015) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 47 + 572 = 619 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{34 + 48 + 621}{2}$$

$$= \frac{703}{2} = 352 \quad \text{or}$$

$$\text{Westbound Rights: } 34 + 48 = 82 \quad \text{or}$$

$$\text{Westbound Lefts: } 383 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{73}{2} = 37$$

$$\text{Critical Volume \#1 (CV1): } 971$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 6 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{27 + 637}{2} = \frac{664}{2} = 332 \quad \text{or}$$

$$\text{Southbound Right: } 27 \quad \text{or}$$

$$\text{Southbound Lefts: } 116 + 4 = 120 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{132 + 150 + 567}{2} = \frac{849}{2} = 425$$

$$\text{Northbound Rights: } 150 + 132 = 282 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 545$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{229 + 142 + 19}{2} = \frac{390}{2} = 195 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 142 + 19 = 161$$

$$\text{Critical Volume \#3 (CV3): } 195$$

$$\text{Critical Volume: } 971 + 545 + 195 = 1711$$

$$\text{Intersection V/C: } \frac{1711}{1375} = 1.244$$

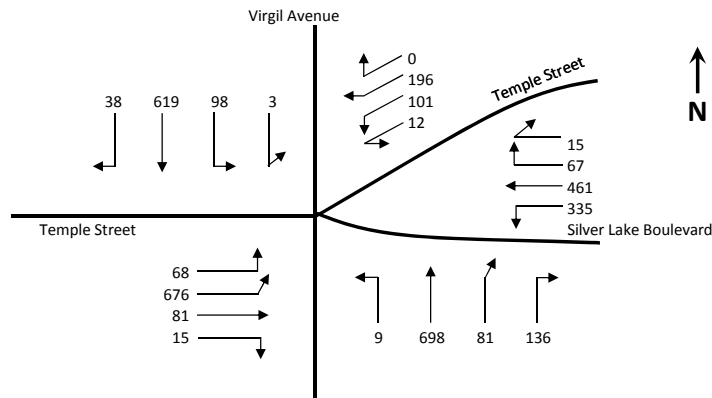
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.144$$

$$\text{Intersection LOS: } F$$

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Existing with Project Conditions (Year 2015) - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 68 + 676 = 744 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{15 + 67 + 461}{2}$$

$$= \frac{543}{2} = 272 \quad \text{or}$$

$$\text{Westbound Rights: } 15 + 67 = 82 \quad \text{or}$$

$$\text{Westbound Lefts: } 335 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{81}{2} = 41$$

$$\text{Critical Volume \#1 (CV1): } 1,016$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 9 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{38 + 619}{2} = \frac{657}{2} = 329 \quad \text{or}$$

$$\text{Southbound Right: } 38 \quad \text{or}$$

$$\text{Southbound Lefts: } 98 + 3 = 101 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{136 + 81 + 698}{2} = \frac{915}{2} = 458$$

$$\text{Northbound Rights: } 81 + 136 = 217 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 559$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{196 + 101 + 12}{2} = \frac{309}{2} = 155 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 101 + 12 = 113$$

$$\text{Critical Volume \#3 (CV3): } 155$$

$$\text{Critical Volume: } 1016 + 559 + 155 = 1730$$

$$\text{Intersection V/C: } \frac{1730}{1375} = 1.258$$

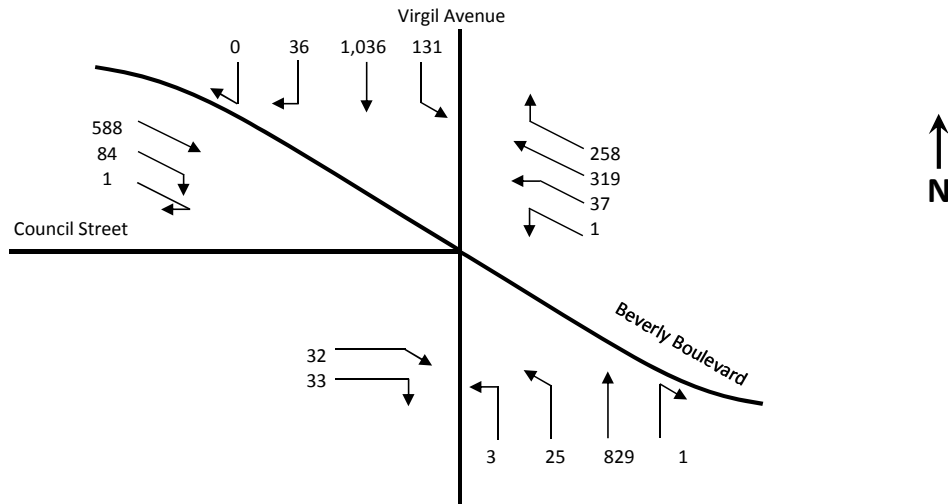
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.158$$

$$\text{Intersection LOS: } F$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Existing with Project Conditions (Year 2015) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 37 + 1 = 38 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{588}{2} = 294 \quad \text{or}$$

$$\text{Southbound Rights: } 1 + 84 = 85 \quad \text{or}$$

$$\text{Northbound Rights: } 258 - 131 = 127 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{319 + 37 + 1}{2} = \frac{357}{2} = 179$$

$$\text{Critical Volume \#1 (CV1): } 332$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 3 + 25 = 28 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 36 + 1,036}{2} = \frac{1,072}{2} = 536 \quad \text{or}$$

$$\text{Southbound Lefts: } 131 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{829 + 1}{2} = \frac{830}{2} = 415$$

$$\text{Critical Volume \#2 (CV2): } 564$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 33 + 32 = 65$$

$$\text{Critical Volume \#3 (CV3): } 65$$

$$\text{Critical Volume: } 332 + 564 + 65 = 961$$

$$\text{Intersection V/C: } \frac{961}{1375} = 0.699$$

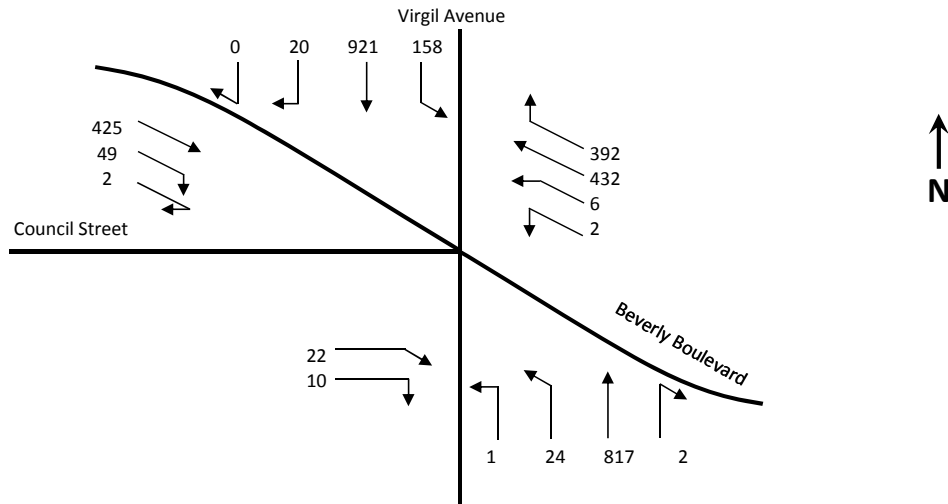
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 0.599$$

$$\text{Intersection LOS: } A$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Existing with Project Conditions (Year 2015) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 6 + 2 = 8 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{425}{2} = 213 \quad \text{or}$$

$$\text{Southbound Rights: } 2 + 49 = 51 \quad \text{or}$$

$$\text{Northbound Rights: } 392 - 158 = 234 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{432 + 6 + 2}{2} = \frac{440}{2} = 220$$

$$\text{Critical Volume \#1 (CV1): } 234$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 1 + 24 = 25 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 20 + 921}{2} = \frac{941}{2} = 471 \quad \text{or}$$

$$\text{Southbound Lefts: } 158 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{817 + 2}{2} = \frac{819}{2} = 410$$

$$\text{Critical Volume \#2 (CV2): } 568$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 10 + 22 = 32$$

$$\text{Critical Volume \#3 (CV3): } 32$$

$$\text{Critical Volume: } 234 + 568 + 32 = 834$$

$$\text{Intersection V/C: } \frac{834}{1375} = 0.607$$

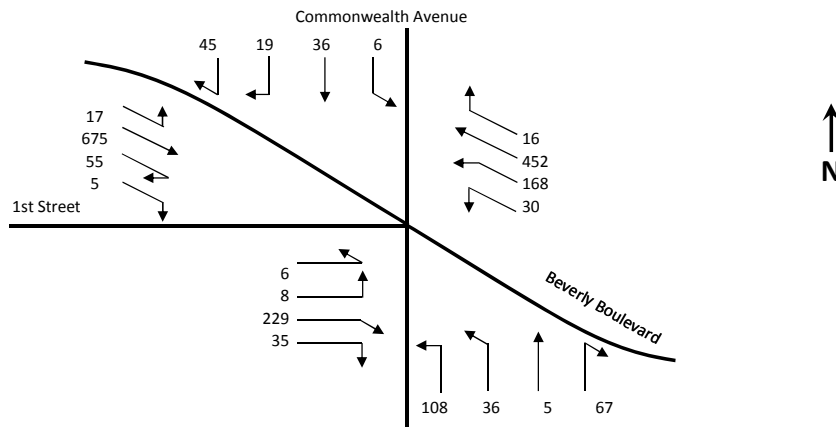
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 0.507$$

$$\text{Intersection LOS: } A$$

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Existing with Project Conditions (Year 2015) - AM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 17 and

$$\text{Northbound Throughs + Rights: } \frac{16}{2} + \frac{452}{2} = \frac{468}{2} = 234 \quad \text{or}$$

Northbound Lefts: 168 + 30 = 198 and

$$\begin{aligned} \text{Southbound Throughs + Rights: } & \frac{5}{2} + \frac{55}{2} + \frac{675}{2} \\ & = \frac{735}{2} = 368 \end{aligned}$$

Critical Volume #1 (CV1): **566**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\begin{aligned} \text{Northbound Throughs + Lefts: } & \frac{5}{2} + \frac{36}{2} + \frac{108}{2} \\ & = \frac{149}{2} = 75 \quad \text{or} \end{aligned}$$

Northbound Rights: 67

Critical Volume #2 (CV2): **75**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 45 + 19 + 36 + 6 = 106$$

Critical Volume #3 (CV3): **106**

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\text{Eastbound Throughs + Lefts: } 35 + 229 = 264 \quad \text{or}$$

$$\begin{aligned} \text{Eastbound Rights: } & 0 = 0 \\ & 8 + 6 = 14 \end{aligned}$$

Critical Volume #3 (CV3): **264**

$$\text{Critical Volume: } 566 + 75 + 106 + 264 = \mathbf{1,011}$$

$$\text{Intersection V/C: } \frac{1011}{1375} = \mathbf{0.735}$$

ATSAC/ATCS Credit: 0.10

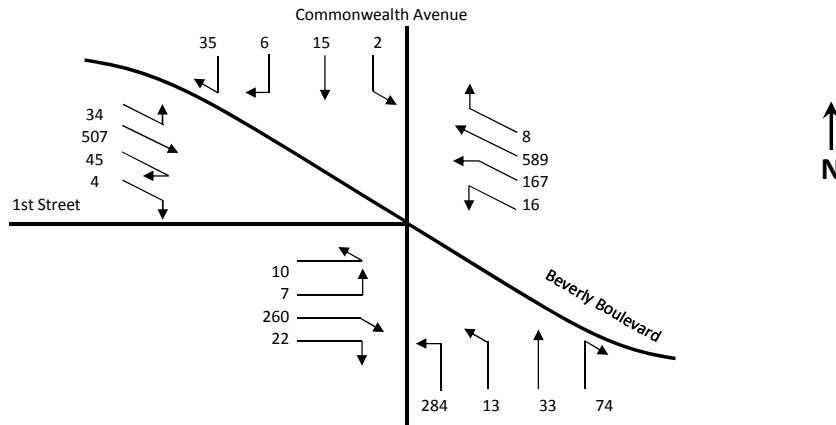
Final intersection V/C: 0.635

Intersection LOS:

B

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Existing with Project Conditions (Year 2015) - PM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 34 and

$$\text{Northbound Throughs + Rights: } \frac{8}{2} + \frac{589}{2} = \frac{597}{2} = 299 \text{ or}$$

Northbound Lefts: 167 + 16 = 183 and

$$\begin{aligned} \text{Southbound Throughs + Rights: } & \frac{4}{2} + \frac{45}{2} + \frac{507}{2} \\ & = \frac{556}{2} = 278 \end{aligned}$$

Critical Volume #1 (CV1): **461**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\begin{aligned} \text{Northbound Throughs + Lefts: } & \frac{33}{2} + \frac{13}{2} + \frac{284}{2} \\ & = \frac{330}{2} = 165 \text{ or} \end{aligned}$$

Northbound Rights: 74

Critical Volume #2 (CV2): **165**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 35 + 6 + 15 + 2 = 58$$

Critical Volume #3 (CV3): **58**

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\begin{aligned} \text{Eastbound Throughs + Lefts: } & \frac{22}{2} + \frac{260}{2} = \frac{282}{2} \text{ or} \\ \text{Eastbound Rights: } & 0 = 0 \\ & 7 + 10 = 17 \end{aligned}$$

Critical Volume #3 (CV3): **282**

$$\text{Critical Volume: } 461 + 165 + 58 + 282 = 966$$

$$\text{Intersection V/C: } \frac{966}{1375} = 0.703$$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.603

Intersection LOS:

B

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pinnacle Place

North-South Street: US 101 SB Off Ramp

East-West Street: Silver Lake Blvd

Scenario: Future Base Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1			1		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	79	1	79	278	1	238
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	176	0	176	198	0	238
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1277	2	639	1457	2	729
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1289	2	645	1091	2	546
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 176			North-South: 238		
		East-West: 645			East-West: 729		
		SUM: 821			SUM: 967		
VOLUME/CAPACITY (V/C) RATIO:		0.547			0.645		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.447			0.545		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pinnacle Place

North-South Street: US 101 SB On Ramp

East-West Street: Silver Lake Blvd

Scenario: Future Base Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	610	1	610	1235	1	856
	Through-Right		1			1	
	Right	745	0	745	476	0	476
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	404	1	404	236	1	236
	Left-Through		0			0	
	Through	1281	2	641	1097	2	549
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: 0			North-South: 0		
		East-West: 1149			East-West: 1092		
		SUM: 1149			SUM: 1092		
VOLUME/CAPACITY (V/C) RATIO:		0.766			0.728		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666			0.628		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 WB Ramps
Scenario: Future Base Conditions
Count Date: 9/22/15

East-West Street: Silver Lake Blvd
Analyst: GTC
Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	354	1	354	474	1	474
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	178	1	178	361	1	361
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	593	2	297	1245	2	623
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1329	1	1036	855	1	565
	Through-Right		1			1	
	Right	743	0	743	275	0	275
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 354 East-West: 1036 SUM: 1390			North-South: 474 East-West: 623 SUM: 1097		
VOLUME/CAPACITY (V/C) RATIO:		0.927			0.731		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.827			0.631		
LEVEL OF SERVICE (LOS):		D			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pinnacle Place

North-South Street: Reno St

East-West Street: Beverly Blvd

Scenario: Future Base Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	34	0	34
	Left-Through		0			0	
	Through	55	0	149	59	0	137
	Through-Right		0			0	
	Right	64	0	0	44	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	40	0	40	25	0	25
	Left-Through		0			0	
	Through	29	0	80	32	0	82
	Through-Right		0			0	
	Right	11	0	0	25	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	20	0	20	22	0	22
	Left-Through		1			1	
	Through	1095	0	591	825	0	486
	Through-Right		1			1	
	Right	7	0	591	15	0	486
	Left-Through-Right		0			0	
WESTBOUND	Left	24	0	24	31	0	31
	Left-Through		1			1	
	Through	692	0	442	982	0	572
	Through-Right		1			1	
	Right	48	0	442	38	0	572
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		189	North-South:		162
		East-West:		615	East-West:		594
		SUM:		804	SUM:		756
VOLUME/CAPACITY (V/C) RATIO:				0.536			0.504
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.436			0.404
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Beverly Blvd

Scenario: Future Base Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	9	0	9
	Left-Through		0			0	
	Through	92	0	134	217	0	262
	Through-Right		0			0	
	Right	22	0	0	36	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	91	0	91	73	0	73
	Left-Through		0			0	
	Through	125	0	299	82	0	234
	Through-Right		0			0	
	Right	83	0	0	79	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	88	0	88	109	0	109
	Left-Through		1			1	
	Through	1235	0	796	1003	0	834
	Through-Right		1			1	
	Right	5	0	796	11	0	834
	Left-Through-Right		0			0	
WESTBOUND	Left	8	0	8	20	0	20
	Left-Through		1			1	
	Through	863	0	477	1063	0	634
	Through-Right		1			1	
	Right	42	0	477	84	0	634
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 319			North-South: 335		
		East-West: 804			East-West: 854		
		SUM: 1123			SUM: 1189		
VOLUME/CAPACITY (V/C) RATIO:		0.749			0.793		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.649			0.693		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #: 9

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Beverly Blvd

Scenario: Future Base Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	134	126	1	126
	Left-Through		0			0	
	Through	666	1	406	1042	1	602
	Through-Right		1			1	
	Right	146	0	146	161	0	161
	Left-Through-Right		0			0	
SOUTHBOUND	Left	87	1	87	49	1	49
	Left-Through		0			0	
	Through	541	1	281	404	1	215
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
EASTBOUND	Left	94	1	94	105	1	105
	Left-Through		0			0	
	Through	1164	1	633	882	1	483
	Through-Right		1			1	
	Right	102	0	102	84	0	84
	Left-Through-Right		0			0	
WESTBOUND	Left	142	1	142	114	1	114
	Left-Through		0			0	
	Through	712	2	356	993	2	497
	Through-Right		0			0	
	Right	54	1	11	89	1	65
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 493			North-South: 651		
		East-West: 775			East-West: 602		
		SUM: 1268			SUM: 1253		
VOLUME/CAPACITY (V/C) RATIO:		0.845			0.835		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.745			0.735		
LEVEL OF SERVICE (LOS):		C			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pinnacle Place

North-South Street: Vendome St

East-West Street: Temple St

Scenario: Future Base Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	0	46	60	0	60
	Left-Through		0			0	
	Through	230	0	304	176	0	269
	Through-Right		0			0	
	Right	28	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	58	0	58	28	0	28
	Left-Through		0			0	
	Through	72	0	148	56	0	92
	Through-Right		0			0	
	Right	18	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	15	0	15	9	0	0
	Left-Through		1			0	
	Through	937	0	500	1020	1	526
	Through-Right		1			1	
	Right	33	0	500	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	11	1	0	0
	Left-Through		1			0	
	Through	569	0	321	709	1	383
	Through-Right		1			1	
	Right	29	0	321	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES							
		North-South:		362	North-South:		297
		East-West:		511	East-West:		526
		SUM:		873	SUM:		823
VOLUME/CAPACITY (V/C) RATIO:				0.582			0.549
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.449
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Temple St

Scenario: Future Base Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	12	37	0	37
	Left-Through		0			0	
	Through	212	0	273	376	0	477
	Through-Right		0			0	
	Right	49	0	0	64	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	143	0	143	89	0	89
	Left-Through		0			0	
	Through	295	0	506	218	0	367
	Through-Right		0			0	
	Right	68	0	0	60	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	4	0	0	50	0	50
	Left-Through		0			1	
	Through	1054	1	549	1054	0	643
	Through-Right		1			1	
	Right	44	0	44	31	0	643
	Left-Through-Right		0			0	
WESTBOUND	Left	16	0	16	2	0	0
	Left-Through		1			0	
	Through	651	0	434	752	1	441
	Through-Right		1			1	
	Right	121	0	434	129	0	129
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 518			North-South: 566		
		East-West: 565			East-West: 643		
		SUM: 1083			SUM: 1209		
VOLUME/CAPACITY (V/C) RATIO:		0.722			0.806		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.622			0.706		
LEVEL OF SERVICE (LOS):		B			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Temple St

Scenario: Future Base Conditions

Count Date: 9/22/15

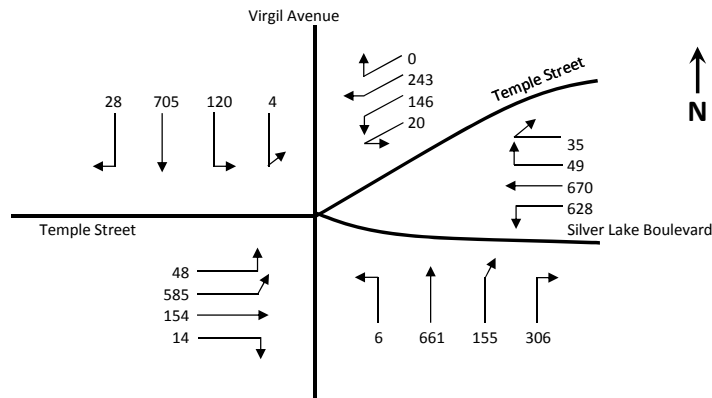
Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	213	1	213	315	1	315
	Left-Through		0			0	
	Through	310	1	310	450	1	450
	Through-Right		0			0	
	Right	295	1	232	437	1	383
	Left-Through-Right		0			0	
SOUTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	175	0	192	168	0	191
	Through-Right		0			0	
	Right	8	0	0	15	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	111	1	111	105	1	105
	Left-Through		0			0	
	Through	838	1	543	919	1	546
	Through-Right		1			1	
	Right	247	0	247	172	0	172
	Left-Through-Right		0			0	
WESTBOUND	Left	127	1	127	108	1	108
	Left-Through		0			0	
	Through	566	1	290	549	1	286
	Through-Right		1			1	
	Right	14	0	14	22	0	22
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		405	North-South:		506
		East-West:		670	East-West:		654
		SUM:		1075	SUM:		1160
VOLUME/CAPACITY (V/C) RATIO:				0.717			0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.617			0.673
LEVEL OF SERVICE (LOS):				B			B

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Future without Project Conditions (Year 2018) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 48 + 585 = 633 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{35 + 49 + 670}{2}$$

$$= \frac{754}{2} = 377 \quad \text{or}$$

$$\text{Westbound Rights: } 35 + 49 = 84 \quad \text{or}$$

$$\text{Westbound Lefts: } 628 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{154}{2} = 77$$

$$\text{Critical Volume \#1 (CV1): } 1,010$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 6 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{28 + 705}{2} = \frac{733}{2} = 367 \quad \text{or}$$

$$\text{Southbound Right: } 28 \quad \text{or}$$

$$\text{Southbound Lefts: } 120 + 4 = 124 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{306 + 155 + 661}{2} = \frac{1122}{2} = 561$$

$$\text{Northbound Rights: } 155 + 306 = 461 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 685$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{243 + 146 + 20}{2} = \frac{409}{2} = 205 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 146 + 20 = 166$$

$$\text{Critical Volume \#3 (CV3): } 205$$

$$\text{Critical Volume: } 1010 + 685 + 205 = 1900$$

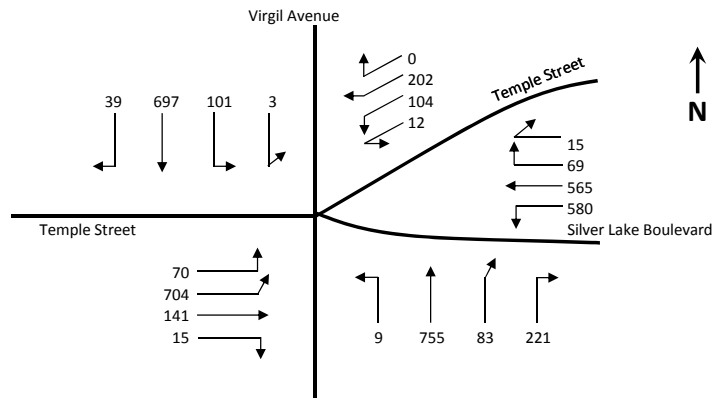
$$\text{Intersection V/C: } \frac{1900}{1375} = 1.382$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.282 \quad \text{Intersection LOS: } F$$

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Future without Project Conditions (Year 2018) - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 70 + 704 = 774 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{15 + 69 + 565}{2}$$

$$= \frac{649}{2} = 325 \quad \text{or}$$

$$\text{Westbound Rights: } 15 + 69 = 84 \quad \text{or}$$

$$\text{Westbound Lefts: } 580 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{141}{2} = 71$$

$$\text{Critical Volume \#1 (CV1): } 1,099$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 9 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{39 + 697}{2} = \frac{736}{2} = 368 \quad \text{or}$$

$$\text{Southbound Right: } 39 \quad \text{or}$$

$$\text{Southbound Lefts: } 101 + 3 = 104 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{221 + 83 + 755}{2} = \frac{1059}{2} = 530$$

$$\text{Northbound Rights: } 83 + 221 = 304 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 634$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{202 + 104 + 12}{2} = \frac{318}{2} = 159 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 104 + 12 = 116$$

$$\text{Critical Volume \#3 (CV3): } 159$$

$$\text{Critical Volume: } 1099 + 634 + 159 = 1892$$

$$\text{Intersection V/C: } \frac{1892}{1375} = 1.376$$

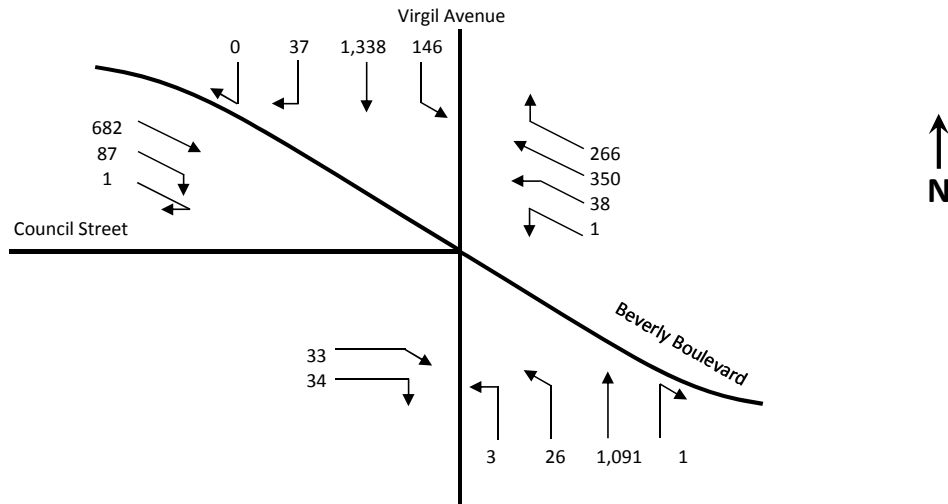
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.276$$

$$\text{Intersection LOS: } F$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Future without Project Conditions (Year 2018) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 38 + 1 = 39 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{682}{2} = 341 \quad \text{or}$$

$$\text{Southbound Rights: } 1 + 87 = 88 \quad \text{or}$$

$$\text{Northbound Rights: } 266 - 146 = 120 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{350 + 38 + 1}{2} = \frac{389}{2} = 195$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{380}$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 3 + 26 = 29 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 37 + 1,338}{2} = \frac{1375}{2} = 688 \quad \text{or}$$

$$\text{Southbound Lefts: } 146 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{1,091 + 1}{2} = \frac{1,092}{2} = 546$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{717}$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 34 + 33 = 67$$

$$\text{Critical Volume \#3 (CV3): } \mathbf{67}$$

$$\text{Critical Volume: } 380 + 717 + 67 = \mathbf{1164}$$

$$\text{Intersection V/C: } \frac{1164}{1375} = \mathbf{0.847}$$

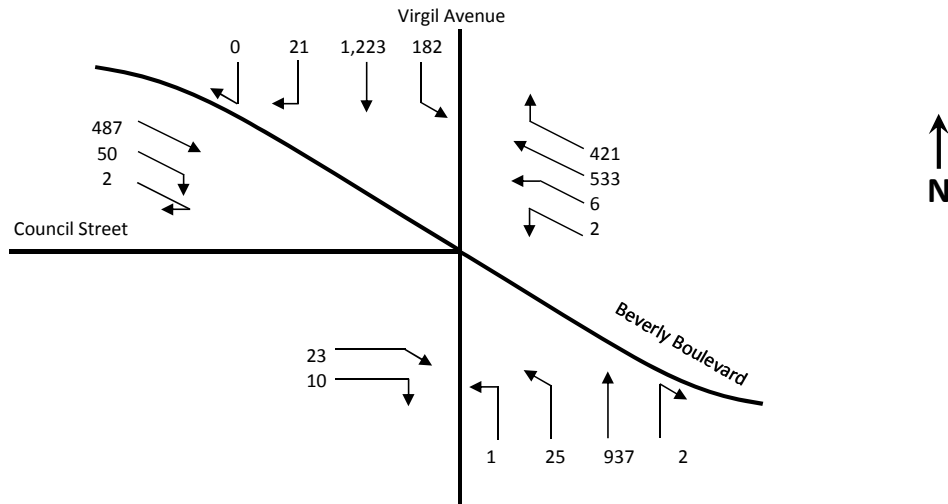
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.747}$$

$$\text{Intersection LOS: } \mathbf{C}$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Future without Project Conditions (Year 2018) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 6 + 2 = 8 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{487}{2} = 244 \quad \text{or}$$

$$\text{Southbound Rights: } 2 + 50 = 52 \quad \text{or}$$

$$\text{Northbound Rights: } 421 - 182 = 239 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{533 + 6 + 2}{2} = \frac{541}{2} = 271$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{271}$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 1 + 25 = 26 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 21 + 1,223}{2} = \frac{1244}{2} = 622 \quad \text{or}$$

$$\text{Southbound Lefts: } 182 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{937 + 2}{2} = \frac{939}{2} = 470$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{652}$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 10 + 23 = 33$$

$$\text{Critical Volume \#3 (CV3): } \mathbf{33}$$

$$\text{Critical Volume: } 271 + 652 + 33 = \mathbf{956}$$

$$\text{Intersection V/C: } \frac{956}{1375} = \mathbf{0.695}$$

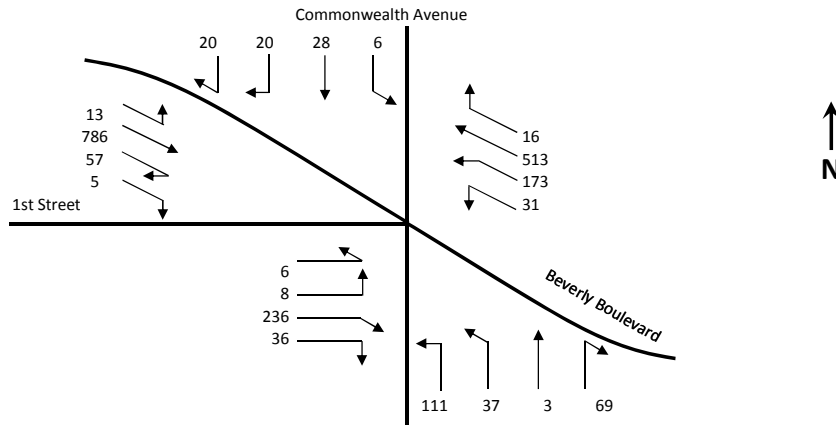
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.595}$$

$$\text{Intersection LOS: } \mathbf{A}$$

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Future without Project Conditions (Year 2018) - AM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 13 and

$$\text{Northbound Throughs + Rights: } \frac{16 + 513}{2} = \frac{529}{2} = 265 \text{ or}$$

Northbound Lefts: 173 + 31 = 204 and

$$\begin{aligned} \text{Southbound Throughs + Rights: } & \frac{5 + 57 + 786}{2} \\ & = \frac{848}{2} = 424 \end{aligned}$$

Critical Volume #1 (CV1): 628

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\begin{aligned} \text{Northbound Throughs + Lefts: } & \frac{3 + 37 + 111}{2} \\ & = \frac{151}{2} = 76 \text{ or} \end{aligned}$$

Northbound Rights: 69

Critical Volume #2 (CV2): 76

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 20 + 20 + 28 + 6 = 74$$

Critical Volume #3 (CV3): 74

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\begin{aligned} \text{Eastbound Throughs + Lefts: } & 36 + 236 = 272 \text{ or} \\ \text{Eastbound Rights: } & 8 + 6 = 14 \end{aligned}$$

Critical Volume #3 (CV3): 272

$$\text{Critical Volume: } 628 + 76 + 74 + 272 = 1,050$$

$$\text{Intersection V/C: } \frac{1050}{1375} = 0.764$$

ATSAC/ATCS Credit: 0.10

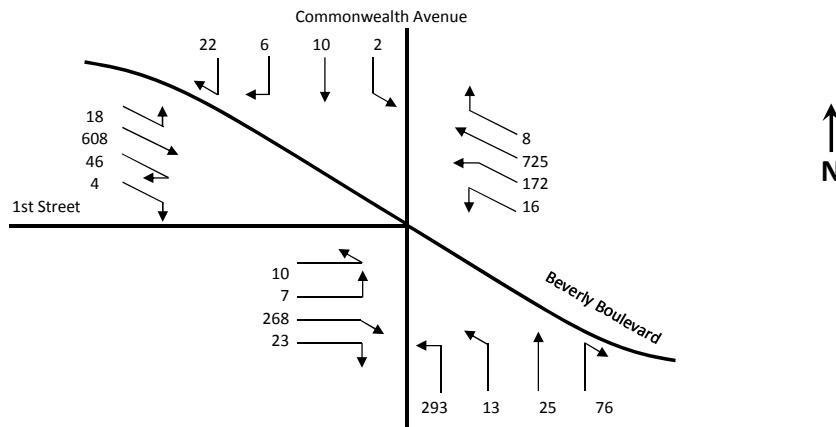
Final intersection V/C: 0.664

Intersection LOS:

B

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Future without Project Conditions (Year 2018) - PM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 18 and

$$\text{Northbound Throughs + Rights: } \frac{8 + 725}{2} = \frac{733}{2} = 367 \quad \text{or}$$

Northbound Lefts: 172 + 16 = 188 and

$$\begin{aligned} \text{Southbound Throughs + Rights: } & \frac{4 + 46 + 608}{2} \\ & = \frac{658}{2} = 329 \end{aligned}$$

Critical Volume #1 (CV1): 517

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\begin{aligned} \text{Northbound Throughs + Lefts: } & \frac{25 + 13 + 293}{2} \\ & = \frac{331}{2} = 166 \quad \text{or} \end{aligned}$$

Northbound Rights: 76

Critical Volume #2 (CV2): 166

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 22 + 6 + 10 + 2 = 40$$

Critical Volume #3 (CV3): 40

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\begin{aligned} \text{Eastbound Throughs + Lefts: } & \frac{23 + 268}{2} = \frac{291}{2} \quad \text{or} \\ \text{Eastbound Rights: } & 7 + 10 = 17 \end{aligned}$$

Critical Volume #3 (CV3): 291

$$\text{Critical Volume: } 517 + 166 + 40 + 291 = 1,014$$

$$\text{Intersection V/C: } \frac{1014}{1375} = 0.737$$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.637

Intersection LOS:

B

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 SB Off Ramp **East-West Street:** Silver Lake Blvd
Scenario: Future with Project Conditions
Count Date: 9/22/15 **Analyst:** GTC **Date:** 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1			1		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	79	278	1	251
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	183	0	183	224	0	251
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1299	2	650	1469	2	735
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1294	2	647	1113	2	557
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		183	North-South:		251
		East-West:		650	East-West:		735
		SUM:		833	SUM:		986
VOLUME/CAPACITY (V/C) RATIO:				0.555			0.657
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.557
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

PROJECT TITLE: Pinnacle Place
 North-South Street: US 101 SB On Ramp East-West Street: Silver Lake Blvd
 Scenario: Future with Project Conditions
 Count Date: 9/22/15 Analyst: GTC Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	614	1	614	1237	1	861
	Through-Right		1			1	
	Right	762	0	762	485	0	485
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	413	1	413	241	1	241
	Left-Through		0			0	
	Through	1286	2	643	1119	2	560
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: 0			North-South: 0		
		East-West: 1175			East-West: 1102		
		SUM: 1175			SUM: 1102		
VOLUME/CAPACITY (V/C) RATIO:		0.783			0.735		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.683			0.635		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: Pinnacle Place

North-South Street: US 101 WB Ramps

East-West Street: Silver Lake Blvd

Scenario: Future with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	358	1	358	491	1	491
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	180	1	180	370	1	370
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	597	2	299	1247	2	624
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1339	1	1054	864	1	577
	Through-Right		1			1	
	Right	769	0	769	289	0	289
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 358			North-South: 491		
		East-West: 1054			East-West: 624		
		SUM: 1412			SUM: 1115		
VOLUME/CAPACITY (V/C) RATIO:		0.941			0.743		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.841			0.643		
LEVEL OF SERVICE (LOS):		D			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pinnacle Place

North-South Street: Reno St

East-West Street: Beverly Blvd

Scenario: Future with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	34	0	34
	Left-Through		0			0	
	Through	55	0	149	59	0	137
	Through-Right		0			0	
	Right	64	0	0	44	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	40	0	40	25	0	25
	Left-Through		0			0	
	Through	29	0	80	32	0	82
	Through-Right		0			0	
	Right	11	0	0	25	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	20	0	20	22	0	22
	Left-Through		1			1	
	Through	1099	0	593	827	0	487
	Through-Right		1			1	
	Right	7	0	593	15	0	487
	Left-Through-Right		0			0	
WESTBOUND	Left	24	0	24	31	0	31
	Left-Through		1			1	
	Through	693	0	443	986	0	574
	Through-Right		1			1	
	Right	48	0	443	38	0	574
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 189			North-South: 162		
		East-West: 617			East-West: 596		
		SUM: 806			SUM: 758		
VOLUME/CAPACITY (V/C) RATIO:		0.537			0.505		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.437			0.405		
LEVEL OF SERVICE (LOS):		A			A		



Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Beverly Blvd

Scenario: Future with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	9	0	9
	Left-Through		0			0	
	Through	92	0	134	217	0	262
	Through-Right		0			0	
	Right	22	0	0	36	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	91	0	91	73	0	73
	Left-Through		0			0	
	Through	125	0	299	82	0	234
	Through-Right		0			0	
	Right	83	0	0	79	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	88	0	88	109	0	109
	Left-Through		1			1	
	Through	1239	0	798	1005	0	835
	Through-Right		1			1	
	Right	5	0	798	11	0	835
	Left-Through-Right		0			0	
WESTBOUND	Left	8	0	8	20	0	20
	Left-Through		1			1	
	Through	864	0	477	1067	0	636
	Through-Right		1			1	
	Right	42	0	477	84	0	636
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 319			North-South: 335		
		East-West: 806			East-West: 855		
		SUM: 1125			SUM: 1190		
VOLUME/CAPACITY (V/C) RATIO:		0.750			0.793		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.650			0.693		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #: **9**

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Beverly Blvd

Scenario: Future with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	134	126	1	126
	Left-Through		0			0	
	Through	666	1	406	1042	1	602
	Through-Right		1			1	
	Right	146	0	146	161	0	161
	Left-Through-Right		0			0	
SOUTHBOUND	Left	87	1	87	49	1	49
	Left-Through		0			0	
	Through	541	1	281	404	1	215
	Through-Right		1			1	
	Right	20	0	20	26	0	26
	Left-Through-Right		0			0	
EASTBOUND	Left	94	1	94	105	1	105
	Left-Through		0			0	
	Through	1168	1	635	884	1	484
	Through-Right		1			1	
	Right	102	0	102	84	0	84
	Left-Through-Right		0			0	
WESTBOUND	Left	142	1	142	114	1	114
	Left-Through		0			0	
	Through	713	2	357	997	2	499
	Through-Right		0			0	
	Right	54	1	11	89	1	65
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 493 East-West: 777 SUM: 1270			North-South: 651 East-West: 604 SUM: 1255		
VOLUME/CAPACITY (V/C) RATIO:		0.847			0.837		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.747			0.737		
LEVEL OF SERVICE (LOS):		C			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pinnacle Place

North-South Street: Vendome St

East-West Street: Temple St

Scenario: Future with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	50	62	0	62
	Left-Through		0			0	
	Through	269	0	347	197	0	292
	Through-Right		0			0	
	Right	28	0	0	33	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	58	0	58	28	0	28
	Left-Through		0			0	
	Through	75	0	151	69	0	105
	Through-Right		0			0	
	Right	18	0	0	8	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	15	0	15	9	0	0
	Left-Through		1			0	
	Through	941	0	502	1022	1	527
	Through-Right		1			1	
	Right	33	0	502	31	0	31
	Left-Through-Right		0			0	
WESTBOUND	Left	11	0	11	1	0	0
	Left-Through		1			0	
	Through	570	0	322	713	1	385
	Through-Right		1			1	
	Right	29	0	322	57	0	57
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		405	North-South:		320
		East-West:		513	East-West:		527
		SUM:		918	SUM:		847
VOLUME/CAPACITY (V/C) RATIO:				0.612			0.565
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.512			0.465
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Temple St

Scenario: Future with Project Conditions

Count Date: 9/22/15

Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	12	37	0	37
	Left-Through		0			0	
	Through	212	0	273	376	0	477
	Through-Right		0			0	
	Right	49	0	0	64	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	143	0	143	89	0	89
	Left-Through		0			0	
	Through	295	0	506	218	0	367
	Through-Right		0			0	
	Right	68	0	0	60	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	4	0	0	50	0	50
	Left-Through		0			1	
	Through	1058	1	551	1056	0	644
	Through-Right		1			1	
	Right	44	0	44	31	0	644
	Left-Through-Right		0			0	
WESTBOUND	Left	16	0	16	2	0	0
	Left-Through		1			0	
	Through	652	0	435	756	1	443
	Through-Right		1			1	
	Right	121	0	435	129	0	129
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		518	North-South:		566
		East-West:		567	East-West:		644
		SUM:		1085	SUM:		1210
VOLUME/CAPACITY (V/C) RATIO:				0.723			0.807
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.707
LEVEL OF SERVICE (LOS):				B			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Temple St

Scenario: Future with Project Conditions

Count Date: 9/22/15

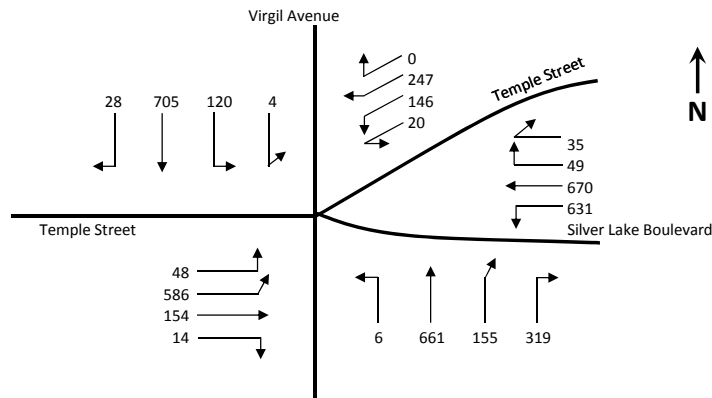
Analyst: GTC

Date: 11/17/15

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	213	1	213	315	1	315
	Left-Through		0			0	
	Through	310	1	310	450	1	450
	Through-Right		0			0	
	Right	295	1	232	437	1	383
	Left-Through-Right		0			0	
SOUTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	175	0	192	168	0	191
	Through-Right		0			0	
	Right	8	0	0	15	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	111	1	111	105	1	105
	Left-Through		0			0	
	Through	842	1	545	921	1	547
	Through-Right		1			1	
	Right	247	0	247	172	0	172
	Left-Through-Right		0			0	
WESTBOUND	Left	127	1	127	108	1	108
	Left-Through		0			0	
	Through	567	1	291	553	1	288
	Through-Right		1			1	
	Right	14	0	14	22	0	22
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		405	North-South:		506
		East-West:		672	East-West:		655
		SUM:		1077	SUM:		1161
VOLUME/CAPACITY (V/C) RATIO:				0.718			0.774
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.674
LEVEL OF SERVICE (LOS):				B			B

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Future with Project Conditions (Year 2018) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 48 + 586 = 634 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{35 + 49 + 670}{2}$$

$$= \frac{754}{2} = 377 \quad \text{or}$$

$$\text{Westbound Rights: } 35 + 49 = 84 \quad \text{or}$$

$$\text{Westbound Lefts: } 631 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{154}{2} = 77$$

$$\text{Critical Volume \#1 (CV1): } 1,011$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 6 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{28 + 705}{2} = \frac{733}{2} = 367 \quad \text{or}$$

$$\text{Southbound Right: } 28 \quad \text{or}$$

$$\text{Southbound Lefts: } 120 + 4 = 124 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{319 + 155 + 661}{2} = \frac{1135}{2} = 568$$

$$\text{Northbound Rights: } 155 + 319 = 474 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 692$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{247 + 146 + 20}{2} = \frac{413}{2} = 207 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 146 + 20 = 166$$

$$\text{Critical Volume \#3 (CV3): } 207$$

$$\text{Critical Volume: } 1011 + 692 + 207 = 1910$$

$$\text{Intersection V/C: } \frac{1910}{1375} = 1.389$$

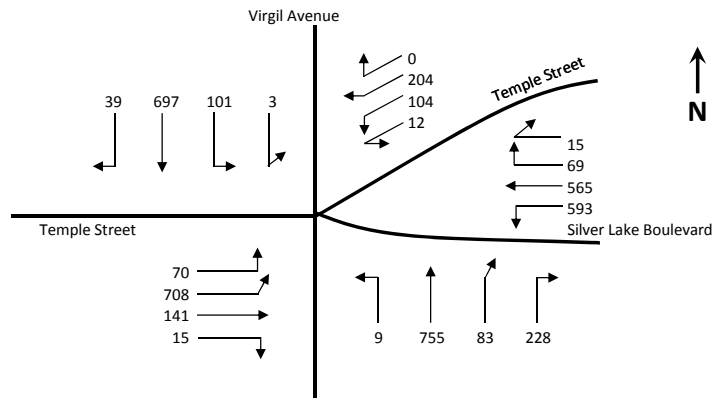
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.289$$

$$\text{Intersection LOS: } F$$

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Future with Project Conditions (Year 2018) - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 70 + 708 = 778 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{15 + 69 + 565}{2}$$

$$= \frac{649}{2} = 325 \quad \text{or}$$

$$\text{Westbound Rights: } 15 + 69 = 84 \quad \text{or}$$

$$\text{Westbound Lefts: } 593 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{141}{2} = 71$$

$$\text{Critical Volume \#1 (CV1): } 1,103$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 9 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{39 + 697}{2} = \frac{736}{2} = 368 \quad \text{or}$$

$$\text{Southbound Right: } 39 \quad \text{or}$$

$$\text{Southbound Lefts: } 101 + 3 = 104 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{228 + 83 + 755}{2} = \frac{1066}{2} = 533$$

$$\text{Northbound Rights: } 83 + 228 = 311 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 637$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{204 + 104 + 12}{2} = \frac{320}{2} = 160 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 104 + 12 = 116$$

$$\text{Critical Volume \#3 (CV3): } 160$$

$$\text{Critical Volume: } 1103 + 637 + 160 = 1900$$

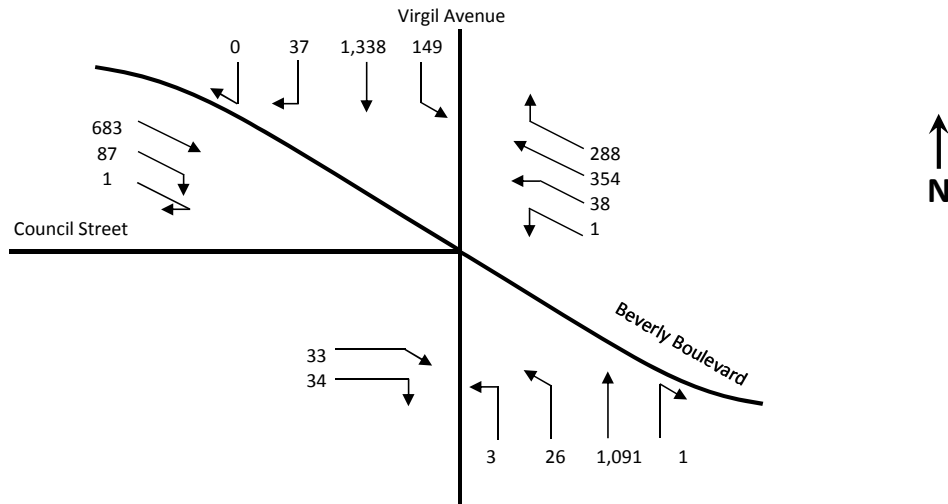
$$\text{Intersection V/C: } \frac{1900}{1375} = 1.382$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.282 \quad \text{Intersection LOS: } F$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Future with Project Conditions (Year 2018) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 38 + 1 = 39 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{683}{2} = 342 \quad \text{or}$$

$$\text{Southbound Rights: } 1 + 87 = 88 \quad \text{or}$$

$$\text{Northbound Rights: } 288 - 149 = 139 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{354 + 38 + 1}{2} = \frac{393}{2} = 197$$

$$\text{Critical Volume \#1 (CV1): } 381$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 3 + 26 = 29 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 37 + 1,338}{2} = \frac{1375}{2} = 688 \quad \text{or}$$

$$\text{Southbound Lefts: } 149 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{1,091 + 1}{2} = \frac{1,092}{2} = 546$$

$$\text{Critical Volume \#2 (CV2): } 717$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 34 + 33 = 67$$

$$\text{Critical Volume \#3 (CV3): } 67$$

$$\text{Critical Volume: } 381 + 717 + 67 = 1165$$

$$\text{Intersection V/C: } \frac{1165}{1375} = 0.847$$

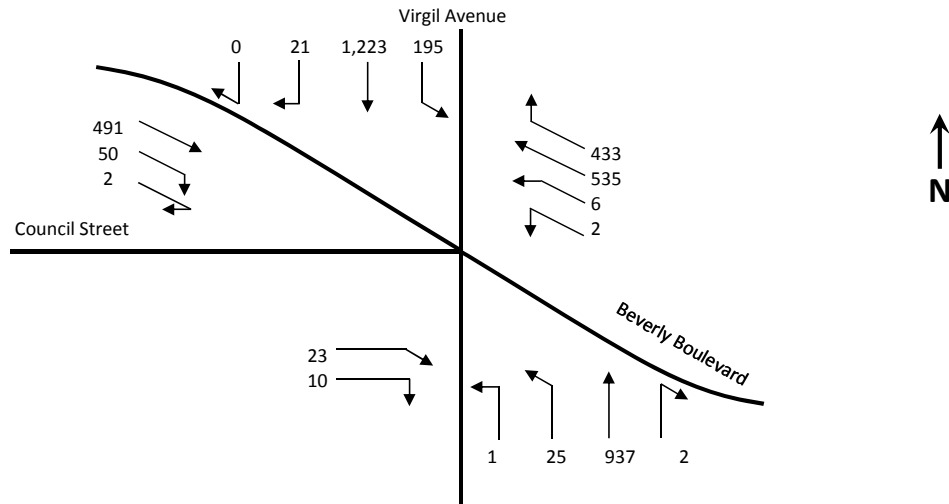
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 0.747$$

$$\text{Intersection LOS: } C$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Future with Project Conditions (Year 2018) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 6 + 2 = 8 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{491}{2} = 246 \quad \text{or}$$

$$\text{Southbound Rights: } 2 + 50 = 52 \quad \text{or}$$

$$\text{Northbound Rights: } 433 - 195 = 238 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{535 + 6 + 2}{2} = \frac{543}{2} = 272$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{272}$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 1 + 25 = 26 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 21 + 1,223}{2} = \frac{1244}{2} = 622 \quad \text{or}$$

$$\text{Southbound Lefts: } 195 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{937 + 2}{2} = \frac{939}{2} = 470$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{665}$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 10 + 23 = 33$$

$$\text{Critical Volume \#3 (CV3): } \mathbf{33}$$

$$\text{Critical Volume: } 272 + 665 + 33 = \mathbf{970}$$

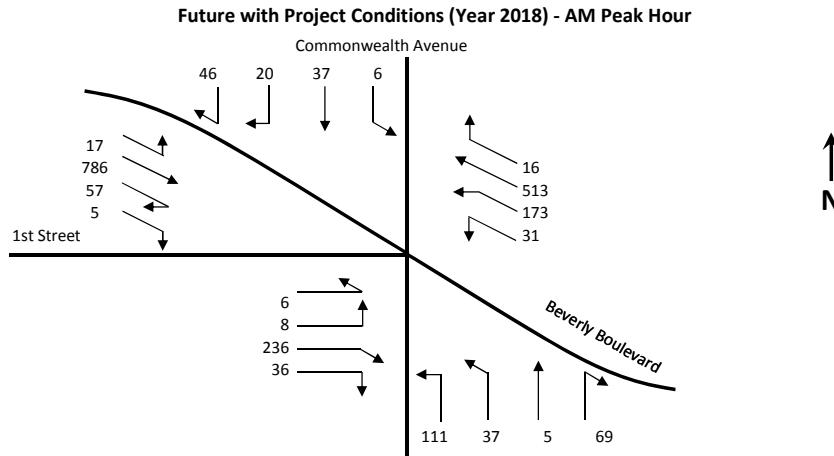
$$\text{Intersection V/C: } \frac{970}{1375} = \mathbf{0.705}$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.605}$$

$$\text{Intersection LOS: } \mathbf{B}$$

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 17 and

Northbound Throughs + Rights:

$$\frac{16 + 513}{2} = \frac{529}{2} = 265 \quad \text{or}$$

Northbound Lefts: 173 + 31 = 204 and

Southbound Throughs + Rights:

$$\frac{5 + 57 + 786}{2}$$

$$= \frac{848}{2} = 424$$

Critical Volume #1 (CV1): **628**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

Northbound Throughs + Lefts:

$$\frac{5 + 37 + 111}{2}$$

$$= \frac{153}{2} = 77 \quad \text{or}$$

Northbound Rights: 69

Critical Volume #2 (CV2): **77**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

Southbound Throughs + Lefts + Rights:

$$46 + 20 + 37 + 6 = 109$$

Critical Volume #3 (CV3): **109**

- 4) Critical volume calculation for eastbound traffic on 1st Street

Eastbound Throughs + Lefts:

$$36 + 236 = 272 \quad \text{or}$$

Eastbound Rights:

$$8 + 6 = 14$$

Critical Volume #3 (CV3): **272**

$$\text{Critical Volume: } 628 + 77 + 109 + 272 = \mathbf{1,086}$$

$$\text{Intersection V/C: } \frac{1086}{1375} = \mathbf{0.79}$$

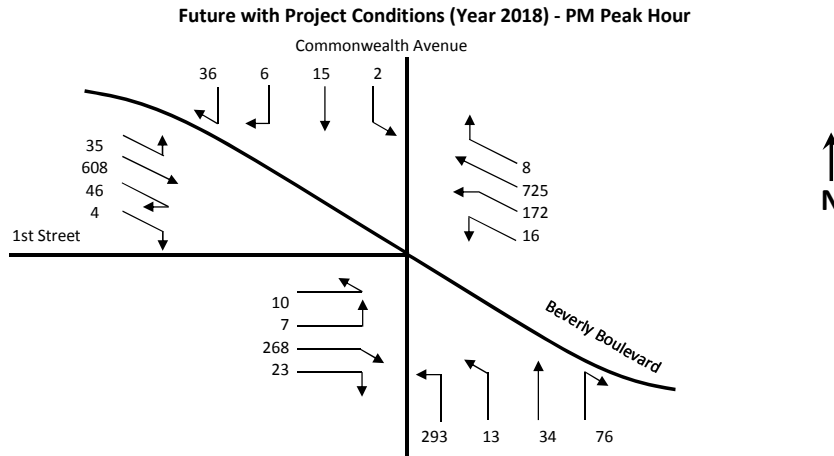
ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.690

Intersection LOS:

B

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 35 and

Northbound Throughs + Rights:

$$\frac{8}{2} + \frac{725}{2} = \frac{733}{2} = 367 \quad \text{or}$$

Northbound Lefts: 172 + 16 = 188 and

Southbound Throughs + Rights:

$$\frac{4}{2} + \frac{46}{2} + \frac{608}{2} = \frac{658}{2} = 329$$

Critical Volume #1 (CV1): **517**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

Northbound Throughs + Lefts:

$$\frac{34}{2} + \frac{13}{2} + \frac{293}{2} = \frac{340}{2} = 170 \quad \text{or}$$

Northbound Rights: 76

Critical Volume #2 (CV2): **170**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

Southbound Throughs + Lefts + Rights:

$$36 + 6 + 15 + 2 = 59$$

Critical Volume #3 (CV3): **59**

- 4) Critical volume calculation for eastbound traffic on 1st Street

Eastbound Throughs + Lefts:

$$\frac{23}{2} + \frac{268}{2} = \frac{291}{2} \quad \text{or}$$

Eastbound Rights:

$$7 + 10 = 17$$

Critical Volume #3 (CV3): **291**

Critical Volume: 517 + 170 + 59 + 291 = **1,037**

Intersection V/C: $\frac{1037}{1375} = 0.754$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.654

Intersection LOS:










B

Unsignalized Intersection

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard







11/18/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	459	583	369	1096	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	499	634	401	1191	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1133		2214	566
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1133		2214	566
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			35		100	100
cM capacity (veh/h)			613		13	467
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	333	800	401	596	596	
Volume Left	0	0	401	0	0	
Volume Right	0	634	0	0	0	
cSH	1700	1700	613	1700	1700	
Volume to Capacity	0.20	0.47	0.65	0.35	0.35	
Queue Length 95th (ft)	0	0	120	0	0	
Control Delay (s)	0.0	0.0	21.3	0.0	0.0	
Lane LOS			C			
Approach Delay (s)	0.0		5.4			
Approach LOS						
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			58.6%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard










11/18/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑		
Volume (veh/h)	1075	396	213	843	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1168	430	232	916	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1599		2305	799
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1599		2305	799
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			43		100	100
cM capacity (veh/h)			406		14	328
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	779	820	232	458	458	
Volume Left	0	0	232	0	0	
Volume Right	0	430	0	0	0	
cSH	1700	1700	406	1700	1700	
Volume to Capacity	0.46	0.48	0.57	0.27	0.27	
Queue Length 95th (ft)	0	0	86	0	0	
Control Delay (s)	0.0	0.0	25.0	0.0	0.0	
Lane LOS			D			
Approach Delay (s)	0.0		5.1			
Approach LOS						
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			60.8%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard










11/18/2015

									
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Volume (veh/h)	463	600	378	1102	0	0			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	503	652	411	1198	0	0			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage veh									
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume			1155		2250	578			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol			1155		2250	578			
tC, single (s)			4.1		6.8	6.9			
tC, 2 stage (s)									
tF (s)			2.2		3.5	3.3			
p0 queue free %			32		100	100			
cM capacity (veh/h)			600		11	459			
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3				
Volume Total	336	820	411	599	599				
Volume Left	0	0	411	0	0				
Volume Right	0	652	0	0	0				
cSH	1700	1700	600	1700	1700				
Volume to Capacity	0.20	0.48	0.68	0.35	0.35				
Queue Length 95th (ft)	0	0	133	0	0				
Control Delay (s)	0.0	0.0	23.0	0.0	0.0				
Lane LOS			C						
Approach Delay (s)	0.0		5.9						
Approach LOS									
Intersection Summary									
Average Delay			3.4						
Intersection Capacity Utilization			59.7%	ICU Level of Service	B				
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard







11/18/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1077	405	218	864	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1171	440	237	939	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1611		2334	805
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1611		2334	805
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			41		100	100
cM capacity (veh/h)			401		13	325
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	780	830	237	470	470	
Volume Left	0	0	237	0	0	
Volume Right	0	440	0	0	0	
cSH	1700	1700	401	1700	1700	
Volume to Capacity	0.46	0.49	0.59	0.28	0.28	
Queue Length 95th (ft)	0	0	92	0	0	
Control Delay (s)	0.0	0.0	26.1	0.0	0.0	
Lane LOS			D			
Approach Delay (s)	0.0		5.3			
Approach LOS						
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			61.5%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard










11/18/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑		
Volume (veh/h)	610	745	404	1281	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	663	810	439	1392	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1473		2642	736
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1473		2642	736
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			3		100	100
cM capacity (veh/h)			454		1	361
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	442	1031	439	696	696	
Volume Left	0	0	439	0	0	
Volume Right	0	810	0	0	0	
cSH	1700	1700	454	1700	1700	
Volume to Capacity	0.26	0.61	0.97	0.41	0.41	
Queue Length 95th (ft)	0	0	299	0	0	
Control Delay (s)	0.0	0.0	64.9	0.0	0.0	
Lane LOS			F			
Approach Delay (s)	0.0		15.6			
Approach LOS						
Intersection Summary						
Average Delay			8.6			
Intersection Capacity Utilization			69.9%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard










11/18/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1235	476	236	1097	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1342	517	257	1192	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1860		2710	930
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1860		2710	930
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			20		100	100
cM capacity (veh/h)			321		3	269
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	895	965	257	596	596	
Volume Left	0	0	257	0	0	
Volume Right	0	517	0	0	0	
cSH	1700	1700	321	1700	1700	
Volume to Capacity	0.53	0.57	0.80	0.35	0.35	
Queue Length 95th (ft)	0	0	164	0	0	
Control Delay (s)	0.0	0.0	48.9	0.0	0.0	
Lane LOS			E			
Approach Delay (s)	0.0		8.7			
Approach LOS						
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization			69.1%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard










11/18/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	614	762	413	1287	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	667	828	449	1399	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1496		2679	748
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1496		2679	748
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	100
cM capacity (veh/h)			445		0	355
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	445	1051	449	699	699	
Volume Left	0	0	449	0	0	
Volume Right	0	828	0	0	0	
cSH	1700	1700	445	1700	1700	
Volume to Capacity	0.26	0.62	1.01	0.41	0.41	
Queue Length 95th (ft)	0	0	331	0	0	
Control Delay (s)	0.0	0.0	76.0	0.0	0.0	
Lane LOS			F			
Approach Delay (s)	0.0		18.5			
Approach LOS						
Intersection Summary						
Average Delay			10.2			
Intersection Capacity Utilization			71.0%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard

11/18/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1237	485	241	1118	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1345	527	262	1215	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1872		2740	936
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1872		2740	936
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			18		100	100
cM capacity (veh/h)			318		3	266
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	896	975	262	608	608	
Volume Left	0	0	262	0	0	
Volume Right	0	527	0	0	0	
cSH	1700	1700	318	1700	1700	
Volume to Capacity	0.53	0.57	0.82	0.36	0.36	
Queue Length 95th (ft)	0	0	176	0	0	
Control Delay (s)	0.0	0.0	52.8	0.0	0.0	
Lane LOS			F			
Approach Delay (s)	0.0		9.4			
Approach LOS						
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			69.7%	ICU Level of Service		C
Analysis Period (min)			15			

Appendix E
Caltrans Analysis

Appendix E

Caltrans Analysis

Based on the requirements of *Agreement between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (California Department of Transportation [Caltrans] and the Los Angeles Department of Transportation, October 2013) (“Agreement”), a freeway impact analysis utilizing *Guide for the Preparation of Traffic Impact Studies* (Caltrans, December 2002) (Caltrans TIS Guidelines), is required should a project meet the following criteria:

- The project’s peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane [vphpl])
- The project’s peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on a assumed capacity of 2,000 vphpl)
- The project’s peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vphpl)
- The project’s peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed capacity of 1,500 vphpl)

CALTRANS ANALYSIS SCREENING PROCESS

As shown in Tables E-1 and E-2, the Project does not meet any of the criteria listed above; therefore, no freeway impact analysis is required. However, in order to provide as much information as possible, a full set of analysis on Study Area freeway facilities was performed in accordance with Caltrans TIS Guidelines.

METHODOLOGY

Caltrans TIS Guidelines describe the requirements for traffic studies of the California state highway system. The Caltrans TIS Guidelines identify various types of analysis that may be appropriate for a given project. Different facilities are analyzed for different measures of effectiveness (MOEs), such as density for freeway segments or delay for intersections. Those MOEs are used to assign an LOS grade to each facility according to the definitions in Tables E-3 and E-4 for freeway segments and intersections, respectively. For the Project, the following types of analysis were conducted using the noted methodologies and MOEs:

1. Freeway Segments using *2010 Highway Capacity Manual* (Transportation Research Board, 2010) (HCM) methodology, measuring density (passenger cars per mile per lane [pc/mi/ln])
2. Signalized Intersections using HCM methodology, measuring delay (seconds per vehicle [sec/veh])
3. Off-Ramp Queues using HCM methodology, based on 85th percentile queue length
4. On-Ramp Capacity using Caltrans ramp metering guidelines

The Caltrans screening analyses are based on the Project trip generation estimates shown in Table 7 and trip distribution percentages shown in Figure 8 of the Transportation Study. For ramp terminal intersections, traffic volumes were gathered from the peak period traffic counts shown in Figure 4 in the Transportation Study. Caltrans guidelines require future traffic conditions to be estimated for Year 2035 (20 years) based on using the growth projection methodology described in Chapter 2 of the Transportation Study, which included ambient traffic growth (1% per year compounded for 20 years between 2015 and 2035 for an overall growth of 22.02%) and traffic from Related Projects.

ANALYSIS

The facilities included in this analysis were chosen based on the expected distribution of Project traffic, consistent with the analyses conducted in the Transportation Study. The facilities included in each analysis are listed in Table E-5.

Each facility was analyzed using the morning and afternoon peak hour volumes with and without Project traffic under Existing (Year 2015) and Future Cumulative (Year 2035) Conditions, consistent with Caltrans TIS Guidelines.

Freeway Segment Screening

Two freeway segments were analyzed for the four analysis scenarios using the HCM methodology to calculate traffic density and LOS, as required by the Caltrans TIS Guide. Detailed HCM worksheets are provided in the Attachment.

Table E-6 summarizes the results of the analysis under Existing Conditions and Existing with Project Conditions (Year 2015). As shown, both of the analyzed freeway segments operate at LOS E or F in the northbound direction during the morning and afternoon peak hours and LOS D in the southbound direction during the morning and afternoon peak hours, with and without Project traffic, based on the calculated density. The Project would not worsen the operating LOS on either segment in either direction during either peak hour.

Table E-7 summarizes the results of the analysis under Future without Project and Future with Project Conditions (Year 2035). As shown, both of the analyzed freeway segments would operate at LOS E or F during the morning and afternoon peak hours, with and without Project traffic, based on the calculated density. The US 101 freeway segment south of Silver Lake Boulevard is projected to experience overflow conditions in the northbound direction during afternoon peak hour, with and without Project traffic. The Project would not worsen the operating LOS at either segment in either direction during either peak hour.

Caltrans has not published a specific threshold that defines a significant impact for a freeway mainline segment. The Caltrans TIS Guidelines state that Caltrans seeks to maintain freeway mainline operation midway between LOS C and LOS D. Tables E-6 and E-7 show that all segments already operate at LOS D or worse during the four analysis scenarios. However, the LOS would not worsen at either of the freeway segments with the addition of Project traffic.

Signalized Intersection Screening

Two signalized intersections at freeway ramp termini (included as Intersection Nos. 2 and 4 in the Transportation Study) were analyzed as part of this study. The analysis of these locations was conducted using the same data for Existing Conditions as used in the intersection impact analysis presented in the Transportation Study, but using the HCM methodology required by Caltrans to calculate the average vehicle delay through the intersections rather than the Critical Movement Analysis (CMA) methodology used by LADOT. The Future Conditions analysis included traffic from Related Projects and additional ambient growth to Year 2035 over the data used in the Transportation Study. Detailed HCM worksheets are provided in the Attachment..

Table E-8 summarizes the results of the analysis under Existing Conditions and Existing with Project Conditions (Year 2015). As shown, both intersections operate at LOS D or better during both the morning and afternoon peak hours, with and without Project traffic.

Table E-9 summarizes the results of the analysis under Future without Project Conditions and Future with Project Conditions (Year 2035). As shown, both intersections continue to operate at LOS D or better during both the morning and afternoon peak hours, with and without Project traffic.

Again, Caltrans has not published a specific threshold that defines a significant impact for a signalized intersection freeway ramp terminal. However, the intersections would continue to operate at LOS D or better with the addition of Project traffic.

Freeway Off-Ramp Screening

Two freeway off-ramps were analyzed to determine if the vehicle queues on the off-ramps caused by the traffic control where the ramps meet the local streets would extend to the freeway mainline. This analysis was conducted using the same traffic volume data presented in the Transportation Study. The 85th percentile queue lengths (that is, the maximum queue expected to be experienced during 85% of peak hours) were calculated using the HCM methodology. Detailed HCM worksheets are provided in the Attachment.

For each off-ramp, the vehicle storage capacity was measured between the freeway mainline (measured from the gore point, where the ramp diverges from the freeway mainline) and the intersection (measured to the pedestrian crosswalk or vehicle limit line). The storage capacity was assumed to include the capacity of each turn lane (approach lanes) at the intersection as well as the length of the ramp itself. The HCM methodology calculates the queue length for each approach. If the projected vehicular queue exceeds the vehicle storage capacity, the queue would extend onto the freeway mainline.

Table E-10 summarizes the results of the analysis under Existing and Existing with Project Conditions (Year 2015). As shown in Table E-10, none of the queue lengths at the off-ramps exceeds the available storage length under Existing or Existing with Project Conditions. Therefore, the vehicle queue would not extend back onto the freeway mainline.

Table E-11 summarizes the results of the analysis under Future without Project Conditions and Future with Project Conditions (Year 2035). As shown in Table E-11, the vehicle queue on the off-ramps are not projected to exceed the available storage length under Future without Project or Future with Project Conditions.

The addition of Project traffic is not expected to result in the queue on either of the ramps extending back onto the mainline freeway lanes.

On-Ramp Capacity

Two on-ramps were analyzed to determine whether the existing or projected volumes would exceed the maximum capacity of 900 vphpl established by Caltrans. An on-ramp is considered to be oversaturated, or failing, if the existing or future peak hour traffic on the ramp exceeds 900 vphpl.

Table E-12 summarizes the results of the on-ramp analysis for Existing conditions and Existing with Project conditions for year 2015. As shown in Table E-12, each of the two on-ramps would have fewer than 900 vphpl during both the morning and afternoon peak hours, with and without Project traffic. The Project would not substantially increase the on-ramp volumes at any

location. Therefore, no on-ramp would be considered failing and no significant impact is identified.

Table E-13 summarizes the results of the on-ramp analysis for Future without Project conditions and Future with Project conditions for year 2035. As shown in Table E-13, each of the two on-ramps would have fewer than 900 vphpl during both the morning and afternoon peak hours, with and without Project traffic. The Project would not substantially increase the on-ramp volumes at any location. Therefore, no on-ramp would be considered failing and no significant impact is identified.

**TABLE E-1
FREEWAY SEGMENT SCREENING
EXISTING OPERATING CONDITIONS**

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Volume [c]	V/C Ratio	Level of Service	Project Traffic	Percent of Capacity	Meets Screening Criteria?
AM Peak Hour									
US 101 north of Silver Lake Boulevard	NB	4	8,000	7,955	0.99	E	26	0.3%	NO
	SB	4	8,000	6,332	0.79	C	7	0.1%	NO
US 101 south of Silver Lake Boulevard	NB	4	8,000	8,343	1.04	F	7	0.1%	NO
	SB	4	8,000	6,641	0.83	D	26	0.3%	NO
PM Peak Hour									
US 101 north of Silver Lake Boulevard	NB	4	8,000	8,126	1.02	F	14	0.2%	NO
	SB	4	8,000	6,359	0.79	C	26	0.3%	NO
US 101 south of Silver Lake Boulevard	NB	4	8,000	8,523	1.07	F	26	0.3%	NO
	SB	4	8,000	6,669	0.83	D	14	0.2%	NO

Notes

[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.

[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

[c] An ambient growth rate of 1% per year was applied to the year 2014 traffic volume data from recent Caltrans published volume data (2014 *Traffic Volumes on the California State Highways*, Caltrans, 2014) to reflect Existing traffic conditions.

**TABLE E-2
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS**

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Volume	V/C Ratio	Level of Service	Project Traffic	Percent of Capacity	Meets Screening Criteria?
US 101 Southbound Off-ramp to Santa Monica Boulevard	AM	1	1,500	645	0.43	A	7	0.5%	NO
	PM	1	1,500	654	0.44	A	26	1.7%	NO
US 101 Northbound Off-ramp to Santa Monica Boulevard	AM	1	1,500	214	0.14	A	7	0.5%	NO
	PM	1	1,500	217	0.14	A	26	1.7%	NO

Notes

[a] Although the ramp provides more approach lanes (e.g., left-turn, right-turn) at the intersection, off-ramp lane capacity is conservatively estimated for a single or double lane (e.g., 1,500 vehicles per hour per lane).

TABLE E-3
FREEWAY SEGMENT LEVEL OF SERVICE

Level of Service	Description	Density [a]
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤ 11
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	> 11 and ≤ 18
C	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.	> 18 and ≤ 26
D	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.	> 26 and ≤ 35
E	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.	> 35 and ≤ 45
F	Represents a breakdown in flow and oversaturated conditions.	> 45

Notes

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010) and Caltrans.

[a] Density is defined in vehicles per mile per lane and describes the proximity to other vehicles and is related to the freedom to maneuver within the traffic stream (*2010 Highway Capacity Manual*, Transportation Research Board, 2010).

**TABLE E-4
INTERSECTION LEVEL OF SERVICE**

Level of Service	Description	Delay [a]
		Signalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80

Notes

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[a] Measured in seconds.

**TABLE E-5
ANALYZED CALTRANS FACILITIES**

ID	Location
<i>Freeway Mainline Segments</i>	
FS-1.	US 101 North of Silver Lake Boulevard
FS-2.	US 101 South of Silver Lake Boulevard
<i>Signalized Intersections</i>	
S-1.	US 101 Southbound Off-Ramp & Silver Lake Boulevard (Intersection #2)
S-2.	US 101 Northbound Off-Ramp & Silver Lake Boulevard (Intersection #4)
<i>Off-ramp Queues</i>	
Q-1.	US 101 Southbound Off-Ramp & Silver Lake Boulevard (Intersection #2)
Q-2.	US 101 Northbound Off-Ramp & Silver Lake Boulevard (Intersection #4)
<i>On-Ramp Capacity</i>	
R-1.	US 101 Southbound On-Ramp from Silver Lake Boulevard (Intersection #3)
R-2.	US 101 Northbound On-Ramp from Silver Lake Boulevard (Intersection #4)

TABLE E-6
EXISTING OPERATING CONDITIONS
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Existing Conditions			Existing with Project Conditions		
				Speed [a][b]	Density [b][c]	LOS	Speed [a][b]	Density [b][c]	LOS
FS-1.	US 101 north of Silver Lake Boulevard	AM	NB	52	41.7	E	52	41.9	E
			SB	55	31.2	D	55	31.3	D
		PM	NB	51	43.3	E	51	43.4	E
			SB	55	31.4	D	55	31.5	D
FS-2.	US 101 south of Silver Lake Boulevard	AM	NB	50	45.6	F	50	45.7	F
			SB	55	32.8	D	55	32.9	D
		PM	NB	49	47.7	F	48	48.0	F
			SB	55	32.9	D	55	33.0	D

Notes

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *Highway Capacity Manual 2010* (Transportation Research Board, 2010).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 55 mph.

TABLE E-7
FUTURE OPERATING CONDITIONS (YEAR 2035)
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Future without Project Conditions			Future with Project Conditions		
				Speed [a][b]	Density [b][c]	LOS	Speed [a][b]	Density [b][c]	LOS
FS-1.	US 101 north of Silver Lake Boulevard	AM	NB	34	79.4	F	34	80.3	F
			SB	51	42.7	E	51	42.7	E
		PM	NB	31	89.0	F	31	89.5	F
			SB	51	43.0	E	51	43.2	E
FS-2.	US 101 south of Silver Lake Boulevard	AM	NB	29	96.4	F	29	96.8	F
			SB	49	47.1	F	49	47.4	F
		PM	NB	24	OVERFLOW	F	23	OVERFLOW	F
			SB	49	46.2	F	49	46.4	F

Notes

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *Highway Capacity Manual 2010* (Transportation Research Board, 2010).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 55 mph.

TABLE E-8
EXISTING WITH PROJECT CONDITIONS
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing		Existing with Project	
			Delay	LOS	Delay	LOS
S-1.	US 101 Southbound Off-Ramp & Silver Lake Boulevard	A.M.	6.9	A	6.9	A
		P.M.	9.9	A	14.0	B
S-2.	US 101 Northbound Off-Ramp & Silver Lake Boulevard	A.M.	16.9	B	17.6	B
		P.M.	10.8	B	13.2	B

Delay is measured in seconds per vehicle

LOS = Level of service

Results per SYNCHRO 8 (Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010)

TABLE E-9
FUTURE WITH PROJECT CONDITIONS (YEAR 2035)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
S-1.	US 101 Southbound Off-Ramp & Silver Lake Boulevard	A.M.	7.2	A	7.4	A
		P.M.	10.5	B	19.0	B
S-2.	US 101 Northbound Off-Ramp & Silver Lake Boulevard	A.M.	34.5	C	41.0	D
		P.M.	13.9	B	15.4	B

Delay is measured in seconds per vehicle

LOS = Level of service

Results per SYNCHRO 8 (Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010)

TABLE E-10
FREEWAY OFF-RAMP QUEUE EVALUATION
EXISTING OPERATING CONDITIONS (YEAR 2015)

ID	Freeway Off-ramp	Ramp and Lane Description	Vehicle Storage Capacity [a]	Existing Conditions						Existing with Project Conditions					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Vehicles per Hour	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicles per Hour	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicles per Hour	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicles per Hour	Vehicle Queue Length [b]	Exceeds Capacity?
Q-1.	US 101 SB Off-Ramp & Silver Lake Boulevard (Intersection #2)	US 101 Southbound Off-Ramp													
		Left	85		43	NO		85	NO		43	NO		85	NO
		Left/Right	85		45	NO		85	NO		53	NO		85	NO
		Ramp	755			NO		65	NO			NO		53	NO
Q-2.	US 101 NB Off-Ramp & Silver Lake Boulevard (Intersection #4)	US 101 Northbound Off-Ramp													
		Left	288		213	NO		238	NO		218	NO		230	NO
		Right	288		138	NO		220	NO		143	NO		205	NO
		Ramp	333			NO			NO			NO			NO

[a] Expressed in feet.

[b] 85th Percentile queue results per SYNCHRO 8 (Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010)

Queue length based on SYNCHRO 8 stored passenger car length of 25 feet.

**TABLE E-11
FREEWAY OFF-RAMP QUEUE EVALUATION
FUTURE OPERATING CONDITIONS (YEAR 2035)**

ID	Freeway Off-ramp	Ramp and Lane Description	Vehicle Storage Capacity [a]	Existing Conditions						Existing with Project Conditions					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Vehicles per Hour	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicles per Hour	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicles per Hour	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicles per Hour	Vehicle Queue Length [b]	Exceeds Capacity?
Q-1.	US 101 SB Off-Ramp & Silver Lake Boulevard (Intersection #2)	US 101 Southbound Off-Ramp													
		Left	85		68	NO		85	NO		68	NO		85	NO
		Left/Right	85		85	NO		85	NO		85	NO		85	NO
		Ramp	755		58	NO		213	NO		63	NO		160	NO
Q-2.	US 101 NB Off-Ramp & Silver Lake Boulevard (Intersection #4)	US 101 Northbound Off-Ramp													
		Left	288		288	NO		288	NO		288	NO		288	NO
		Right	288		158	NO		288	NO		158	NO		253	NO
		Ramp	333		85	NO		132	NO		67	NO		55	NO

[a] Expressed in feet.

[b] 85th Percentile queue results per SYNCHRO 8 (Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010)

Queue length based on SYNCHRO 8 stored passenger car length of 25 feet.

**TABLE E-12
FREEWAY ON-RAMP CAPACITY EVALUATION
EXISTING OPERATING CONDITIONS (YEAR 2015)**

ID	Freeway On-ramp	Number of Lanes	Peak Hour	Existing Conditions		Existing with Project Conditions	
				Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
R-1.	US 101 Southbound On-Ramp from Silver Lake Boulevard (Intersection #3)	2	A.M.	952	NO	978	NO
			P.M.	609	NO	623	NO
R-2.	US 101 Northbound On-Ramp from Silver Lake Boulevard (Intersection #4)	1	A.M.	526	NO	552	NO
			P.M.	171	NO	185	NO

Notes:

On-ramp capacity is 900 vehicles per hour per lane.

**TABLE E-13
FREEWAY ON-RAMP CAPACITY EVALUATION
FUTURE OPERATING CONDITIONS (YEAR 2035)**

ID	Freeway On-ramp	Number of Lanes	Peak Hour	Future without Project Conditions		Future with Project Conditions	
				Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
R-1.	US 101 Southbound On-Ramp from Silver Lake Boulevard (Intersection #3)	2	A.M.	1,330	NO	1,356	NO
			P.M.	828	NO	842	NO
R-2.	US 101 Northbound On-Ramp from Silver Lake Boulevard (Intersection #4)	1	A.M.	843	NO	869	NO
			P.M.	308	NO	322	NO

Notes:

On-ramp capacity is 900 vehicles per hour per lane.

Attachment

Highway Capacity Manual Worksheets

EXISTING CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Northbound

north of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	7,955 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 41.7 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,159 pc/h/ln		
Speed (S):	51.8 mi/h	Level of Service (LOS):	E

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Southbound

north of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	6,332 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 31.2 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 1,718 pc/h/ln		
Speed (S):	55.0 mi/h	Level of Service (LOS):	D

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Northbound*north of Silver Lake Boulevard**PM Peak Hour***SPEED AND FLOW INPUTS**

Flow Inputs		Speed Inputs	
Volume (V):	8,126 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 43.3 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,205 pc/h/ln		
Speed (S):	51.0 mi/h	Level of Service (LOS):	E

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Southbound

north of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	6,359 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 31.4 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 1,726 pc/h/ln		
Speed (S):	55.0 mi/h	Level of Service (LOS):	D

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Northbound

south of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,343 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 45.6 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,264 pc/h/ln		
Speed (S):	49.7 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Southbound

south of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	6,641 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 32.8 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 1,802 pc/h/ln		
Speed (S):	55.0 mi/h	Level of Service (LOS):	D

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Northbound*south of Silver Lake Boulevard**PM Peak Hour***SPEED AND FLOW INPUTS**

Flow Inputs		Speed Inputs	
Volume (V):	8,523 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 47.7 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,313 pc/h/ln		
Speed (S):	48.5 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Southbound

south of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	6,669 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P_T):	4.04 %	Right-shoulder	
% RVs (P_R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f_p):	1.00	Lane Width (f_{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f_{LC}):	mi/h
for Trucks & Buses (E_T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E_R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f_{HV}):		75.4 - f_{LW} - f_{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD ^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):		Density (D):	$\frac{v_p}{S}$ = 32.9 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 1,810 pc/h/ln		
Speed (S):	55.0 mi/h	Level of Service (LOS):	D

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Northbound*north of Silver Lake Boulevard**AM Peak Hour***SPEED AND FLOW INPUTS**

Flow Inputs		Speed Inputs	
Volume (V):	7,981 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 41.9 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,166 pc/h/ln		
Speed (S):	51.7 mi/h	Level of Service (LOS):	E

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Southbound

north of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	6,339 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 31.3 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 1,720 pc/h/ln		
Speed (S):	55.0 mi/h	Level of Service (LOS):	D

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Northbound*north of Silver Lake Boulevard**PM Peak Hour***SPEED AND FLOW INPUTS**

Flow Inputs		Speed Inputs	
Volume (V):	8,140 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 43.4 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,209 pc/h/ln		
Speed (S):	50.9 mi/h	Level of Service (LOS):	E

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Southbound

north of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	6,385 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 31.5 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 1,733 pc/h/ln		
Speed (S):	55.0 mi/h	Level of Service (LOS):	D

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Northbound

south of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,350 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 45.7 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,266 pc/h/ln		
Speed (S):	49.6 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Southbound*south of Silver Lake Boulevard**AM Peak Hour***SPEED AND FLOW INPUTS**

Flow Inputs		Speed Inputs	
Volume (V):	6,667 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 32.9 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 1,809 pc/h/ln		
Speed (S):	55.0 mi/h	Level of Service (LOS):	D

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Northbound

south of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,549 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 48.0 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,320 pc/h/ln		
Speed (S):	48.3 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Southbound

south of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	6,683 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P_T):	4.04 %	Right-shoulder	
% RVs (P_R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f_p):	1.00	Lane Width (f_{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f_{LC}):	mi/h
for Trucks & Buses (E_T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E_R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f_{HV}):		75.4 - f_{LW} - f_{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD ^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):		Density (D):	$\frac{v_p}{S} = 33.0$ pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 1,814 pc/h/ln		
Speed (S):	55.0 mi/h	Level of Service (LOS):	D

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Northbound

north of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	10,012 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 79.4 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,717 pc/h/ln		
Speed (S):	34.2 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Southbound

north of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,061 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 42.7 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,188 pc/h/ln		
Speed (S):	51.3 mi/h	Level of Service (LOS):	E

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Northbound

north of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	10,246 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 89.0 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,781 pc/h/ln		
Speed (S):	31.2 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Southbound

north of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,093 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 43.0 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,196 pc/h/ln		
Speed (S):	51.1 mi/h	Level of Service (LOS):	E

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Northbound

south of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	10,394 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 96.4 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,821 pc/h/ln		
Speed (S):	29.3 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Southbound

south of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,473 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 47.1 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,299 pc/h/ln		
Speed (S):	48.9 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Northbound

south of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	10,771 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 122.5 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,923 pc/h/ln		
Speed (S):	23.9 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T fromExhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Southbound

south of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,398 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 46.2 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,279 pc/h/ln		
Speed (S):	49.3 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Northbound

north of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	10,038 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 80.3 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,724 pc/h/ln		
Speed (S):	33.9 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Southbound

north of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,068 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 42.7 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,190 pc/h/ln		
Speed (S):	51.2 mi/h	Level of Service (LOS):	E

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Northbound

north of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	10,260 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 89.5 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,784 pc/h/ln		
Speed (S):	31.1 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-1 US-101 Southbound

north of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,119 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 43.2 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,203 pc/h/ln		
Speed (S):	51.0 mi/h	Level of Service (LOS):	E

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Northbound

south of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	10,401 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 96.8 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,823 pc/h/ln		
Speed (S):	29.2 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Southbound

south of Silver Lake Boulevard

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,499 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{lw}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{lc}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{lw} - f _{lc}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 47.4 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,307 pc/h/ln		
Speed (S):	48.7 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{lw} from Exhibit 11-8; f_{lc} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Northbound

south of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	10,797 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$	= 0.980	- 3.22TRD^(0.84)	= mi/h

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 124.8 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,930 pc/h/ln		
Speed (S):	23.5 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T fromExhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

FUTURE WITH PROJECT CONDITIONS (YEAR 2035)

J1305 - Pinnacle Place

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

FS-2 US-101 Southbound

south of Silver Lake Boulevard

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs		Speed Inputs	
Volume (V):	8,412 veh/h	[a] Free Flow Speed:	55.0 mph
Peak Hour Factor (PHF):	0.940	Lane Width:	ft
% Trucks & Buses (P _T):	4.04 %	Right-shoulder	
% RVs (P _R):	0.00 %	Lateral Clearance:	ft
Grade Length:	mi	Number of Ramps in 6 miles	
Grade %:	%	Centered on Segment:	ramps
Terrain Type:	Level	Other Inputs	
Driver Type:	Commuter/Weekday	Number of Lanes:	4.0 lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations		Speed Adjustment Calculations	
Driver Population Factor (f _p):	1.00	Lane Width (f _{LW}):	mi/h
Passenger Car Equivalents		Lateral Clearance (f _{LC}):	mi/h
for Trucks & Buses (E _T):	1.5	Total Ramp Density (TRD):	ramps/mi
for RVs (E _R):	1.2	Free-Flow Speed:	
Heavy Vehicle Factor (f _{HV}):		75.4 - f _{LW} - f _{LC}	
1	= 0.980	- 3.22TRD^(0.84)	= mi/h
1 + P _T (E _T - 1) + P _R (E _R - 1)			

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v _p):		Density (D):	$\frac{v_p}{S}$ = 46.4 pc/mi/ln
$\frac{V}{PHF * N * f_{HV} * f_p}$	= 2,283 pc/h/ln		
Speed (S):	49.2 mi/h	Level of Service (LOS):	F

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.










Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

										
Movement	SBL	SBR	NEL	NET	SWT	SWR				
Lane Configurations										
Volume (veh/h)	58	61	0	985	1104	0				
Number	5	12	7	4	8	18				
Initial Q, veh	0	0	0	0	0	0				
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00				
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	0				
Adj Flow Rate, veh/h	63	66	0	1071	1200	0				
Adj No. of Lanes	1	1	0	2	2	0				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	0	0	2	2	0				
Opposing Right Turn Influence	Yes		No							
Cap, veh/h	665	605	0	1859	1859	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	1.00				
Prop Arrive On Green	0.37	0.37	0.00	0.53	1.00	0.00				
Ln Grp Delay, s/veh	16.5	16.7	0.0	13.2	0.2	0.0				
Ln Grp LOS	B	B		B	A					
Approach Vol, veh/h	129			1071	1200					
Approach Delay, s/veh	16.6			13.2	0.2					
Approach LOS	B			B	A					
Timer:		1	2	3	4	5	6	7	8	
Assigned Phs			2		4				8	
Case No			9.0		8.0				8.0	
Phs Duration (G+Y+Rc), s			34.0		46.0				46.0	
Change Period (Y+Rc), s			4.0		4.0				4.0	
Max Green (Gmax), s			19.0		53.0				53.0	
Max Allow Headway (MAH), s			3.9		5.2				5.2	
Max Q Clear (g_c+I1), s			4.1		18.5				2.0	
Green Ext Time (g_e), s			0.3		23.5				30.1	
Prob of Phs Call (p_c)			1.00		1.00				1.00	
Prob of Max Out (p_x)			0.00		0.54				0.39	
Left-Turn Movement Data										
Assigned Mvmt			5		7				3	
Mvmt Sat Flow, veh/h			1774		0				0	
Through Movement Data										
Assigned Mvmt			2		4				8	
Mvmt Sat Flow, veh/h			0		3725				3725	
Right-Turn Movement Data										
Assigned Mvmt			12		14				18	
Mvmt Sat Flow, veh/h			1615		0				0	
Left Lane Group Data										
Assigned Mvmt		0	5	0	7	0	0	0	3	
Lane Assignment										
Lanes in Grp		0	1	0	0	0	0	0	0	

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

Grp Vol (v), veh/h	0	63	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	42.0	0.0	0.0	0.0	42.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	665	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	665	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1071	0	0	0	1200
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1859	0	0	0	1859
V/C Ratio (X)	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.65
Avail Cap (c_a), veh/h	0	0	0	2345	0	0	0	2345
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.49
Uniform Delay (d1), s/veh	0.0	0.0	0.0	12.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	13.2	0.0	0.0	0.0	0.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.37	0.00	0.00	0.00	1.80
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R							
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	66	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1615	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	605	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	605	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.0045651.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A
















Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

											
Movement	EBL	EBR	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Volume (veh/h)	0	0	248	0	161	0	443	0	0	1214	526
Number			5	5	12	7	4	14	3	8	18
Initial Q, veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)			1.00	1.00	1.00	1.00		1.00	1.00		1.00
Parking Bus Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	0	1863	0	0	1863	1900
Adj Flow Rate, veh/h			270	270	175	0	482	0	0	1320	572
Adj No. of Lanes			1	1	1	0	2	0	0	2	0
Peak Hour Factor			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	2	2	0	2	0	0	2	2
Opposing Right Turn Influence			Yes	Yes		No			No		
Cap, veh/h			456	456	407	0	2276	0	0	1580	643
HCM Platoon Ratio			1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green			0.26	0.26	0.26	0.00	1.00	0.00	0.00	0.64	0.64
Ln Grp Delay, s/veh			31.6	31.6	28.1	0.0	0.0	0.0	0.0	15.1	20.8
Ln Grp LOS			C	C	C		A			B	C
Approach Vol, veh/h			445	445			482			1892	
Approach Delay, s/veh			30.3	30.3			0.0			18.0	
Approach LOS			C	C			A			B	
Timer:	1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8		
Case No			9.0		8.0				8.0		
Phs Duration (G+Y+Rc), s			24.5		55.5				55.5		
Change Period (Y+Rc), s			4.0		4.0				4.0		
Max Green (Gmax), s			19.0		53.0				53.0		
Max Allow Headway (MAH), s			3.9		5.3				5.3		
Max Q Clear (g_c+I1), s			12.7		2.0				40.2		
Green Ext Time (g_e), s			0.8		34.5				11.3		
Prob of Phs Call (p_c)			1.00		1.00				1.00		
Prob of Max Out (p_x)			0.00		0.59				0.92		
Left-Turn Movement Data											
Assigned Mvmt			5		7				3		
Mvmt Sat Flow, veh/h			1774		0				0		
Through Movement Data											
Assigned Mvmt			2		4				8		
Mvmt Sat Flow, veh/h			0		3725				2549		
Right-Turn Movement Data											
Assigned Mvmt			12		14				18		
Mvmt Sat Flow, veh/h			1583		0				1000		
Left Lane Group Data											
Assigned Mvmt		0	5	0	7	0	0	0	3		
Lane Assignment											
Lanes in Grp		0	1	0	0	0	0	0	0		

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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Grp Vol (v), veh/h	0	270	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	51.5	0.0	0.0	0.0	51.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	456	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	456	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.43	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	1
Grp Vol (v), veh/h	0	0	0	482	0	0	0	927
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.4
Lane Grp Cap (c), veh/h	0	0	0	2276	0	0	0	1138
V/C Ratio (X)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.81
Avail Cap (c_a), veh/h	0	0	0	2345	0	0	0	1172
Upstream Filter (I)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.80	0.00	0.00	0.00	1.26
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	175	0	0	0	0	0	965
Grp Sat Flow (s), veh/h/ln	0	1583	0	0	0	0	0	1686
Q Serve Time (g_s), s	0.0	7.4	0.0	0.0	0.0	0.0	0.0	38.2
Cycle Q Clear Time (g_c), s	0.0	7.4	0.0	0.0	0.0	0.0	0.0	38.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.59
Lane Grp Cap (c), veh/h	0	407	0	0	0	0	0	1085
V/C Ratio (X)	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.89
Avail Cap (c_a), veh/h	0	407	0	0	0	0	0	1117
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.8	0.0	0.0	0.0	0.0	0.0	11.9
Incr Delay (d2), s/veh	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.1	0.0	0.0	0.0	0.0	0.0	20.8
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	0.0	0.0	0.0	0.0	17.4
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	2.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.55	0.00	1.00	0.00	0.00	0.00	1.23
%ile Back of Q (85%), veh/ln	0.0	5.5	0.0	0.0	0.0	0.0	0.0	24.8
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.00	0.00	0.00	0.00	1.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0










Intersection Summary

HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

										
Movement	SBL	SBR	NEL	NET	SWT	SWR				
Lane Configurations										
Volume (veh/h)	221	85	0	1272	838	0				
Number	5	12	7	4	8	18				
Initial Q, veh	0	0	0	0	0	0				
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00				
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	0				
Adj Flow Rate, veh/h	166	171	0	1383	911	0				
Adj No. of Lanes	1	1	0	2	2	0				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	0	0	2	2	0				
Opposing Right Turn Influence	Yes		No							
Cap, veh/h	612	558	0	1963	1963	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	1.00				
Prop Arrive On Green	0.35	0.35	0.00	0.55	1.00	0.00				
Ln Grp Delay, s/veh	20.0	20.6	0.0	13.9	0.1	0.0				
Ln Grp LOS	C	C		B	A					
Approach Vol, veh/h	337			1383	911					
Approach Delay, s/veh	20.3			13.9	0.1					
Approach LOS	C			B	A					
Timer:		1	2	3	4	5	6	7	8	
Assigned Phs			2		4				8	
Case No			9.0		8.0				8.0	
Phs Duration (G+Y+Rc), s			31.6		48.4				48.4	
Change Period (Y+Rc), s			4.0		4.0				4.0	
Max Green (Gmax), s			21.0		51.0				51.0	
Max Allow Headway (MAH), s			3.9		5.2				5.2	
Max Q Clear (g_c+I1), s			8.2		24.8				2.0	
Green Ext Time (g_e), s			0.9		19.5				30.1	
Prob of Phs Call (p_c)			1.00		1.00				1.00	
Prob of Max Out (p_x)			0.00		0.66				0.42	
Left-Turn Movement Data										
Assigned Mvmt			5		7				3	
Mvmt Sat Flow, veh/h			1774		0				0	
Through Movement Data										
Assigned Mvmt			2		4				8	
Mvmt Sat Flow, veh/h			0		3725				3725	
Right-Turn Movement Data										
Assigned Mvmt			12		14				18	
Mvmt Sat Flow, veh/h			1615		0				0	
Left Lane Group Data										
Assigned Mvmt		0	5	0	7	0	0	0	3	
Lane Assignment										
Lanes in Grp		0	1	0	0	0	0	0	0	

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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Grp Vol (v), veh/h	0	166	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	44.4	0.0	0.0	0.0	44.4
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	612	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	612	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.62	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.41	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1383	0	0	0	911
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	22.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	22.8	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1963	0	0	0	1963
V/C Ratio (X)	0.00	0.00	0.00	0.70	0.00	0.00	0.00	0.46
Avail Cap (c_a), veh/h	0	0	0	2256	0	0	0	2256
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.82
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.31	0.00	0.00	0.00	1.80
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	14.7	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R							
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	171	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1615	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	558	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	558	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.60	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	19226.24	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A
















Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

											
Movement	EBL	EBR	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Volume (veh/h)	0	0	356	0	319	0	1085	0	0	696	171
Number			5	5	12	7	4	14	3	8	18
Initial Q, veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)			1.00	1.00	1.00	1.00		1.00	1.00		1.00
Parking Bus Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	0	1863	0	0	1863	1900
Adj Flow Rate, veh/h			387	387	347	0	1179	0	0	757	186
Adj No. of Lanes			1	1	1	0	2	0	0	2	0
Peak Hour Factor			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	2	2	0	2	0	0	2	2
Opposing Right Turn Influence			Yes	Yes		No			No		
Cap, veh/h			749	749	669	0	1691	0	0	1346	331
HCM Platoon Ratio			1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green			0.42	0.42	0.42	0.00	0.96	0.00	0.00	0.48	0.48
Ln Grp Delay, s/veh			19.6	19.6	20.0	0.0	1.5	0.0	0.0	15.5	15.5
Ln Grp LOS			B	B	B		A			B	B
Approach Vol, veh/h			734	734			1179			943	
Approach Delay, s/veh			19.8	19.8			1.5			15.5	
Approach LOS			B	B			A			B	
Timer:	1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8		
Case No			9.0		8.0				8.0		
Phs Duration (G+Y+Rc), s			37.8		42.2				42.2		
Change Period (Y+Rc), s			4.0		4.0				4.0		
Max Green (Gmax), s			21.0		51.0				51.0		
Max Allow Headway (MAH), s			3.9		5.3				5.3		
Max Q Clear (g_c+I1), s			15.0		5.5				17.3		
Green Ext Time (g_e), s			1.5		24.8				20.9		
Prob of Phs Call (p_c)			1.00		1.00				1.00		
Prob of Max Out (p_x)			0.00		0.38				0.50		
Left-Turn Movement Data											
Assigned Mvmt			5		7				3		
Mvmt Sat Flow, veh/h			1774		0				0		
Through Movement Data											
Assigned Mvmt			2		4				8		
Mvmt Sat Flow, veh/h			0		3725				2911		
Right-Turn Movement Data											
Assigned Mvmt			12		14				18		
Mvmt Sat Flow, veh/h			1583		0				692		
Left Lane Group Data											
Assigned Mvmt			0	5	0	7	0	0	0	3	
Lane Assignment											
Lanes in Grp			0	1	0	0	0	0	0	0	

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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Grp Vol (v), veh/h	0	387	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	38.2	0.0	0.0	0.0	38.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	749	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	749	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.6	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.40	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	1
Grp Vol (v), veh/h	0	0	0	1179	0	0	0	475
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	3.5	0.0	0.0	0.0	15.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.5	0.0	0.0	0.0	15.3
Lane Grp Cap (c), veh/h	0	0	0	1691	0	0	0	845
V/C Ratio (X)	0.00	0.00	0.00	0.70	0.00	0.00	0.00	0.56
Avail Cap (c_a), veh/h	0	0	0	2256	0	0	0	1128
Upstream Filter (I)	0.00	0.00	0.00	0.75	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	1.0	0.0	0.0	0.0	14.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	1.5	0.0	0.0	0.0	15.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	7.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.80	0.00	0.00	0.00	1.38
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	1.9	0.0	0.0	0.0	10.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.51
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	347	0	0	0	0	0	468
Grp Sat Flow (s), veh/h/ln	0	1583	0	0	0	0	0	1741
Q Serve Time (g_s), s	0.0	13.0	0.0	0.0	0.0	0.0	0.0	15.3
Cycle Q Clear Time (g_c), s	0.0	13.0	0.0	0.0	0.0	0.0	0.0	15.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.40
Lane Grp Cap (c), veh/h	0	669	0	0	0	0	0	832
V/C Ratio (X)	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.56
Avail Cap (c_a), veh/h	0	669	0	0	0	0	0	1110
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	17.1	0.0	0.0	0.0	0.0	0.0	14.9
Incr Delay (d2), s/veh	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.0	0.0	0.0	0.0	0.0	0.0	15.5
1st-Term Q (Q1), veh/ln	0.0	5.7	0.0	0.0	0.0	0.0	0.0	7.3
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.42	0.00	1.00	0.00	0.00	0.00	1.38
%ile Back of Q (85%), veh/ln	0.0	8.8	0.0	0.0	0.0	0.0	0.0	10.2
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.50
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0










Intersection Summary

HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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Movement	SBL	SBR	NEL	NET	SWT	SWR			
Lane Configurations									
Volume (veh/h)	58	68	0	1007	1109	0			
Number	5	12	7	4	8	18			
Initial Q, veh	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	0			
Adj Flow Rate, veh/h	63	74	0	1095	1205	0			
Adj No. of Lanes	1	1	0	2	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	0	2	2	0			
Opposing Right Turn Influence	Yes		No						
Cap, veh/h	654	595	0	1880	1880	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	1.00			
Prop Arrive On Green	0.37	0.37	0.00	0.53	1.00	0.00			
Ln Grp Delay, s/veh	16.8	17.1	0.0	13.0	0.2	0.0			
Ln Grp LOS	B	B		B	A				
Approach Vol, veh/h	137			1095	1205				
Approach Delay, s/veh	17.0			13.0	0.2				
Approach LOS	B			B	A				
Timer:		1	2	3	4	5	6	7	8
Assigned Phs			2		4				8
Case No			9.0		8.0				8.0
Phs Duration (G+Y+Rc), s			33.5		46.5				46.5
Change Period (Y+Rc), s			4.0		4.0				4.0
Max Green (Gmax), s			19.0		53.0				53.0
Max Allow Headway (MAH), s			3.9		5.2				5.2
Max Q Clear (g_c+I1), s			4.4		18.8				2.0
Green Ext Time (g_e), s			0.3		23.7				30.6
Prob of Phs Call (p_c)			1.00		1.00				1.00
Prob of Max Out (p_x)			0.00		0.56				0.40
Left-Turn Movement Data									
Assigned Mvmt			5		7				3
Mvmt Sat Flow, veh/h			1774		0				0
Through Movement Data									
Assigned Mvmt			2		4				8
Mvmt Sat Flow, veh/h			0		3725				3725
Right-Turn Movement Data									
Assigned Mvmt			12		14				18
Mvmt Sat Flow, veh/h			1615		0				0
Left Lane Group Data									
Assigned Mvmt		0	5	0	7	0	0	0	3
Lane Assignment									
Lanes in Grp		0	1	0	0	0	0	0	0

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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Grp Vol (v), veh/h	0	63	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	42.5	0.0	0.0	0.0	42.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	654	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	654	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.8	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1095	0	0	0	1205
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1880	0	0	0	1880
V/C Ratio (X)	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.64
Avail Cap (c_a), veh/h	0	0	0	2345	0	0	0	2345
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.46
Uniform Delay (d1), s/veh	0.0	0.0	0.0	12.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.36	0.00	0.00	0.00	1.80
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R							
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	74	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1615	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	595	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	595	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.0051289.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A
















Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

											
Movement	EBL	EBR	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Volume (veh/h)	0	0	252	0	163	0	447	0	0	1224	552
Number			5	5	12	7	4	14	3	8	18
Initial Q, veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)			1.00	1.00	1.00	1.00		1.00	1.00		1.00
Parking Bus Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	0	1863	0	0	1863	1900
Adj Flow Rate, veh/h			274	274	177	0	486	0	0	1330	600
Adj No. of Lanes			1	1	1	0	2	0	0	2	0
Peak Hour Factor			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	2	2	0	2	0	0	2	2
Opposing Right Turn Influence			Yes	Yes		No			No		
Cap, veh/h			446	446	398	0	2296	0	0	1576	663
HCM Platoon Ratio			1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green			0.25	0.25	0.25	0.00	1.00	0.00	0.00	0.65	0.65
Ln Grp Delay, s/veh			32.7	32.7	28.8	0.0	0.0	0.0	0.0	15.2	22.4
Ln Grp LOS			C	C	C		A			B	C
Approach Vol, veh/h			451	451			486			1930	
Approach Delay, s/veh			31.2	31.2			0.0			18.9	
Approach LOS			C	C			A			B	
Timer:	1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8		
Case No			9.0		8.0				8.0		
Phs Duration (G+Y+Rc), s			24.1		55.9				55.9		
Change Period (Y+Rc), s			4.0		4.0				4.0		
Max Green (Gmax), s			19.0		53.0				53.0		
Max Allow Headway (MAH), s			3.9		5.3				5.3		
Max Q Clear (g_c+I1), s			12.9		2.0				42.0		
Green Ext Time (g_e), s			0.8		35.4				9.9		
Prob of Phs Call (p_c)			1.00		1.00				1.00		
Prob of Max Out (p_x)			0.00		0.62				0.94		
Left-Turn Movement Data											
Assigned Mvmt			5		7				3		
Mvmt Sat Flow, veh/h			1774		0				0		
Through Movement Data											
Assigned Mvmt			2		4				8		
Mvmt Sat Flow, veh/h			0		3725				2524		
Right-Turn Movement Data											
Assigned Mvmt			12		14				18		
Mvmt Sat Flow, veh/h			1583		0				1022		
Left Lane Group Data											
Assigned Mvmt		0	5	0	7	0	0	0	3		
Lane Assignment											
Lanes in Grp		0	1	0	0	0	0	0	0		

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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Grp Vol (v), veh/h	0	274	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	51.9	0.0	0.0	0.0	51.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	446	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	446	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.42	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.77	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	1
Grp Vol (v), veh/h	0	0	0	486	0	0	0	942
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0
Lane Grp Cap (c), veh/h	0	0	0	2296	0	0	0	1148
V/C Ratio (X)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.82
Avail Cap (c_a), veh/h	0	0	0	2345	0	0	0	1172
Upstream Filter (I)	0.00	0.00	0.00	0.81	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.80	0.00	0.00	0.00	1.25
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	177	0	0	0	0	0	988
Grp Sat Flow (s), veh/h/ln	0	1583	0	0	0	0	0	1682
Q Serve Time (g_s), s	0.0	7.5	0.0	0.0	0.0	0.0	0.0	40.0
Cycle Q Clear Time (g_c), s	0.0	7.5	0.0	0.0	0.0	0.0	0.0	40.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.61
Lane Grp Cap (c), veh/h	0	398	0	0	0	0	0	1091
V/C Ratio (X)	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.91
Avail Cap (c_a), veh/h	0	398	0	0	0	0	0	1115
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.2	0.0	0.0	0.0	0.0	0.0	12.0
Incr Delay (d2), s/veh	0.0	3.6	0.0	0.0	0.0	0.0	0.0	10.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.8	0.0	0.0	0.0	0.0	0.0	22.4
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.0	0.0	0.0	0.0	18.1
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	3.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.00	0.00	0.00	0.00	1.23
%ile Back of Q (85%), veh/ln	0.0	5.7	0.0	0.0	0.0	0.0	0.0	26.1
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.00	0.00	0.00	0.00	1.28
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0










Intersection Summary

HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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Movement	SBL	SBR	NEL	NET	SWT	SWR		
Lane Configurations								
Volume (veh/h)	221	111	0	1284	860	0		
Number	5	12	7	4	8	18		
Initial Q, veh	0	0	0	0	0	0		
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	0		
Adj Flow Rate, veh/h	180	185	0	1396	935	0		
Adj No. of Lanes	1	1	0	2	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	0	2	2	0		
Opposing Right Turn Influence	Yes		No					
Cap, veh/h	758	690	0	1673	1673	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	1.00		
Prop Arrive On Green	0.43	0.43	0.00	0.47	0.95	0.00		
Ln Grp Delay, s/veh	15.3	15.8	0.0	22.0	1.5	0.0		
Ln Grp LOS	B	B		C	A			
Approach Vol, veh/h	365			1396	935			
Approach Delay, s/veh	15.6			22.0	1.5			
Approach LOS	B			C	A			
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Case No		9.0		8.0				8.0
Phs Duration (G+Y+Rc), s		38.2		41.8				41.8
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green (Gmax), s		33.0		39.0				39.0
Max Allow Headway (MAH), s		3.9		5.2				5.2
Max Q Clear (g_c+I1), s		7.9		29.5				4.4
Green Ext Time (g_e), s		1.1		8.4				24.4
Prob of Phs Call (p_c)		1.00		1.00				1.00
Prob of Max Out (p_x)		0.00		0.92				0.58
Left-Turn Movement Data								
Assigned Mvmt			5		7			3
Mvmt Sat Flow, veh/h			1774		0			0
Through Movement Data								
Assigned Mvmt			2		4			8
Mvmt Sat Flow, veh/h			0		3725			3725
Right-Turn Movement Data								
Assigned Mvmt			12		14			18
Mvmt Sat Flow, veh/h			1615		0			0
Left Lane Group Data								
Assigned Mvmt		0	5	0	7	0	0	3
Lane Assignment								
Lanes in Grp		0	1	0	0	0	0	0

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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Grp Vol (v), veh/h	0	180	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	37.8	0.0	0.0	0.0	37.8
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	758	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	758	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.64	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.35	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1396	0	0	0	935
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	27.5	0.0	0.0	0.0	2.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	27.5	0.0	0.0	0.0	2.4
Lane Grp Cap (c), veh/h	0	0	0	1673	0	0	0	1673
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.56
Avail Cap (c_a), veh/h	0	0	0	1725	0	0	0	1725
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.78
Uniform Delay (d1), s/veh	0.0	0.0	0.0	18.4	0.0	0.0	0.0	1.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	22.0	0.0	0.0	0.0	1.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	13.4	0.0	0.0	0.0	0.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.1

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.28	0.00	0.00	0.00	1.80
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	18.1	0.0	0.0	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.72	0.00	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R							
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	185	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1615	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	690	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	690	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.62	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.36	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B
















Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

											
Movement	EBL	EBR	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Volume (veh/h)	0	0	373	0	328	0	1087	0	0	705	185
Number			5	5	12	7	4	14	3	8	18
Initial Q, veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)			1.00	1.00	1.00	1.00		1.00	1.00		1.00
Parking Bus Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	0	1863	0	0	1863	1900
Adj Flow Rate, veh/h			405	405	357	0	1182	0	0	766	201
Adj No. of Lanes			1	1	1	0	2	0	0	2	0
Peak Hour Factor			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	2	2	0	2	0	0	2	2
Opposing Right Turn Influence			Yes	Yes		No			No		
Cap, veh/h			844	844	753	0	1501	0	0	1177	309
HCM Platoon Ratio			1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green			0.48	0.48	0.48	0.00	0.85	0.00	0.00	0.42	0.42
Ln Grp Delay, s/veh			16.2	16.2	16.3	0.0	5.8	0.0	0.0	19.7	19.8
Ln Grp LOS			B	B	B		A			B	B
Approach Vol, veh/h			762	762			1182			967	
Approach Delay, s/veh			16.3	16.3			5.8			19.7	
Approach LOS			B	B			A			B	
Timer:	1	2	3	4	5	6	7	8			
Assigned Phs			2		4					8	
Case No			9.0		8.0					8.0	
Phs Duration (G+Y+Rc), s			42.1		37.9					37.9	
Change Period (Y+Rc), s			4.0		4.0					4.0	
Max Green (Gmax), s			33.0		39.0					39.0	
Max Allow Headway (MAH), s			3.9		5.3					5.3	
Max Q Clear (g_c+I1), s			14.4		14.2					19.6	
Green Ext Time (g_e), s			2.5		17.2					14.4	
Prob of Phs Call (p_c)			1.00		1.00					1.00	
Prob of Max Out (p_x)			0.00		0.64					0.72	
Left-Turn Movement Data											
Assigned Mvmt			5		7					3	
Mvmt Sat Flow, veh/h			1774		0					0	
Through Movement Data											
Assigned Mvmt			2		4					8	
Mvmt Sat Flow, veh/h			0		3725					2869	
Right-Turn Movement Data											
Assigned Mvmt			12		14					18	
Mvmt Sat Flow, veh/h			1583		0					728	
Left Lane Group Data											
Assigned Mvmt			0	5	0	7	0	0	0	3	
Lane Assignment											
Lanes in Grp			0	1	0	0	0	0	0	0	

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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Grp Vol (v), veh/h	0	405	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	12.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	33.9	0.0	0.0	0.0	33.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	844	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	844	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.41	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	1
Grp Vol (v), veh/h	0	0	0	1182	0	0	0	488
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	17.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	17.6
Lane Grp Cap (c), veh/h	0	0	0	1501	0	0	0	751
V/C Ratio (X)	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.65
Avail Cap (c_a), veh/h	0	0	0	1725	0	0	0	863
Upstream Filter (I)	0.00	0.00	0.00	0.63	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	4.4	0.0	0.0	0.0	18.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	5.8	0.0	0.0	0.0	19.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.2	0.0	0.0	0.0	8.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.35	0.00	0.00	0.00	1.35
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	7.5	0.0	0.0	0.0	11.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.58
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	357	0	0	0	0	0	479
Grp Sat Flow (s), veh/h/ln	0	1583	0	0	0	0	0	1734
Q Serve Time (g_s), s	0.0	12.2	0.0	0.0	0.0	0.0	0.0	17.6
Cycle Q Clear Time (g_c), s	0.0	12.2	0.0	0.0	0.0	0.0	0.0	17.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.42
Lane Grp Cap (c), veh/h	0	753	0	0	0	0	0	736
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.65
Avail Cap (c_a), veh/h	0	753	0	0	0	0	0	845
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.2	0.0	0.0	0.0	0.0	0.0	18.3
Incr Delay (d2), s/veh	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.3	0.0	0.0	0.0	0.0	0.0	19.8
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	0.0	0.0	8.4
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.44	0.00	1.00	0.00	0.00	0.00	1.35
%ile Back of Q (85%), veh/ln	0.0	8.2	0.0	0.0	0.0	0.0	0.0	11.7
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.57
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0










Intersection Summary

HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

										
Movement	SBL	SBR	NEL	NET	SWT	SWR				
Lane Configurations										
Volume (veh/h)	79	176	0	1277	1289	0				
Number	5	12	7	4	8	18				
Initial Q, veh	0	0	0	0	0	0				
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00				
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	0				
Adj Flow Rate, veh/h	86	191	0	1388	1401	0				
Adj No. of Lanes	1	1	0	2	2	0				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	0	0	2	2	0				
Opposing Right Turn Influence	Yes		No							
Cap, veh/h	528	481	0	2131	2131	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	1.00				
Prop Arrive On Green	0.30	0.30	0.00	0.60	1.00	0.00				
Ln Grp Delay, s/veh	21.4	24.8	0.0	11.0	0.1	0.0				
Ln Grp LOS	C	C		B	A					
Approach Vol, veh/h	277			1388	1401					
Approach Delay, s/veh	23.7			11.0	0.1					
Approach LOS	C			B	A					
Timer:		1	2	3	4	5	6	7	8	
Assigned Phs			2		4				8	
Case No			9.0		8.0				8.0	
Phs Duration (G+Y+Rc), s			27.8		52.2				52.2	
Change Period (Y+Rc), s			4.0		4.0				4.0	
Max Green (Gmax), s			19.0		53.0				53.0	
Max Allow Headway (MAH), s			4.0		5.2				5.2	
Max Q Clear (g_c+I1), s			9.5		22.5				2.0	
Green Ext Time (g_e), s			0.6		25.6				38.9	
Prob of Phs Call (p_c)			1.00		1.00				1.00	
Prob of Max Out (p_x)			0.00		0.78				0.64	
Left-Turn Movement Data										
Assigned Mvmt			5		7				3	
Mvmt Sat Flow, veh/h			1774		0				0	
Through Movement Data										
Assigned Mvmt			2		4				8	
Mvmt Sat Flow, veh/h			0		3725				3725	
Right-Turn Movement Data										
Assigned Mvmt			12		14				18	
Mvmt Sat Flow, veh/h			1615		0				0	
Left Lane Group Data										
Assigned Mvmt		0	5	0	7	0	0	0	3	
Lane Assignment										
Lanes in Grp		0	1	0	0	0	0	0	0	

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

Grp Vol (v), veh/h	0	86	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	48.2	0.0	0.0	0.0	48.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	528	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	528	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1388	0	0	0	1401
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2131	0	0	0	2131
V/C Ratio (X)	0.00	0.00	0.00	0.65	0.00	0.00	0.00	0.66
Avail Cap (c_a), veh/h	0	0	0	2345	0	0	0	2345
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.17
Uniform Delay (d1), s/veh	0.0	0.0	0.0	10.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.33	0.00	0.00	0.00	1.80
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	13.3	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R							
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	191	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1615	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	481	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	481	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.41520.80	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A
















Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

											
Movement	EBL	EBR	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Volume (veh/h)	0	0	354	0	178	0	593	0	0	1329	743
Number			5	5	12	7	4	14	3	8	18
Initial Q, veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)			1.00	1.00	1.00	1.00		1.00	1.00		1.00
Parking Bus Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	0	1863	0	0	1863	1900
Adj Flow Rate, veh/h			385	385	193	0	645	0	0	1445	808
Adj No. of Lanes			1	1	1	0	2	0	0	2	0
Peak Hour Factor			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	2	2	0	2	0	0	2	2
Opposing Right Turn Influence			Yes	Yes		No			No		
Cap, veh/h			421	421	376	0	2345	0	0	1503	768
HCM Platoon Ratio			1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green			0.24	0.24	0.24	0.00	1.00	0.00	0.00	0.66	0.66
Ln Grp Delay, s/veh			56.5	56.5	31.4	0.0	0.0	0.0	0.0	25.7	55.3
Ln Grp LOS			E	E	C		A			C	F
Approach Vol, veh/h			578	578			645			2253	
Approach Delay, s/veh			48.1	48.1			0.0			40.9	
Approach LOS			D	D			A			D	
Timer:	1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8		
Case No			9.0		8.0				8.0		
Phs Duration (G+Y+Rc), s			23.0		57.0				57.0		
Change Period (Y+Rc), s			4.0		4.0				4.0		
Max Green (Gmax), s			19.0		53.0				53.0		
Max Allow Headway (MAH), s			3.9		5.3				5.3		
Max Q Clear (g_c+I1), s			18.9		2.0				55.0		
Green Ext Time (g_e), s			0.0		43.7				0.0		
Prob of Phs Call (p_c)			1.00		1.00				1.00		
Prob of Max Out (p_x)			0.00		0.83				1.00		
Left-Turn Movement Data											
Assigned Mvmt			5		7				3		
Mvmt Sat Flow, veh/h			1774		0				0		
Through Movement Data											
Assigned Mvmt			2		4				8		
Mvmt Sat Flow, veh/h			0		3725				2361		
Right-Turn Movement Data											
Assigned Mvmt			12		14				18		
Mvmt Sat Flow, veh/h			1583		0				1160		
Left Lane Group Data											
Assigned Mvmt			0	5	0	7	0	0	0	3	
Lane Assignment											
Lanes in Grp			0	1	0	0	0	0	0	0	

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Grp Vol (v), veh/h	0	385	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	53.0	0.0	0.0	0.0	53.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	421	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	421	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	26.8	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	56.5	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.31	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.32	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	1
Grp Vol (v), veh/h	0	0	0	645	0	0	0	1098
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.1
Lane Grp Cap (c), veh/h	0	0	0	2345	0	0	0	1172
V/C Ratio (X)	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.94
Avail Cap (c_a), veh/h	0	0	0	2345	0	0	0	1172
Upstream Filter (I)	0.00	0.00	0.00	0.75	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.80	0.00	0.00	0.00	1.21
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.51
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	193	0	0	0	0	0	1155
Grp Sat Flow (s), veh/h/ln	0	1583	0	0	0	0	0	1658
Q Serve Time (g_s), s	0.0	8.5	0.0	0.0	0.0	0.0	0.0	53.0
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	0.0	0.0	0.0	0.0	53.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.70
Lane Grp Cap (c), veh/h	0	376	0	0	0	0	0	1099
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.00	0.00	1.05
Avail Cap (c_a), veh/h	0	376	0	0	0	0	0	1099
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.5	0.0	0.0	0.0	0.0	0.0	13.5
Incr Delay (d2), s/veh	0.0	4.9	0.0	0.0	0.0	0.0	0.0	41.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.4	0.0	0.0	0.0	0.0	0.0	55.3
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.0	0.0	0.0	0.0	23.8
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	12.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.51	0.00	1.00	0.00	0.00	0.00	1.78
%ile Back of Q (85%), veh/ln	0.0	6.3	0.0	0.0	0.0	0.0	0.0	65.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.00	0.00	0.00	0.00	3.20
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.2
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3










Intersection Summary

HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

										
Movement	SBL	SBR	NEL	NET	SWT	SWR				
Lane Configurations										
Volume (veh/h)	278	198	0	1457	1091	0				
Number	5	12	7	4	8	18				
Initial Q, veh	0	0	0	0	0	0				
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00				
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	0				
Adj Flow Rate, veh/h	258	262	0	1584	1186	0				
Adj No. of Lanes	1	1	0	2	2	0				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	0	0	2	2	0				
Opposing Right Turn Influence	Yes		No							
Cap, veh/h	532	484	0	2124	2124	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	1.00				
Prop Arrive On Green	0.30	0.30	0.00	0.60	1.00	0.00				
Ln Grp Delay, s/veh	26.1	27.7	0.0	12.9	0.2	0.0				
Ln Grp LOS	C	C		B	A					
Approach Vol, veh/h	520			1584	1186					
Approach Delay, s/veh	26.9			12.9	0.2					
Approach LOS	C			B	A					
Timer:		1	2	3	4	5	6	7	8	
Assigned Phs			2		4				8	
Case No			9.0		8.0				8.0	
Phs Duration (G+Y+Rc), s			28.0		52.0				52.0	
Change Period (Y+Rc), s			4.0		4.0				4.0	
Max Green (Gmax), s			21.0		51.0				51.0	
Max Allow Headway (MAH), s			3.9		5.2				5.2	
Max Q Clear (g_c+I1), s			12.8		27.9				2.0	
Green Ext Time (g_e), s			1.2		20.1				37.6	
Prob of Phs Call (p_c)			1.00		1.00				1.00	
Prob of Max Out (p_x)			0.00		0.84				0.65	
Left-Turn Movement Data										
Assigned Mvmt			5		7				3	
Mvmt Sat Flow, veh/h			1774		0				0	
Through Movement Data										
Assigned Mvmt			2		4				8	
Mvmt Sat Flow, veh/h			0		3725				3725	
Right-Turn Movement Data										
Assigned Mvmt			12		14				18	
Mvmt Sat Flow, veh/h			1615		0				0	
Left Lane Group Data										
Assigned Mvmt		0	5	0	7	0	0	0	3	
Lane Assignment										
Lanes in Grp		0	1	0	0	0	0	0	0	

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

Grp Vol (v), veh/h	0	258	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	48.0	0.0	0.0	0.0	48.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	532	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	532	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.1	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.46	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.32	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1584	0	0	0	1186
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	25.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	25.9	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2124	0	0	0	2124
V/C Ratio (X)	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.56
Avail Cap (c_a), veh/h	0	0	0	2256	0	0	0	2256
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.66
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	12.9	0.0	0.0	0.0	0.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.1

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.29	0.00	0.00	0.00	1.80
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.66	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R							
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	262	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1615	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	484	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	484	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	23.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.45	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.94843.69	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B
















Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

											
Movement	EBL	EBR	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Volume (veh/h)	0	0	474	0	361	0	1245	0	0	855	275
Number			5	5	12	7	4	14	3	8	18
Initial Q, veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)			1.00	1.00	1.00	1.00		1.00	1.00		1.00
Parking Bus Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	0	1863	0	0	1863	1900
Adj Flow Rate, veh/h			515	515	392	0	1353	0	0	929	299
Adj No. of Lanes			1	1	1	0	2	0	0	2	0
Peak Hour Factor			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	2	2	0	2	0	0	2	2
Opposing Right Turn Influence			Yes	Yes		No			No		
Cap, veh/h			606	606	541	0	1976	0	0	1472	472
HCM Platoon Ratio			1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green			0.34	0.34	0.34	0.00	1.00	0.00	0.00	0.56	0.56
Ln Grp Delay, s/veh			38.3	38.3	31.2	0.0	0.5	0.0	0.0	13.0	13.0
Ln Grp LOS			D	D	C		A			B	B
Approach Vol, veh/h			907	907			1353			1228	
Approach Delay, s/veh			35.3	35.3			0.5			13.0	
Approach LOS			D	D			A			B	
Timer:	1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8		
Case No			9.0		8.0				8.0		
Phs Duration (G+Y+Rc), s			31.3		48.7				48.7		
Change Period (Y+Rc), s			4.0		4.0				4.0		
Max Green (Gmax), s			21.0		51.0				51.0		
Max Allow Headway (MAH), s			3.9		5.3				5.3		
Max Q Clear (g_c+I1), s			23.5		2.0				21.3		
Green Ext Time (g_e), s			0.0		33.9				23.3		
Prob of Phs Call (p_c)			1.00		1.00				1.00		
Prob of Max Out (p_x)			0.00		0.59				0.75		
Left-Turn Movement Data											
Assigned Mvmt			5		7				3		
Mvmt Sat Flow, veh/h			1774		0				0		
Through Movement Data											
Assigned Mvmt			2		4				8		
Mvmt Sat Flow, veh/h			0		3725				2731		
Right-Turn Movement Data											
Assigned Mvmt			12		14				18		
Mvmt Sat Flow, veh/h			1583		0				846		
Left Lane Group Data											
Assigned Mvmt			0	5	0	7	0	0	0	3	
Lane Assignment											
Lanes in Grp			0	1	0	0	0	0	0	0	

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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Grp Vol (v), veh/h	0	515	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	21.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	44.7	0.0	0.0	0.0	44.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	606	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	606	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.29	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.46	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	1
Grp Vol (v), veh/h	0	0	0	1353	0	0	0	622
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.2
Lane Grp Cap (c), veh/h	0	0	0	1976	0	0	0	988
V/C Ratio (X)	0.00	0.00	0.00	0.68	0.00	0.00	0.00	0.63
Avail Cap (c_a), veh/h	0	0	0	2256	0	0	0	1128
Upstream Filter (I)	0.00	0.00	0.00	0.67	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	13.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.80	0.00	0.00	0.00	1.34
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	12.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.63
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	392	0	0	0	0	0	606
Grp Sat Flow (s), veh/h/ln	0	1583	0	0	0	0	0	1714
Q Serve Time (g_s), s	0.0	17.3	0.0	0.0	0.0	0.0	0.0	19.3
Cycle Q Clear Time (g_c), s	0.0	17.3	0.0	0.0	0.0	0.0	0.0	19.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.49
Lane Grp Cap (c), veh/h	0	541	0	0	0	0	0	957
V/C Ratio (X)	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.63
Avail Cap (c_a), veh/h	0	541	0	0	0	0	0	1092
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.0	0.0	0.0	0.0	0.0	0.0	12.1
Incr Delay (d2), s/veh	0.0	8.2	0.0	0.0	0.0	0.0	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.2	0.0	0.0	0.0	0.0	0.0	13.0
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	0.0	0.0	0.0	0.0	9.1
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.35	0.00	1.00	0.00	0.00	0.00	1.34
%ile Back of Q (85%), veh/ln	0.0	11.8	0.0	0.0	0.0	0.0	0.0	12.5
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.62
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0










Intersection Summary

HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

								
Movement	SBL	SBR	NEL	NET	SWT	SWR		
Lane Configurations								
Volume (veh/h)	79	183	0	1299	1294	0		
Number	5	12	7	4	8	18		
Initial Q, veh	0	0	0	0	0	0		
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	0		
Adj Flow Rate, veh/h	86	199	0	1412	1407	0		
Adj No. of Lanes	1	1	0	2	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	0	2	2	0		
Opposing Right Turn Influence	Yes		No					
Cap, veh/h	536	488	0	2116	2116	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	1.00		
Prop Arrive On Green	0.30	0.30	0.00	0.60	1.00	0.00		
Ln Grp Delay, s/veh	21.1	24.7	0.0	11.4	0.1	0.0		
Ln Grp LOS	C	C		B	A			
Approach Vol, veh/h	285			1412	1407			
Approach Delay, s/veh	23.7			11.4	0.1			
Approach LOS	C			B	A			
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Case No		9.0		8.0				8.0
Phs Duration (G+Y+Rc), s		28.2		51.8				51.8
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green (Gmax), s		20.0		52.0				52.0
Max Allow Headway (MAH), s		4.0		5.2				5.2
Max Q Clear (g_c+I1), s		9.8		23.3				2.0
Green Ext Time (g_e), s		0.6		24.5				38.7
Prob of Phs Call (p_c)		1.00		1.00				1.00
Prob of Max Out (p_x)		0.00		0.81				0.66
Left-Turn Movement Data								
Assigned Mvmt		5		7				3
Mvmt Sat Flow, veh/h		1774		0				0
Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		0		3725				3725
Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		1615		0				0
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	0	0	3
Lane Assignment								
Lanes in Grp	0	1	0	0	0	0	0	0

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

Grp Vol (v), veh/h	0	86	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	47.8	0.0	0.0	0.0	47.8
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	536	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	536	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1412	0	0	0	1407
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2116	0	0	0	2116
V/C Ratio (X)	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.66
Avail Cap (c_a), veh/h	0	0	0	2300	0	0	0	2300
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.12
Uniform Delay (d1), s/veh	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.4	0.0	0.0	0.0	0.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	10.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.32	0.00	0.00	0.00	1.80
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R							
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	199	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1615	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	488	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	488	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.53	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A
















Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

											
Movement	EBL	EBR	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Volume (veh/h)	0	0	358	0	180	0	597	0	0	1339	769
Number			5	5	12	7	4	14	3	8	18
Initial Q, veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)			1.00	1.00	1.00	1.00		1.00	1.00		1.00
Parking Bus Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	0	1863	0	0	1863	1900
Adj Flow Rate, veh/h			389	389	196	0	649	0	0	1455	836
Adj No. of Lanes			1	1	1	0	2	0	0	2	0
Peak Hour Factor			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	2	2	0	2	0	0	2	2
Opposing Right Turn Influence			Yes	Yes		No			No		
Cap, veh/h			444	444	396	0	2300	0	0	1461	765
HCM Platoon Ratio			1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green			0.25	0.25	0.25	0.00	1.00	0.00	0.00	0.65	0.65
Ln Grp Delay, s/veh			49.8	49.8	30.1	0.0	0.0	0.0	0.0	33.0	70.1
Ln Grp LOS			D	D	C		A			C	F
Approach Vol, veh/h			585	585			649			2291	
Approach Delay, s/veh			43.2	43.2			0.0			52.0	
Approach LOS			D	D			A			D	
Timer:	1	2	3	4	5	6	7	8			
Assigned Phs			2		4					8	
Case No			9.0		8.0					8.0	
Phs Duration (G+Y+Rc), s			24.0		56.0					56.0	
Change Period (Y+Rc), s			4.0		4.0					4.0	
Max Green (Gmax), s			20.0		52.0					52.0	
Max Allow Headway (MAH), s			3.9		5.3					5.3	
Max Q Clear (g_c+I1), s			18.9		2.0					54.0	
Green Ext Time (g_e), s			0.3		43.6					0.0	
Prob of Phs Call (p_c)			1.00		1.00					1.00	
Prob of Max Out (p_x)			0.00		0.85					1.00	
Left-Turn Movement Data											
Assigned Mvmt			5		7					3	
Mvmt Sat Flow, veh/h			1774		0					0	
Through Movement Data											
Assigned Mvmt			2		4					8	
Mvmt Sat Flow, veh/h			0		3725					2340	
Right-Turn Movement Data											
Assigned Mvmt			12		14					18	
Mvmt Sat Flow, veh/h			1583		0					1178	
Left Lane Group Data											
Assigned Mvmt			0	5	0	7	0	0	0	3	
Lane Assignment											
Lanes in Grp			0	1	0	0	0	0	0	0	

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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Grp Vol (v), veh/h	0	389	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	52.0	0.0	0.0	0.0	52.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	444	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	444	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	49.8	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.32	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	14.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.26	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	1
Grp Vol (v), veh/h	0	0	0	649	0	0	0	1116
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.8
Lane Grp Cap (c), veh/h	0	0	0	2300	0	0	0	1150
V/C Ratio (X)	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.97
Avail Cap (c_a), veh/h	0	0	0	2300	0	0	0	1150
Upstream Filter (I)	0.00	0.00	0.00	0.74	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.80	0.00	0.00	0.00	1.19
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	196	0	0	0	0	0	1175
Grp Sat Flow (s), veh/h/ln	0	1583	0	0	0	0	0	1655
Q Serve Time (g_s), s	0.0	8.5	0.0	0.0	0.0	0.0	0.0	52.0
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	0.0	0.0	0.0	0.0	52.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	396	0	0	0	0	0	1076
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.00	0.00	1.09
Avail Cap (c_a), veh/h	0	396	0	0	0	0	0	1076
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.7	0.0	0.0	0.0	0.0	0.0	14.0
Incr Delay (d2), s/veh	0.0	4.4	0.0	0.0	0.0	0.0	0.0	56.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.1	0.0	0.0	0.0	0.0	0.0	70.1
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.0	0.0	0.0	0.0	23.3
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	16.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.51	0.00	1.00	0.00	0.00	0.00	1.77
%ile Back of Q (85%), veh/ln	0.0	6.3	0.0	0.0	0.0	0.0	0.0	70.9
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.00	0.00	0.00	0.00	3.49
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3










Intersection Summary

HCM 2010 Ctrl Delay	41.0
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

12/1/2015

										
Movement	SBL	SBR	NEL	NET	SWT	SWR				
Lane Configurations										
Volume (veh/h)	278	224	0	1469	1113	0				
Number	5	12	7	4	8	18				
Initial Q, veh	0	0	0	0	0	0				
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00				
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	0				
Adj Flow Rate, veh/h	272	275	0	1597	1210	0				
Adj No. of Lanes	1	1	0	2	2	0				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	0	0	2	2	0				
Opposing Right Turn Influence	Yes		No							
Cap, veh/h	755	687	0	1679	1679	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	1.00				
Prop Arrive On Green	0.43	0.43	0.00	0.47	0.95	0.00				
Ln Grp Delay, s/veh	16.9	17.7	0.0	32.4	2.1	0.0				
Ln Grp LOS	B	B		C	A					
Approach Vol, veh/h	547			1597	1210					
Approach Delay, s/veh	17.3			32.4	2.1					
Approach LOS	B			C	A					
Timer:		1	2	3	4	5	6	7	8	
Assigned Phs			2		4				8	
Case No			9.0		8.0				8.0	
Phs Duration (G+Y+Rc), s			38.0		42.0				42.0	
Change Period (Y+Rc), s			4.0		4.0				4.0	
Max Green (Gmax), s			34.0		38.0				38.0	
Max Allow Headway (MAH), s			3.9		5.2				5.2	
Max Q Clear (g_c+I1), s			11.4		36.6				6.4	
Green Ext Time (g_e), s			1.8		1.4				26.6	
Prob of Phs Call (p_c)			1.00		1.00				1.00	
Prob of Max Out (p_x)			0.00		1.00				0.78	
Left-Turn Movement Data										
Assigned Mvmt			5		7				3	
Mvmt Sat Flow, veh/h			1774		0				0	
Through Movement Data										
Assigned Mvmt			2		4				8	
Mvmt Sat Flow, veh/h			0		3725				3725	
Right-Turn Movement Data										
Assigned Mvmt			12		14				18	
Mvmt Sat Flow, veh/h			1615		0				0	
Left Lane Group Data										
Assigned Mvmt		0	5	0	7	0	0	0	3	
Lane Assignment										
Lanes in Grp		0	1	0	0	0	0	0	0	

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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Grp Vol (v), veh/h	0	272	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	38.0	0.0	0.0	0.0	38.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	755	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	755	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.50	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.02	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1597	0	0	0	1210
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	34.6	0.0	0.0	0.0	4.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	34.6	0.0	0.0	0.0	4.4
Lane Grp Cap (c), veh/h	0	0	0	1679	0	0	0	1679
V/C Ratio (X)	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.72
Avail Cap (c_a), veh/h	0	0	0	1681	0	0	0	1681
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.58
Uniform Delay (d1), s/veh	0.0	0.0	0.0	20.1	0.0	0.0	0.0	1.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	32.4	0.0	0.0	0.0	2.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	16.6	0.0	0.0	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.2

HCM 2010 Signalized Intersection Capacity Analysis

2: Silver Lake Boulevard & US 101 SB Off Ramp

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.24	0.00	0.00	0.00	1.64
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	24.1	0.0	0.0	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.96	0.00	0.00	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R							
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	275	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1615	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	687	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	687	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.49	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.68678.44	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B
















Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

12/1/2015

											
Movement	EBL	EBR	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Volume (veh/h)	0	0	491	0	370	0	1247	0	0	864	289
Number			5	5	12	7	4	14	3	8	18
Initial Q, veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)			1.00	1.00	1.00	1.00		1.00	1.00		1.00
Parking Bus Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	0	1863	0	0	1863	1900
Adj Flow Rate, veh/h			534	534	402	0	1355	0	0	939	314
Adj No. of Lanes			1	1	1	0	2	0	0	2	0
Peak Hour Factor			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	2	2	0	2	0	0	2	2
Opposing Right Turn Influence			Yes	Yes		No			No		
Cap, veh/h			781	781	697	0	1628	0	0	1201	400
HCM Platoon Ratio			1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green			0.44	0.44	0.44	0.00	0.92	0.00	0.00	0.46	0.46
Ln Grp Delay, s/veh			22.8	22.8	20.3	0.0	4.0	0.0	0.0	22.8	23.3
Ln Grp LOS			C	C	C		A			C	C
Approach Vol, veh/h			936	936			1355			1253	
Approach Delay, s/veh			21.7	21.7			4.0			23.0	
Approach LOS			C	C			A			C	
Timer:	1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8		
Case No			9.0		8.0				8.0		
Phs Duration (G+Y+Rc), s			39.2		40.8				40.8		
Change Period (Y+Rc), s			4.0		4.0				4.0		
Max Green (Gmax), s			34.0		38.0				38.0		
Max Allow Headway (MAH), s			3.9		5.3				5.3		
Max Q Clear (g_c+I1), s			21.3		12.5				26.4		
Green Ext Time (g_e), s			2.9		20.8				10.4		
Prob of Phs Call (p_c)			1.00		1.00				1.00		
Prob of Max Out (p_x)			0.00		0.79				0.93		
Left-Turn Movement Data											
Assigned Mvmt			5		7				3		
Mvmt Sat Flow, veh/h			1774		0				0		
Through Movement Data											
Assigned Mvmt			2		4				8		
Mvmt Sat Flow, veh/h			0		3725				2703		
Right-Turn Movement Data											
Assigned Mvmt			12		14				18		
Mvmt Sat Flow, veh/h			1583		0				869		
Left Lane Group Data											
Assigned Mvmt		0	5	0	7	0	0	0	3		
Lane Assignment											
Lanes in Grp		0	1	0	0	0	0	0	0		

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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Grp Vol (v), veh/h	0	534	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1774	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1774	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	36.8	0.0	0.0	0.0	36.8
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	781	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	781	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.32	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.22	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	1
Grp Vol (v), veh/h	0	0	0	1355	0	0	0	635
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	10.5	0.0	0.0	0.0	24.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.5	0.0	0.0	0.0	24.2
Lane Grp Cap (c), veh/h	0	0	0	1628	0	0	0	814
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.78
Avail Cap (c_a), veh/h	0	0	0	1681	0	0	0	841
Upstream Filter (I)	0.00	0.00	0.00	0.49	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	2.1	0.0	0.0	0.0	18.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	0.0	4.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	4.0	0.0	0.0	0.0	22.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.8	0.0	0.0	0.0	11.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	1.0

HCM 2010 Signalized Intersection Capacity Analysis

4: Silver Lake Boulevard & US 101 NB Ramps

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.36	0.00	0.00	0.00	1.29
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	5.7	0.0	0.0	0.0	16.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.81
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment	R			T+R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	402	0	0	0	0	0	618
Grp Sat Flow (s), veh/h/ln	0	1583	0	0	0	0	0	1709
Q Serve Time (g_s), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	24.4
Cycle Q Clear Time (g_c), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	24.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.51
Lane Grp Cap (c), veh/h	0	697	0	0	0	0	0	786
V/C Ratio (X)	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.79
Avail Cap (c_a), veh/h	0	697	0	0	0	0	0	812
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.8	0.0	0.0	0.0	0.0	0.0	18.3
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.0	0.0	0.0	0.0	5.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.3	0.0	0.0	0.0	0.0	0.0	23.3
1st-Term Q (Q1), veh/ln	0.0	6.6	0.0	0.0	0.0	0.0	0.0	11.5
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.39	0.00	1.00	0.00	0.00	0.00	1.29
%ile Back of Q (85%), veh/ln	0.0	10.1	0.0	0.0	0.0	0.0	0.0	16.3
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.80
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B



MEMORANDUM

TO: Justin Fleming, LaTerra Development, LLC

FROM: Patrick A. Gibson, P.E., PTOE
Richard Gibson, LEED Green Associate

DATE: December 22, 2016

RE: Trip Generation and Level of Service Assessment
for the Revised Project Description for the
Pinnacle Place Apartment Project
Los Angeles, California

Ref: J1305a

Gibson Transportation Consulting, Inc. (GTC) was asked to conduct a trip generation and level of service (LOS) assessment for the proposed project description revision for the Pinnacle Place Apartment Project located in Los Angeles, California (Project). The intent of this analysis is to determine whether the conclusions of the approved January 2016 traffic study prepared by GTC for the Project (Traffic Study) are still valid.

This analysis compared the trip generation and LOS levels of the Revised Project to the results contained in the Traffic Study in order to determine if the Revised Project has the potential to negatively impact the local and regional street system and whether further analysis is required.

This memorandum summarizes our analysis.

PROJECT DESCRIPTION

The Traffic Study analyzed a project that included 214 apartments replacing a 148-bed hospital. The Los Angeles Department of Transportation (LADOT) Assessment Letter for the Traffic Study, dated May 9, 2016, is provided in Attachment A.

Since the approval of the Traffic Study, the Project site has been revised to include an additional seven apartments, for a total development of 221 apartments.

TRIP GENERATION

Trip generation rates and equations from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) were utilized for this analysis. The trip generation rates

were applied to the previously studied uses and to the Revised Project to develop the respective trip generation estimates.

Previously Studied Uses

As shown in Table 1, the uses analyzed in the Traffic Study are estimated to generate approximately 1,423 daily trips, including 109 morning peak hour trips (22 inbound and 87 outbound) and 133 afternoon peak hour trips (86 inbound and 47 outbound).

Revised Project

Table 2 shows that the Revised Project is estimated to generate 1,470 daily trips, including 113 morning peak hour trips (23 inbound, 90 outbound) and 137 afternoon peak hour trips (89 inbound, 48 outbound).

Trip Generation Comparison

A total of 47 additional net daily trips are anticipated as a result of the Revised Project. The change would result in an increase of four morning peak hour trips and an increase of four afternoon peak hour trips.

LOS ANALYSIS

Existing with Revised Project Intersection LOS

Table 3 summarizes the analysis at the 12 study intersections under Existing Conditions (Year 2015) as included in the Traffic Study. Because of the delay in commencing this project, the Existing Conditions have been updated to reflect 2017 conditions by increasing the base traffic counts by 1% per year.

As shown, 11 of the 12 study intersections would operate at LOS C or better, including the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard, when signalization is assumed. The remaining intersection, Virgil Avenue & Temple Street/Silver Lake Boulevard, would continue to operate at LOS F during both analyzed peak hours.

As shown in Table 3, based on the LADOT significance criteria described in the Traffic Study, the Revised Project is not anticipated to result in a significant impact under Existing with Revised Project Conditions (Year 2017); therefore, mitigation measures are not required.

The LOS worksheets are provided in Attachment B.

Future with Revised Project Intersection LOS

Table 4 summarizes the analysis of the 12 study intersections under Future without Project Conditions (Year 2018). Again, because of the Project delay, the Future Conditions have been updated to reflect Year 2019 conditions as opposed to the Year 2018 conditions included in the Traffic Study. The Future without Project conditions assumed the same related project list as used in the Traffic Study but increased background traffic by an additional 1% traffic growth.

Similar to Future without Project Conditions, 11 of the 12 study intersections are anticipated to continue to operate at LOS D or better under Future with Revised Project Conditions (Year 2019), including the unsignalized intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard, when signalization is assumed. The remaining intersection, Virgil Avenue & Temple Street/Silver Lake Boulevard, would continue to operate at LOS F during both analyzed peak hours.

Based on the LADOT significance criteria described in the Traffic Study, the Revised Project is not anticipated to result in a significant impact under Future with Revised Project Conditions (Year 2019); therefore, mitigation measures are not required.

The LOS worksheets are provided in Attachment B.

LOS Summary for Unsignalized Intersection

As shown in Tables 5 and 6, Existing and Future with Revised Project Conditions at the intersection of US 101 Southbound On-Ramp & Silver Lake Boulevard would operate at LOS A or B. Thus, this intersection does not require additional signal warrant analysis to determine if signalizing the intersection is warranted based on traffic volumes.

The LOS worksheets are provided in Attachment B.

CHANGED BACKGROUND CONDITIONS

The Traffic Study used a base year of 2015 for Existing Conditions and 2018 for Opening Year Future Conditions. New traffic counts were conducted at the study intersections in September 2015, well within the LADOT two-year time frame for valid counts.

Nevertheless, the analysis included in the Traffic Study was updated to reflect additional background traffic growth and to reflect the changed Project description. A review of the LOS calculations shown in the attached Tables 3 and 4 indicate that none of the study intersections would experience a significant impact even if two additional years of traffic growth were added to Existing Conditions and an additional year of traffic growth were added to Future without Project Conditions.

Neither additional years of background traffic growth nor an updated related project list would change the conclusions of the Traffic Study for the Revised Project.

CONCLUSION

As summarized in Tables 1 and 2, the Revised Project is estimated to result in a slight increase in daily (47), morning peak hour (four), and afternoon peak hour (four) trips when compared to the previously studied uses at the Project Site.

The Revised Project is not anticipated to cause any significant traffic impacts on the surrounding street system, and the results of the Traffic Study remain valid for the Revised Project.

**TABLE 1
PROJECT TRIP GENERATION ESTIMATES
CONTAINED IN TRAFFIC STUDY DATED JANUARY 2016**

TRIP GENERATION RATES [a]									
Land Use	Rate	ITE Land Use Code	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Apartments	per DU	220	6.65	20%	80%	0.51	65%	35%	0.62

TRIP GENERATION ESTIMATES									
Land Use	Size	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Apartments	214 DU	1,423	22	87	109	86	47	133	
TOTAL TRAFFIC STUDY PROJECT TRIPS		1,423	22	87	109	86	47	133	

Notes:

DU = Dwelling Unit

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

TABLE 2
REVISED PROJECT TRIP GENERATION ESTIMATES

TRIP GENERATION RATES [a]									
Land Use	Rate	ITE Land Use Code	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Apartments	per DU	220	6.65	20%	80%	0.51	65%	35%	0.62

TRIP GENERATION ESTIMATES								
Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	221 DU	1,470	23	90	113	89	48	137
TOTAL REVISED PROJECT TRIPS		1,470	23	90	113	89	48	137
NET DIFFERENCE FROM JANUARY 2016 TRAFFIC STUDY		47	1	3	4	3	1	4

Notes:

DU = Dwelling Unit

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

**TABLE 3
EXISTING CONDITIONS
INTERSECTION LEVELS OF SERVICE AND IMPACTS**

No	Intersection	Peak Hour	Existing Conditions (Year 2015)		Existing Conditions (Year 2017)		Existing with Revised Project Conditions (Year 2017)			
			V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	AM	1.137	F	1.161	F	1.169	F	0.008	NO
		PM	1.152	F	1.176	F	1.182	F	0.006	NO
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	AM	0.309	A	0.317	A	0.323	A	0.006	NO
		PM	0.426	A	0.437	A	0.450	A	0.013	NO
3. [a]	US 101 SB On-Ramps & Silver Lake Boulevard	AM	0.535	A	0.547	A	0.565	A	0.018	NO
		PM	0.533	A	0.545	A	0.553	A	0.008	NO
4.	US 101 NB Ramps & Silver Lake Boulevard	AM	0.645	B	0.661	B	0.676	B	0.015	NO
		PM	0.499	A	0.511	A	0.524	A	0.013	NO
5.	Virgil Avenue & Beverly Boulevard/Count Street	AM	0.599	A	0.614	B	0.614	B	0.000	NO
		PM	0.498	A	0.509	A	0.518	A	0.009	NO
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	AM	0.609	B	0.623	B	0.650	B	0.027	NO
		PM	0.586	A	0.598	A	0.615	B	0.017	NO
7.	Reno Street & Beverly Boulevard	AM	0.394	A	0.403	A	0.405	A	0.002	NO
		PM	0.359	A	0.369	A	0.370	A	0.001	NO
8.	Benton Way & Beverly Boulevard	AM	0.601	B	0.615	B	0.616	B	0.001	NO
		PM	0.653	B	0.667	B	0.668	B	0.001	NO
9.	Rampart Boulevard & Beverly Boulevard	AM	0.695	B	0.711	C	0.713	C	0.002	NO
		PM	0.691	B	0.707	C	0.707	C	0.000	NO
10.	Vendome Street & Temple Street	AM	0.352	A	0.361	A	0.393	A	0.032	NO
		PM	0.375	A	0.385	A	0.402	A	0.017	NO
11.	Benton Way & Temple Street	AM	0.603	B	0.617	B	0.618	B	0.001	NO
		PM	0.679	B	0.694	B	0.695	B	0.001	NO
12.	Rampart Boulevard & Temple Street	AM	0.597	A	0.610	B	0.611	B	0.001	NO
		PM	0.647	B	0.661	B	0.662	B	0.001	NO

Notes

[a] Intersection is unsignalized, but analyzed with assumed signalization to determine Project impacts

V/C = volume to capacity ratio per LADOT CMA calculations

LOS = Level of Service based on V/C

**TABLE 4
FUTURE CONDITIONS
INTERSECTION LEVELS OF SERVICE AND IMPACTS**

No	Intersection	Peak Hour	Future without Project Conditions (Year 2018)		Future without Project Conditions (Year 2019)		Future with Revised Project Conditions (Year 2019)			
			V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	AM	1.282	F	1.294	F	1.301	F	0.007	NO
		PM	1.276	F	1.288	F	1.295	F	0.007	NO
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	AM	0.447	A	0.451	A	0.459	A	0.008	NO
		PM	0.545	A	0.550	A	0.563	A	0.013	NO
3. [a]	US 101 SB On-Ramps & Silver Lake Boulevard	AM	0.666	B	0.673	B	0.691	B	0.018	NO
		PM	0.628	B	0.634	B	0.641	B	0.007	NO
4.	US 101 NB Ramps & Silver Lake Boulevard	AM	0.827	D	0.834	D	0.850	D	0.016	NO
		PM	0.631	B	0.637	B	0.649	B	0.012	NO
5.	Virgil Avenue & Beverly Boulevard/Count Street	AM	0.747	C	0.756	C	0.757	C	0.001	NO
		PM	0.595	A	0.600	A	0.611	B	0.011	NO
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	AM	0.664	B	0.671	B	0.698	B	0.027	NO
		PM	0.637	B	0.641	B	0.658	B	0.017	NO
7.	Reno Street & Beverly Boulevard	AM	0.436	A	0.439	A	0.441	A	0.002	NO
		PM	0.404	A	0.409	A	0.410	A	0.001	NO
8.	Benton Way & Beverly Boulevard	AM	0.649	B	0.655	B	0.657	B	0.002	NO
		PM	0.693	B	0.699	B	0.700	B	0.001	NO
9.	Rampart Boulevard & Beverly Boulevard	AM	0.745	C	0.754	C	0.756	C	0.002	NO
		PM	0.735	C	0.743	C	0.744	C	0.001	NO
10.	Vendome Street & Temple Street	AM	0.482	A	0.497	A	0.529	A	0.032	NO
		PM	0.449	A	0.454	A	0.471	A	0.017	NO
11.	Benton Way & Temple Street	AM	0.622	B	0.629	B	0.631	B	0.002	NO
		PM	0.706	C	0.714	C	0.715	C	0.001	NO
12.	Rampart Boulevard & Temple Street	AM	0.617	B	0.623	B	0.625	B	0.002	NO
		PM	0.673	B	0.680	B	0.681	B	0.001	NO

Notes

[a] Intersection is unsignalized, but analyzed with assumed signalization to determine Project impacts

V/C = volume to capacity ratio per LADOT CMA calculations

LOS = Level of Service based on V/C

TABLE 5
EXISTING WITH REVISED PROJECT CONDITIONS
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions (Year 2015)		Existing Conditions (Year 2017)		Existing with Revised Project Conditions (Year 2017)		Signal Warrant?
			Delay	LOS	Delay	LOS	Delay	LOS	
3.	US 101 SB On-Ramps & Silver Lake Boulevard	AM	3.1	A	3.4	A	3.7	A	NO
[a]		PM	2.1	A	2.3	A	2.4	A	NO

Notes

[a] The average delay is reported for two-way stop-controlled intersection.

TABLE 6
FUTURE WITH REVISED PROJECT CONDITIONS
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions (Year 2018)		Future without Project Conditions (Year 2019)		Future with Revised Project Conditions (Year 2019)		Signal Warrant?
			Delay	LOS	Delay	LOS	Delay	LOS	
3.	US 101 SB On-Ramps & Silver Lake Boulevard	AM	8.6	A	9.3	A	11.1	B	NO
[a]		PM	3.8	A	4.0	A	4.4	A	NO

Notes

[a] The average delay is reported for two-way stop-controlled intersection.


Attachment A
LADOT Assessment

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

235 N. Hoover St
DOT Case No. CEN 15-43661

Date: May 9, 2016

To: Karen Hoo, City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED PINNACLE PLACE
APARTMENT PROJECT LOCATED AT 235 NORTH HOOVER STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Gibson Transportation Consulting, dated January 2016, for the proposed Pinnacle Place Apartment project located at 235 North Hoover Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria¹, the proposed development is not expected to result in any significant traffic impacts at the twelve study intersections identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 214 apartment units. The site is currently occupied by a hospital with 148 beds. The study did not indicate the number of parking spaces that would be provided on-site. Vehicular access is accommodated via a right-turn ingress/egress driveway on driveway on Hoover Street and two two-way driveways on Council Street. The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of 1,423 daily trips, 109 trips in the a.m. peak hour, and 133 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Per the new Mobility Element, **Hoover Street** and **Council Street** are designated as Local Streets which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study did not include the number of parking spaces to be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3,

@ 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways. The conceptual site plan for the project is illustrated in **Attachment 3**.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (213) 972-8472.

Attachments

L:\Letters\2016\CEN15-43661_235 Hoover St av apartments ts ltr.doc

c: Chris Robertson, Council District No. 13
Carl Mills, BOE
Jeannie Shen, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Richard Gibson, Gibson Transportation Consulting

**Attachment 1
235 N. Hoover St**

**TABLE 9A
FUTURE PLUS PROJECT CONDITIONS (YEAR 2018)
INTERSECTION LEVELS OF SERVICE AND IMPACTS**

No	Intersection	Peak Hour	Future without Project		Future Plus Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Virgil Avenue & Temple Street/Silver Lake Boulevard	AM	1.282	F	1.289	F	0.007	NO
		PM	1.276	F	1.282	F	0.006	NO
2.	US 101 SB Off-Ramps & Silver Lake Boulevard	AM	0.447	A	0.455	A	0.008	NO
		PM	0.545	A	0.557	A	0.012	NO
3. [a]	US 101 SB On-Ramps & Silver Lake Boulevard	AM	0.666	B	0.683	B	0.017	NO
		PM	0.628	B	0.635	B	0.007	NO
4.	US 101 NB Ramps & Silver Lake Boulevard	AM	0.827	D	0.841	D	0.014	NO
		PM	0.631	B	0.643	B	0.012	NO
5.	Virgil Avenue & Beverly Boulevard/Count Street	AM	0.747	C	0.747	C	0.000	NO
		PM	0.595	A	0.605	B	0.010	NO
6.	Commonwealth Avenue & Beverly Boulevard/1st Street	AM	0.664	B	0.690	B	0.026	NO
		PM	0.637	B	0.654	B	0.017	NO
7.	Reno Street & Beverly Boulevard	AM	0.436	A	0.437	A	0.001	NO
		PM	0.404	A	0.405	A	0.001	NO
8.	Benton Way & Beverly Boulevard	AM	0.649	B	0.650	B	0.001	NO
		PM	0.693	B	0.693	B	0.000	NO
9.	Rampart Boulevard & Beverly Boulevard	AM	0.745	C	0.747	C	0.002	NO
		PM	0.735	C	0.737	C	0.002	NO
10.	Vendome Street & Temple Street	AM	0.482	A	0.512	A	0.030	NO
		PM	0.449	A	0.465	A	0.016	NO
11.	Benton Way & Temple Street	AM	0.622	B	0.623	B	0.001	NO
		PM	0.706	C	0.707	C	0.001	NO
12.	Rampart Boulevard & Temple Street	AM	0.617	B	0.618	B	0.001	NO
		PM	0.673	B	0.674	B	0.001	NO

Notes

[a] Intersection is unsignalized, but analyzed with assumed signalization to determine Project impacts

V/C = volume to capacity ratio per LADOT CMA calculations

LOS = Level of Service based on V/C

**TABLE 9B
FUTURE PLUS PROJECT CONDITIONS (YEAR 2018)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Future without Project		Future Plus Project		Signal Warrant?
			Delay	LOS	Delay	LOS	
3. [a]	US 101 SB On-Ramps & Silver Lake Boulevard	AM	8.6	C	10.2	C	NO
		PM	3.8	C	4.1	C	NO

Notes

[a] The average delay is reported for two-way stop-controlled intersection.

**TABLE 7
PROJECT TRIP GENERATION ESTIMATES**

TRIP GENERATION RATES [a]									
Land Use	Rate	ITE Land Use Code	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Apartments	per DU	220	6.65	20%	80%	0.51	65%	35%	0.62

TRIP GENERATION ESTIMATES									
Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour			
			In	Out	Total	In	Out	Total	
Apartments	214 DU	1,423	22	87	109	86	47	133	
NET NEW PROJECT TRIPS		1,423	22	87	109	86	47	133	

Notes:

DU = Dwelling Unit

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.



SITE PLAN

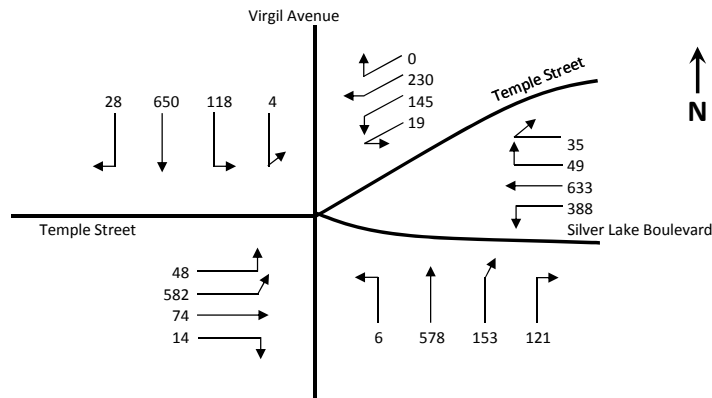
FIGURE
1

Attachment B

LOS Worksheets

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Existing Conditions (Year 2017) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 48 + 582 = 630 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{35 + 49 + 633}{2}$$

$$= \frac{717}{2} = 359 \quad \text{or}$$

$$\text{Westbound Rights: } 35 + 49 = 84 \quad \text{or}$$

$$\text{Westbound Lefts: } 388 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{74}{2} = 37$$

$$\text{Critical Volume \#1 (CV1): } 989$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 6 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{28 + 650}{2} = \frac{678}{2} = 339 \quad \text{or}$$

$$\text{Southbound Right: } 28 \quad \text{or}$$

$$\text{Southbound Lefts: } 118 + 4 = 122 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{121 + 153 + 578}{2} = \frac{852}{2} = 426$$

$$\text{Northbound Rights: } 153 + 121 = 274 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 548$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{230 + 145 + 19}{2} = \frac{394}{2} = 197 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 145 + 19 = 164$$

$$\text{Critical Volume \#3 (CV3): } 197$$

$$\text{Critical Volume: } 989 + 548 + 197 = 1734$$

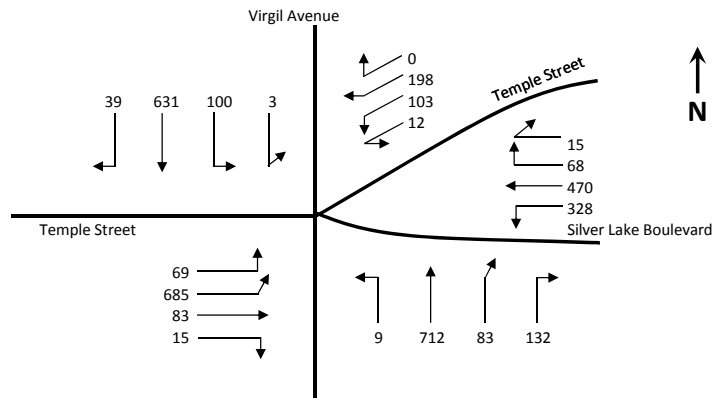
$$\text{Intersection V/C: } \frac{1734}{1375} = 1.261$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.161 \quad \text{Intersection LOS: } F$$

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Existing Conditions (Year 2017) - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 69 + 685 = 754 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{15 + 68 + 470}{2}$$

$$= \frac{553}{2} = 277 \quad \text{or}$$

$$\text{Westbound Rights: } 15 + 68 = 83 \quad \text{or}$$

$$\text{Westbound Lefts: } 328 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{83}{2} = 42$$

$$\text{Critical Volume \#1 (CV1): } 1,031$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 9 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{39 + 631}{2} = \frac{670}{2} = 335 \quad \text{or}$$

$$\text{Southbound Right: } 39 \quad \text{or}$$

$$\text{Southbound Lefts: } 100 + 3 = 103 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{132 + 83 + 712}{2} = \frac{927}{2} = 464$$

$$\text{Northbound Rights: } 83 + 132 = 215 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 567$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{198 + 103 + 12}{2} = \frac{313}{2} = 157 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 103 + 12 = 115$$

$$\text{Critical Volume \#3 (CV3): } 157$$

$$\text{Critical Volume: } 1031 + 567 + 157 = 1755$$

$$\text{Intersection V/C: } \frac{1755}{1375} = 1.276$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.176 \quad \text{Intersection LOS: } F$$

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 SB Off Ramp **East-West Street:** Silver Lake Blvd
Scenario: Existing Conditions - Year 2017
Count Date: 9/22/15 **Analyst:** GTC **Date:** Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1			1		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	225	1	156
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	62	0	62	87	0	156
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1005	2	503	1297	2	649
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1126	2	563	855	2	428
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: 62 East-West: 563 SUM: 625			North-South: 156 East-West: 649 SUM: 805		
VOLUME/CAPACITY (V/C) RATIO:		0.417			0.537		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.317			0.437		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pinnacle Place
 North-South Street: US 101 SB On Ramp East-West Street: Silver Lake Blvd
 Scenario: Existing Conditions - Year 2017
 Count Date: 9/22/15 Analyst: GTC Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	468	1	468	1097	1	751
	Through-Right		1			1	
	Right	595	0	595	404	0	404
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	376	1	376	217	1	217
	Left-Through		0			0	
	Through	1118	2	559	860	2	430
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		0	North-South:		0
		East-West:		971	East-West:		968
		SUM:		971	SUM:		968
VOLUME/CAPACITY (V/C) RATIO:				0.647			0.645
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.545
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: Pinnacle Place

North-South Street: US 101 WB Ramps

East-West Street: Silver Lake Blvd

Scenario: Existing Conditions - Year 2017

Count Date: 9/22/15

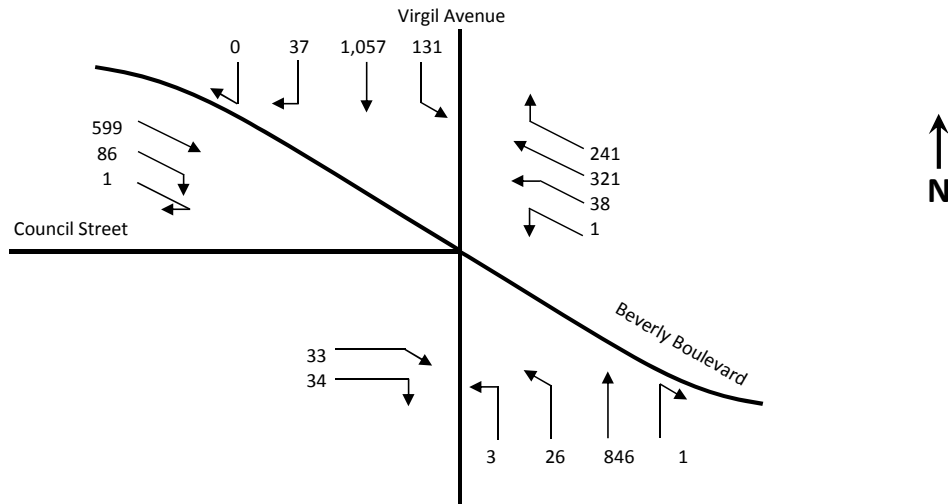
Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	253	1	253	363	1	363
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	164	1	164	325	1	325
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	452	2	226	1107	2	554
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1238	1	888	710	1	442
	Through-Right		1			1	
	Right	537	0	537	174	0	174
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 253			North-South: 363		
		East-West: 888			East-West: 554		
		SUM: 1141			SUM: 917		
VOLUME/CAPACITY (V/C) RATIO:		0.761			0.611		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.661			0.511		
LEVEL OF SERVICE (LOS):		B			A		

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Existing Conditions (Year 2017) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 38 + 1 = 39 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{599}{2} = 300 \quad \text{or}$$

$$\text{Southbound Rights: } 1 + 86 = 87 \quad \text{or}$$

$$\text{Northbound Rights: } 241 - 131 = 110 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{321 + 38 + 1}{2} = \frac{360}{2} = 180$$

$$\text{Critical Volume \#1 (CV1): } 339$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 3 + 26 = 29 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 37 + 1,057}{2} = \frac{1,094}{2} = 547 \quad \text{or}$$

$$\text{Southbound Lefts: } 131 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{846 + 1}{2} = \frac{847}{2} = 424$$

$$\text{Critical Volume \#2 (CV2): } 576$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 34 + 33 = 67$$

$$\text{Critical Volume \#3 (CV3): } 67$$

$$\text{Critical Volume: } 339 + 576 + 67 = 982$$

$$\text{Intersection V/C: } \frac{982}{1375} = 0.714$$

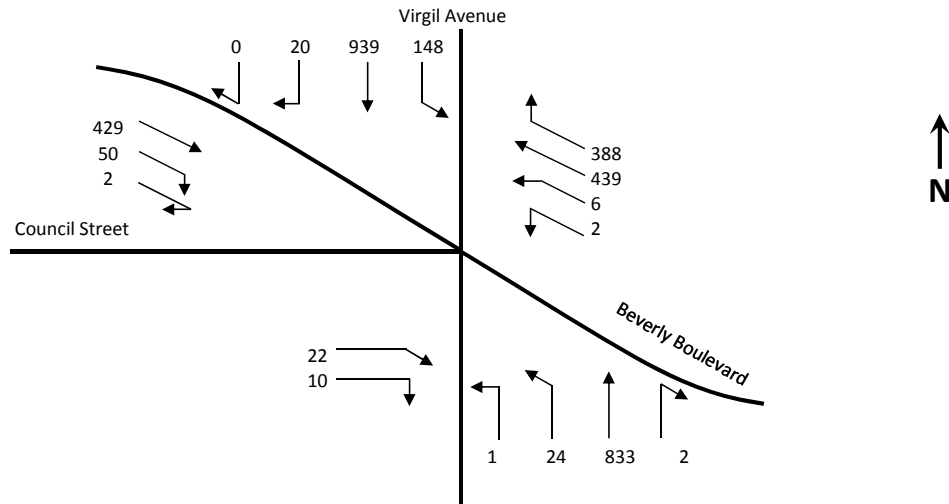
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 0.614$$

$$\text{Intersection LOS: } B$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Existing Conditions (Year 2017) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 6 + 2 = 8 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{429}{2} = 215 \quad \text{or}$$

$$\text{Southbound Rights: } 2 + 50 = 52 \quad \text{or}$$

$$\text{Northbound Rights: } 388 - 148 = 240 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{439 + 6 + 2}{2} = \frac{447}{2} = 224$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{240}$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 1 + 24 = 25 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 20 + 939}{2} = \frac{959}{2} = 480 \quad \text{or}$$

$$\text{Southbound Lefts: } 148 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{833 + 2}{2} = \frac{835}{2} = 418$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{566}$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 10 + 22 = 32$$

$$\text{Critical Volume \#3 (CV3): } \mathbf{32}$$

$$\text{Critical Volume: } 240 + 566 + 32 = \mathbf{838}$$

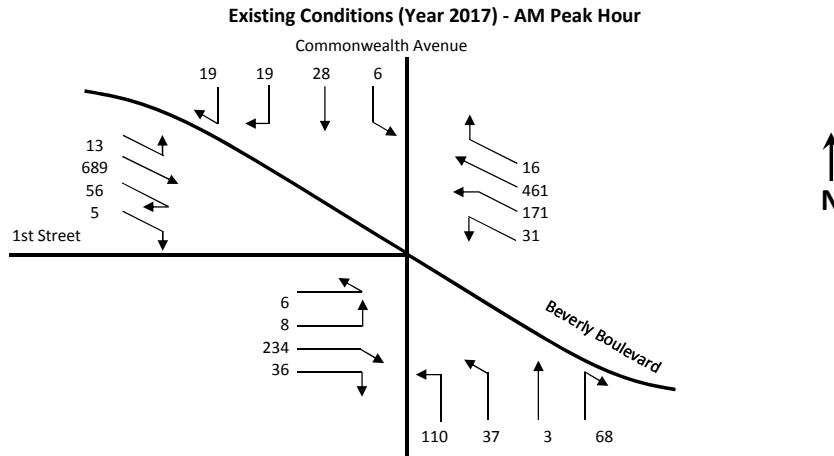
$$\text{Intersection V/C: } \frac{838}{1375} = \mathbf{0.609}$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.509}$$

$$\text{Intersection LOS: } \mathbf{A}$$

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 13 and

Northbound Throughs + Rights:

$$\frac{16 + 461}{2} = \frac{477}{2} = 239 \quad \text{or}$$

Northbound Lefts: 171 + 31 = 202 and

Southbound Throughs + Rights:

$$\frac{5 + 56 + 689}{2} = \frac{750}{2} = 375$$

Critical Volume #1 (CV1): **577**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

Northbound Throughs + Lefts:

$$\frac{3 + 37 + 110}{2} = \frac{150}{2} = 75 \quad \text{or}$$

Northbound Rights: 68

Critical Volume #2 (CV2): **75**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

Southbound Throughs + Lefts + Rights:

$$19 + 19 + 28 + 6 = 72$$

Critical Volume #3 (CV3): **72**

- 4) Critical volume calculation for eastbound traffic on 1st Street

Eastbound Throughs + Lefts:

$$36 + 234 = 270 \quad \text{or}$$

Eastbound Rights:

$$8 + 6 = 14$$

Critical Volume #3 (CV3): **270**

Critical Volume: 577 + 75 + 72 + 270 = **994**

Intersection V/C: $\frac{994}{1375} = \mathbf{0.723}$

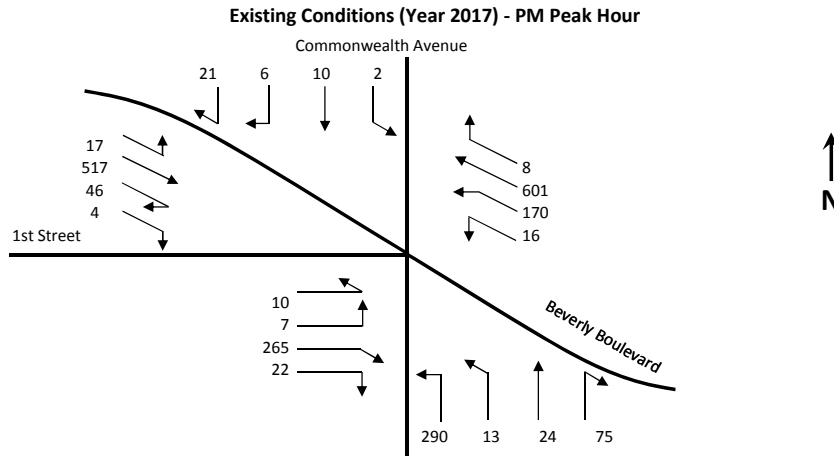
ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.623

Intersection LOS:

B

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 17 and

Northbound Throughs + Rights:

$$\frac{8}{2} + \frac{601}{2} = \frac{609}{2} = 305 \quad \text{or}$$

Northbound Lefts: 170 + 16 = 186 and

Southbound Throughs + Rights:

$$\frac{4}{2} + \frac{46}{2} + \frac{517}{2} = \frac{567}{2} = 284$$

Critical Volume #1 (CV1): **470**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

Northbound Throughs + Lefts:

$$\frac{24}{2} + \frac{13}{2} + \frac{290}{2} = \frac{327}{2} = 164 \quad \text{or}$$

Northbound Rights: 75

Critical Volume #2 (CV2): **164**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

Southbound Throughs + Lefts + Rights:

$$21 + 6 + 10 + 2 = 39$$

Critical Volume #3 (CV3): **39**

- 4) Critical volume calculation for eastbound traffic on 1st Street

Eastbound Throughs + Lefts:

$$\frac{22}{2} + \frac{265}{2} = \frac{287}{2} \quad \text{or}$$

Eastbound Rights:

$$7 + 10 = 17$$

Critical Volume #3 (CV3): **287**

Critical Volume: 470 + 164 + 39 + 287 = **960**

Intersection V/C: $\frac{960}{1375} = \mathbf{0.698}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.598

Intersection LOS:

A

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pinnacle Place

North-South Street: Reno St

East-West Street: Beverly Blvd

Scenario: Existing Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	34	0	34
	Left-Through		0			0	
	Through	54	0	147	58	0	136
	Through-Right		0			0	
	Right	63	0	0	44	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	40	0	40	24	0	24
	Left-Through		0			0	
	Through	29	0	80	32	0	80
	Through-Right		0			0	
	Right	11	0	0	24	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	19	0	19	21	0	21
	Left-Through		1			1	
	Through	1006	0	545	765	0	432
	Through-Right		1			1	
	Right	7	0	545	15	0	432
	Left-Through-Right		0			0	
WESTBOUND	Left	23	0	23	31	0	31
	Left-Through		1			1	
	Through	662	0	424	882	0	522
	Through-Right		1			1	
	Right	48	0	424	38	0	522
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 187 East-West: 568 SUM: 755			North-South: 160 East-West: 543 SUM: 703		
VOLUME/CAPACITY (V/C) RATIO:		0.503			0.469		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.403			0.369		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Beverly Blvd

Scenario: Existing Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	9	0	9
	Left-Through		0			0	
	Through	91	0	131	215	0	260
	Through-Right		0			0	
	Right	21	0	0	36	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	90	0	90	72	0	72
	Left-Through		0			0	
	Through	123	0	296	82	0	233
	Through-Right		0			0	
	Right	83	0	0	79	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	87	0	87	108	0	108
	Left-Through		1			1	
	Through	1144	0	749	941	0	800
	Through-Right		1			1	
	Right	5	0	749	11	0	800
	Left-Through-Right		0			0	
WESTBOUND	Left	8	0	8	19	0	19
	Left-Through		1			1	
	Through	831	0	461	962	0	561
	Through-Right		1			1	
	Right	42	0	461	84	0	561
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		315	North-South:		332
		East-West:		757	East-West:		819
		SUM:		1072	SUM:		1151
VOLUME/CAPACITY (V/C) RATIO:				0.715			0.767
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.667
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #: **9**

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Beverly Blvd

Scenario: Existing Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	133	124	1	124
	Left-Through		0			0	
	Through	659	1	402	1031	1	595
	Through-Right		1			1	
	Right	145	0	145	159	0	159
	Left-Through-Right		0			0	
SOUTHBOUND	Left	86	1	86	49	1	49
	Left-Through		0			0	
	Through	536	1	278	400	1	213
	Through-Right		1			1	
	Right	19	0	19	26	0	26
	Left-Through-Right		0			0	
EASTBOUND	Left	93	1	93	104	1	104
	Left-Through		0			0	
	Through	1074	1	588	822	1	453
	Through-Right		1			1	
	Right	101	0	101	84	0	84
	Left-Through-Right		0			0	
WESTBOUND	Left	141	1	141	113	1	113
	Left-Through		0			0	
	Through	682	2	341	893	2	447
	Through-Right		0			0	
	Right	53	1	10	88	1	64
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		488	North-South:		644
		East-West:		729	East-West:		566
		SUM:		1217	SUM:		1210
VOLUME/CAPACITY (V/C) RATIO:				0.811			0.807
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711			0.707
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pinnacle Place

North-South Street: Vendome St

East-West Street: Temple St

Scenario: Existing Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	0	46	59	0	59
	Left-Through		0			0	
	Through	52	0	126	93	0	185
	Through-Right		0			0	
	Right	28	0	0	33	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	57	0	57	28	0	28
	Left-Through		0			0	
	Through	63	0	137	37	0	73
	Through-Right		0			0	
	Right	17	0	0	8	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	15	0	15	9	0	0
	Left-Through		1			0	
	Through	930	0	497	998	1	515
	Through-Right		1			1	
	Right	33	0	497	31	0	31
	Left-Through-Right		0			0	
WESTBOUND	Left	11	0	11	1	0	0
	Left-Through		1			0	
	Through	553	0	313	700	1	378
	Through-Right		1			1	
	Right	29	0	313	56	0	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 183 East-West: 508 SUM: 691			North-South: 213 East-West: 515 SUM: 728		
VOLUME/CAPACITY (V/C) RATIO:		0.461			0.485		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.361			0.385		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Temple St

Scenario: Existing Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

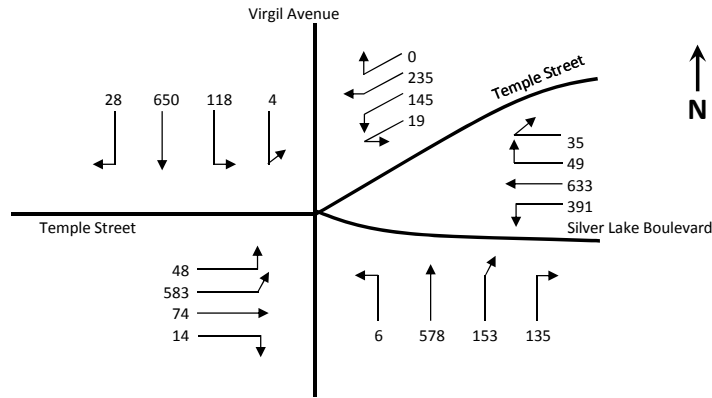
		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	12	37	0	37
	Left-Through		0			0	
	Through	210	0	271	372	0	472
	Through-Right		0			0	
	Right	49	0	0	63	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	142	0	142	88	0	88
	Left-Through		0			0	
	Through	292	0	501	216	0	363
	Through-Right		0			0	
	Right	67	0	0	59	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	4	0	0	50	0	50
	Left-Through		0			1	
	Through	1047	1	546	1031	0	631
	Through-Right		1			1	
	Right	44	0	44	31	0	631
	Left-Through-Right		0			0	
WESTBOUND	Left	16	0	16	2	0	0
	Left-Through		1			0	
	Through	633	0	424	743	1	436
	Through-Right		1			1	
	Right	119	0	424	128	0	128
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		513	North-South:		560
		East-West:		562	East-West:		631
		SUM:		1075	SUM:		1191
VOLUME/CAPACITY (V/C) RATIO:				0.717			0.794
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.617			0.694
LEVEL OF SERVICE (LOS):				B			B



Date: Dec 2016

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Existing with Revised Project Conditions (Year 2017) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 48 + 583 = 631 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{35 + 49 + 633}{2}$$

$$= \frac{717}{2} = 359 \quad \text{or}$$

$$\text{Westbound Rights: } 35 + 49 = 84 \quad \text{or}$$

$$\text{Westbound Lefts: } 391 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{74}{2} = 37$$

$$\text{Critical Volume \#1 (CV1): } 990$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 6 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{28 + 650}{2} = \frac{678}{2} = 339 \quad \text{or}$$

$$\text{Southbound Right: } 28 \quad \text{or}$$

$$\text{Southbound Lefts: } 118 + 4 = 122 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{135 + 153 + 578}{2} = \frac{866}{2} = 433$$

$$\text{Northbound Rights: } 153 + 135 = 288 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 555$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{235 + 145 + 19}{2} = \frac{399}{2} = 200 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 145 + 19 = 164$$

$$\text{Critical Volume \#3 (CV3): } 200$$

$$\text{Critical Volume: } 990 + 555 + 200 = 1745$$

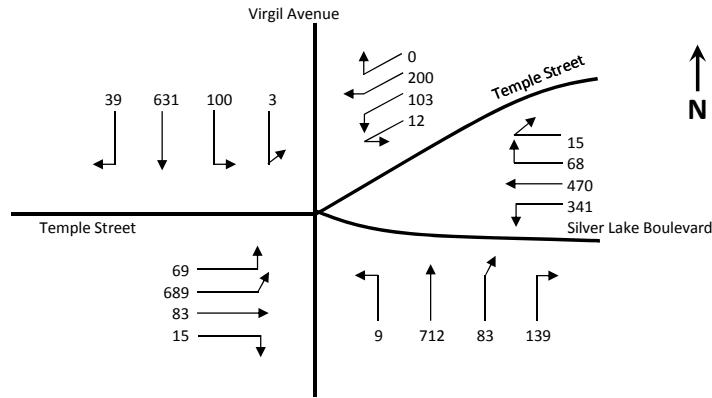
$$\text{Intersection V/C: } \frac{1745}{1375} = 1.269$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.169 \quad \text{Intersection LOS: } F$$

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Existing with Revised Project Conditions (Year 2017) - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 69 + 689 = 758 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{15 + 68 + 470}{2}$$

$$= \frac{553}{2} = 277 \quad \text{or}$$

$$\text{Westbound Rights: } 15 + 68 = 83 \quad \text{or}$$

$$\text{Westbound Lefts: } 341 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{83}{2} = 42$$

$$\text{Critical Volume \#1 (CV1): } 1,035$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 9 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{39 + 631}{2} = \frac{670}{2} = 335 \quad \text{or}$$

$$\text{Southbound Right: } 39 \quad \text{or}$$

$$\text{Southbound Lefts: } 100 + 3 = 103 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{139 + 83 + 712}{2} = \frac{934}{2} = 467$$

$$\text{Northbound Rights: } 83 + 139 = 222 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 570$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{200 + 103 + 12}{2} = \frac{315}{2} = 158 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 103 + 12 = 115$$

$$\text{Critical Volume \#3 (CV3): } 158$$

$$\text{Critical Volume: } 1035 + 570 + 158 = 1763$$

$$\text{Intersection V/C: } \frac{1763}{1375} = 1.282$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.182 \quad \text{Intersection LOS: } F$$

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pinnacle Place
 North-South Street: US 101 SB Off Ramp East-West Street: Silver Lake Blvd
 Scenario: Existing with Revised Project Conditions - Year 2017
 Count Date: 9/22/15 Analyst: GTC Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	59	1	59	225	1	170
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	69	0	69	114	0	170
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1028	2	514	1309	2	655
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1132	2	566	877	2	439
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		69	North-South:		170
		East-West:		566	East-West:		655
		SUM:		635	SUM:		825
VOLUME/CAPACITY (V/C) RATIO:				0.423			0.550
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.323			0.450
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pinnacle Place
 North-South Street: US 101 SB On Ramp East-West Street: Silver Lake Blvd
 Scenario: Existing with Revised Project Conditions - Year 2017
 Count Date: 9/22/15 Analyst: GTC Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	473	1	473	1099	1	757
	Through-Right		1			1	
	Right	613	0	613	414	0	414
	Left-Through-Right		0			0	
WESTBOUND	Left	385	1	385	222	1	222
	Left-Through		0			0	
	Through	1124	2	562	882	2	441
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 0			North-South: 0		
		East-West: 998			East-West: 979		
		SUM: 998			SUM: 979		
VOLUME/CAPACITY (V/C) RATIO:		0.665			0.653		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.565			0.553		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



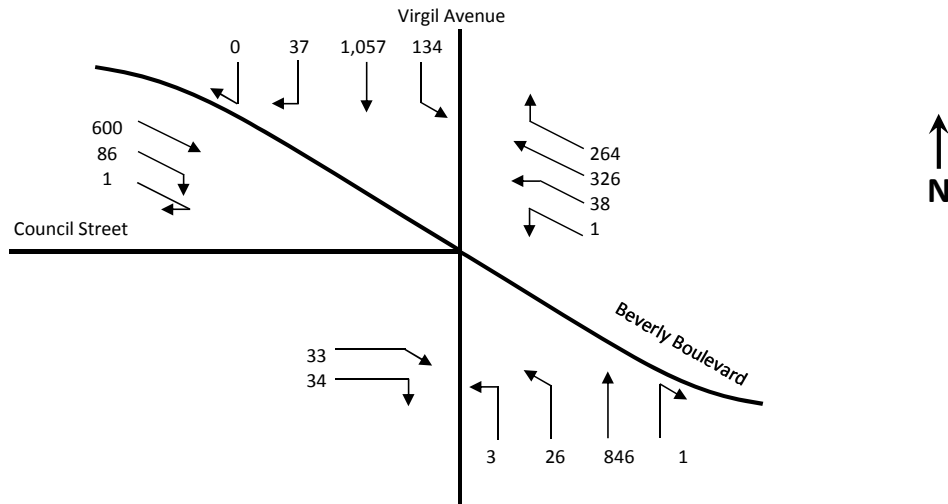
I/S #:
4

PROJECT TITLE: Pinnacle Place
 North-South Street: US 101 WB Ramps East-West Street: Silver Lake Blvd
 Scenario: Existing with Revised Project Conditions - Year 2017
 Count Date: 9/22/15 Analyst: GTC Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	258	1	258	381	1	381
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	166	1	166	334	1	334
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	457	2	229	1109	2	555
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1248	1	906	719	1	454
	Through-Right		1			1	
	Right	564	0	564	188	0	188
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 258 East-West: 906 SUM: 1164			North-South: 381 East-West: 555 SUM: 936		
VOLUME/CAPACITY (V/C) RATIO:		0.776			0.624		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.676			0.524		
LEVEL OF SERVICE (LOS):		B			A		

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Existing with Revised Project Conditions (Year 2017) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 38 + 1 = 39 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{600}{2} = 300 \quad \text{or}$$

$$\text{Southbound Rights: } 1 + 86 = 87 \quad \text{or}$$

$$\text{Northbound Rights: } 264 - 134 = 130 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{326 + 38 + 1}{2} = \frac{365}{2} = 183$$

$$\text{Critical Volume \#1 (CV1): } 339$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 3 + 26 = 29 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 37 + 1,057}{2} = \frac{1,094}{2} = 547 \quad \text{or}$$

$$\text{Southbound Lefts: } 134 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{846 + 1}{2} = \frac{847}{2} = 424$$

$$\text{Critical Volume \#2 (CV2): } 576$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 34 + 33 = 67$$

$$\text{Critical Volume \#3 (CV3): } 67$$

$$\text{Critical Volume: } 339 + 576 + 67 = 982$$

$$\text{Intersection V/C: } \frac{982}{1375} = 0.714$$

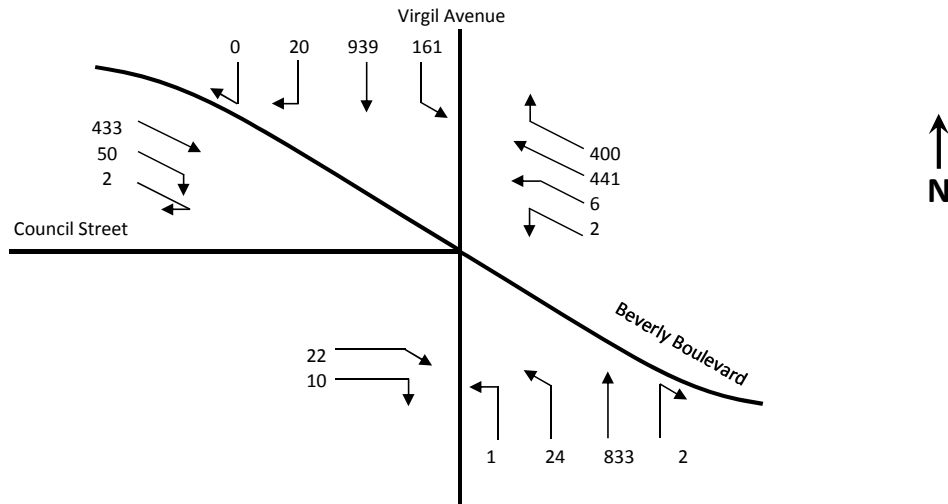
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 0.614$$

$$\text{Intersection LOS: } B$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Existing with Revised Project Conditions (Year 2017) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 6 + 2 = 8 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{433}{2} = 217 \quad \text{or}$$

$$\text{Southbound Rights: } 2 + 50 = 52 \quad \text{or}$$

$$\text{Northbound Rights: } 400 - 161 = 239 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{441 + 6 + 2}{2} = \frac{449}{2} = 225$$

$$\text{Critical Volume \#1 (CV1): } 239$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 1 + 24 = 25 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 20 + 939}{2} = \frac{959}{2} = 480 \quad \text{or}$$

$$\text{Southbound Lefts: } 161 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{833 + 2}{2} = \frac{835}{2} = 418$$

$$\text{Critical Volume \#2 (CV2): } 579$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 10 + 22 = 32$$

$$\text{Critical Volume \#3 (CV3): } 32$$

$$\text{Critical Volume: } 239 + 579 + 32 = 850$$

$$\text{Intersection V/C: } \frac{850}{1375} = 0.618$$

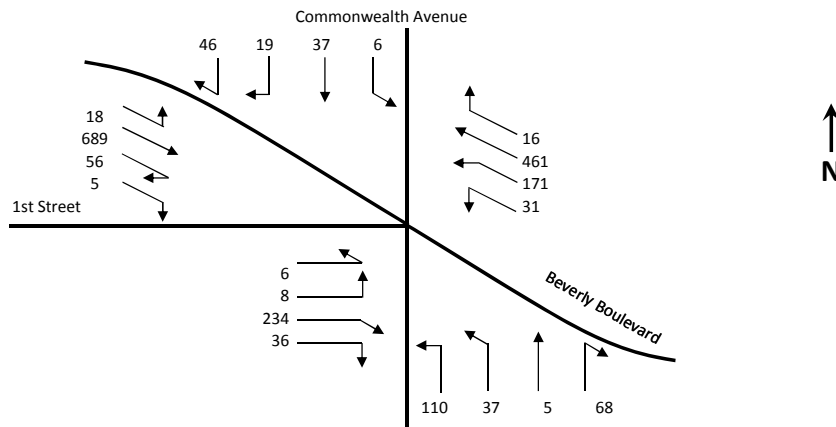
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 0.518$$

$$\text{Intersection LOS: } A$$

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Existing with Revised Project Conditions (Year 2017) - AM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 18 and

$$\text{Northbound Throughs + Rights: } \frac{16}{2} + \frac{461}{2} = \frac{477}{2} = 239 \quad \text{or}$$

Northbound Lefts: 171 + 31 = 202 and

$$\begin{aligned} \text{Southbound Throughs + Rights: } & \frac{5}{2} + \frac{56}{2} + \frac{689}{2} \\ & = \frac{750}{2} = 375 \end{aligned}$$

Critical Volume #1 (CV1): **577**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\begin{aligned} \text{Northbound Throughs + Lefts: } & \frac{5}{2} + \frac{37}{2} + \frac{110}{2} \\ & = \frac{152}{2} = 76 \quad \text{or} \end{aligned}$$

Northbound Rights: 68

Critical Volume #2 (CV2): **76**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 46 + 19 + 37 + 6 = 108$$

Critical Volume #3 (CV3): **108**

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\text{Eastbound Throughs + Lefts: } 36 + 234 = 270 \quad \text{or}$$

$$\begin{aligned} \text{Eastbound Rights: } & 0 = 0 \\ & 8 + 6 = 14 \end{aligned}$$

Critical Volume #3 (CV3): **270**

$$\text{Critical Volume: } 577 + 76 + 108 + 270 = \mathbf{1,031}$$

$$\text{Intersection V/C: } \frac{1031}{1375} = \mathbf{0.75}$$

ATSAC/ATCS Credit: 0.10

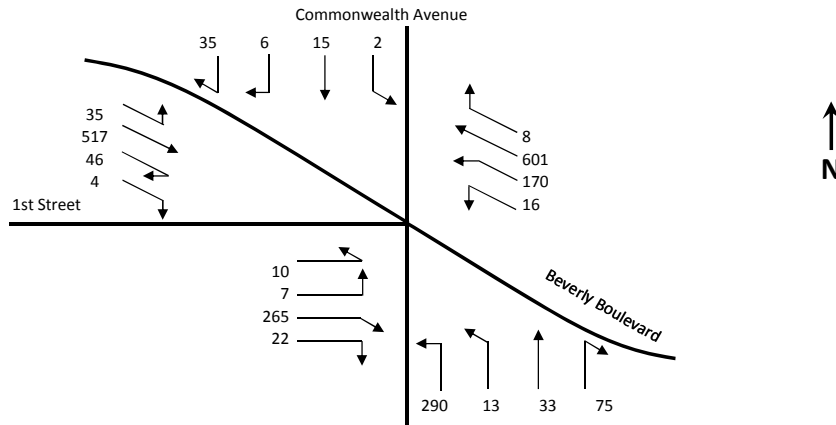
Final intersection V/C: 0.650

Intersection LOS:

B

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Existing with Revised Project Conditions (Year 2017) - PM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 35 and

$$\text{Northbound Throughs + Rights: } \frac{8 + 601}{2} = \frac{609}{2} = 305 \text{ or}$$

Northbound Lefts: 170 + 16 = 186 and

$$\begin{aligned} \text{Southbound Throughs + Rights: } & \frac{4 + 46 + 517}{2} \\ & = \frac{567}{2} = 284 \end{aligned}$$

Critical Volume #1 (CV1): 470

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\begin{aligned} \text{Northbound Throughs + Lefts: } & \frac{33 + 13 + 290}{2} \\ & = \frac{336}{2} = 168 \text{ or} \end{aligned}$$

Northbound Rights: 75

Critical Volume #2 (CV2): 168

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 35 + 6 + 15 + 2 = 58$$

Critical Volume #3 (CV3): 58

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\begin{aligned} \text{Eastbound Throughs + Lefts: } & \frac{22 + 265}{2} = \frac{287}{2} \text{ or} \\ \text{Eastbound Rights: } & \frac{7 + 10}{2} = \frac{17}{2} = 0 \end{aligned}$$

Critical Volume #3 (CV3): 287

$$\text{Critical Volume: } 470 + 168 + 58 + 287 = 983$$

$$\text{Intersection V/C: } \frac{983}{1375} = 0.715$$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.615

Intersection LOS:

B

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pinnacle Place

North-South Street: Reno St

East-West Street: Beverly Blvd

Scenario: Existing with Revised Project Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	34	0	34
	Left-Through		0			0	
	Through	54	0	147	58	0	136
	Through-Right		0			0	
	Right	63	0	0	44	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	40	0	40	24	0	24
	Left-Through		0			0	
	Through	29	0	80	32	0	80
	Through-Right		0			0	
	Right	11	0	0	24	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	19	0	19	21	0	21
	Left-Through		1			1	
	Through	1011	0	547	767	0	433
	Through-Right		1			1	
	Right	7	0	547	15	0	433
	Left-Through-Right		0			0	
WESTBOUND	Left	23	0	23	31	0	31
	Left-Through		1			1	
	Through	663	0	425	886	0	524
	Through-Right		1			1	
	Right	48	0	425	38	0	524
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 187			North-South: 160		
		East-West: 570			East-West: 545		
		SUM: 757			SUM: 705		
VOLUME/CAPACITY (V/C) RATIO:		0.505			0.470		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.405			0.370		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Beverly Blvd

Scenario: Existing with Revised Project Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	9	0	9
	Left-Through		0			0	
	Through	91	0	131	215	0	260
	Through-Right		0			0	
	Right	21	0	0	36	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	90	0	90	72	0	72
	Left-Through		0			0	
	Through	123	0	296	82	0	233
	Through-Right		0			0	
	Right	83	0	0	79	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	87	0	87	108	0	108
	Left-Through		1			1	
	Through	1149	0	751	943	0	801
	Through-Right		1			1	
	Right	5	0	751	11	0	801
	Left-Through-Right		0			0	
WESTBOUND	Left	8	0	8	19	0	19
	Left-Through		1			1	
	Through	832	0	461	966	0	563
	Through-Right		1			1	
	Right	42	0	461	84	0	563
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		315	North-South:		332
		East-West:		759	East-West:		820
		SUM:		1074	SUM:		1152
VOLUME/CAPACITY (V/C) RATIO:				0.716			0.768
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.668
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Beverly Blvd

Scenario: Existing with Revised Project Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	133	124	1	124
	Left-Through		0			0	
	Through	659	1	402	1031	1	595
	Through-Right		1			1	
	Right	145	0	145	159	0	159
	Left-Through-Right		0			0	
SOUTHBOUND	Left	86	1	86	49	1	49
	Left-Through		0			0	
	Through	536	1	278	400	1	213
	Through-Right		1			1	
	Right	19	0	19	26	0	26
	Left-Through-Right		0			0	
EASTBOUND	Left	93	1	93	104	1	104
	Left-Through		0			0	
	Through	1079	1	590	824	1	454
	Through-Right		1			1	
	Right	101	0	101	84	0	84
	Left-Through-Right		0			0	
WESTBOUND	Left	141	1	141	113	1	113
	Left-Through		0			0	
	Through	683	2	342	897	2	449
	Through-Right		0			0	
	Right	53	1	10	88	1	64
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		488	North-South:		644
		East-West:		731	East-West:		567
		SUM:		1219	SUM:		1211
VOLUME/CAPACITY (V/C) RATIO:				0.813			0.807
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.713			0.707
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pinnacle Place

North-South Street: Vendome St

East-West Street: Temple St

Scenario: Existing with Revised Project Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	0	51	61	0	61
	Left-Through		0			0	
	Through	93	0	172	115	0	209
	Through-Right		0			0	
	Right	28	0	0	33	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left-Right		0			0	
	Left	57	0	57	28	0	28
	Left-Through		0			0	
	Through	66	0	140	50	0	86
	Through-Right		0			0	
	Right	17	0	0	8	0	0
EASTBOUND	Left-Through-Right		1			1	
	Left-Right		0			0	
	Left	15	0	15	9	0	0
	Left-Through		1			0	
	Through	935	0	499	1000	1	516
	Through-Right		1			1	
WESTBOUND	Right	33	0	499	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	11	0	11	1	0	0
	Left-Through		1			0	
	Through	554	0	314	704	1	380
CRITICAL VOLUMES	Through-Right		1			1	
	Right	29	0	314	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
	North-South:			229	North-South:		237
	East-West:			510	East-West:		516
SUM:				739	SUM:		753
VOLUME/CAPACITY (V/C) RATIO:				0.493			0.502
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.402
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Temple St

Scenario: Existing with Revised Project Conditions - Year 2017

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	12	37	0	37
	Left-Through		0			0	
	Through	210	0	271	372	0	472
	Through-Right		0			0	
	Right	49	0	0	63	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left		0			0	
	Left-Through	142	0	142	88	0	88
	Through	292	0	501	216	0	363
	Through-Right		0			0	
	Right	67	0	0	59	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left		0			0	
	Left-Through	4	0	0	50	1	50
	Through	1052	1	548	1033	0	632
	Through-Right		1			1	
	Right	44	0	44	31	0	632
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	16	1	16	2	0	0
	Through	634	0	425	747	1	438
	Through-Right		1			1	
	Right	119	0	425	128	0	128
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		513	North-South:		560
		East-West:		564	East-West:		632
		SUM:		1077	SUM:		1192
VOLUME/CAPACITY (V/C) RATIO:				0.718			0.795
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.695
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Temple St

Scenario: Existing with Revised Project Conditions - Year 2017

Count Date: 9/22/15

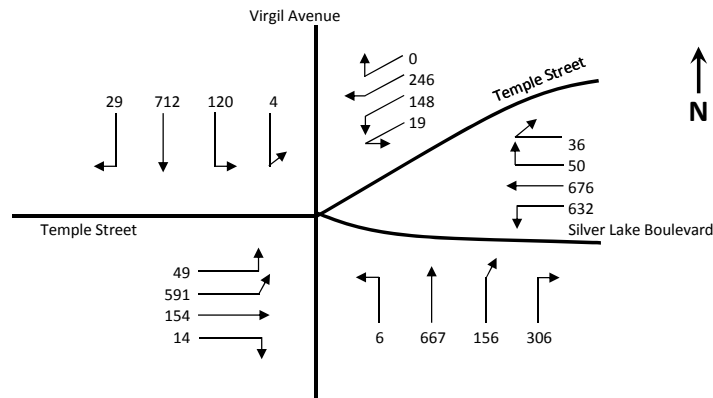
Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	211	312	1	312
	Left-Through		0			0	
	Through	307	1	307	446	1	446
	Through-Right		0			0	
	Right	292	1	230	432	1	379
	Left-Through-Right		0			0	
SOUTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	173	0	190	166	0	189
	Through-Right		0			0	
	Right	8	0	0	15	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	110	1	110	104	1	104
	Left-Through		0			0	
	Through	837	1	541	900	1	535
	Through-Right		1			1	
	Right	245	0	245	170	0	170
	Left-Through-Right		0			0	
WESTBOUND	Left	125	1	125	107	1	107
	Left-Through		0			0	
	Through	551	1	283	546	1	284
	Through-Right		1			1	
	Right	14	0	14	21	0	21
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		401	North-South:		501
		East-West:		666	East-West:		642
		SUM:		1067	SUM:		1143
VOLUME/CAPACITY (V/C) RATIO:				0.711			0.762
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.611			0.662
LEVEL OF SERVICE (LOS):				B			B

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Future without Project Conditions (Year 2019) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 49 + 591 = 640 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{36 + 50 + 676}{2}$$

$$= \frac{762}{2} = 381 \quad \text{or}$$

$$\text{Westbound Rights: } 36 + 50 = 86 \quad \text{or}$$

$$\text{Westbound Lefts: } 632 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{154}{2} = 77$$

$$\text{Critical Volume \#1 (CV1): } 1,021$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 6 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{29 + 712}{2} = \frac{741}{2} = 371 \quad \text{or}$$

$$\text{Southbound Right: } 29 \quad \text{or}$$

$$\text{Southbound Lefts: } 120 + 4 = 124 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{306 + 156 + 667}{2} = \frac{1129}{2} = 565$$

$$\text{Northbound Rights: } 156 + 306 = 462 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 689$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{246 + 148 + 19}{2} = \frac{413}{2} = 207 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 148 + 19 = 167$$

$$\text{Critical Volume \#3 (CV3): } 207$$

$$\text{Critical Volume: } 1021 + 689 + 207 = 1917$$

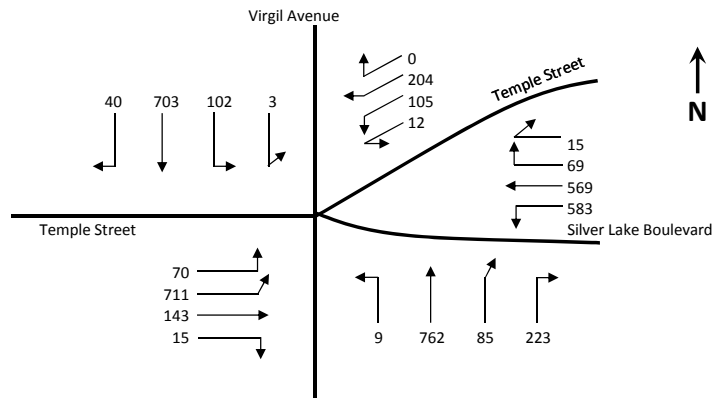
$$\text{Intersection V/C: } \frac{1917}{1375} = 1.394$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.294 \quad \text{Intersection LOS: } F$$

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Future without Project Conditions (Year 2019) - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 70 + 711 = 781 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{15 + 69 + 569}{2}$$

$$= \frac{653}{2} = 327 \quad \text{or}$$

$$\text{Westbound Rights: } 15 + 69 = 84 \quad \text{or}$$

$$\text{Westbound Lefts: } 583 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{143}{2} = 72$$

$$\text{Critical Volume \#1 (CV1): } 1,108$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 9 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{40 + 703}{2} = \frac{743}{2} = 372 \quad \text{or}$$

$$\text{Southbound Right: } 40 \quad \text{or}$$

$$\text{Southbound Lefts: } 102 + 3 = 105 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{223 + 85 + 762}{2} = \frac{1070}{2} = 535$$

$$\text{Northbound Rights: } 85 + 223 = 308 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 640$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{204 + 105 + 12}{2} = \frac{321}{2} = 161 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 105 + 12 = 117$$

$$\text{Critical Volume \#3 (CV3): } 161$$

$$\text{Critical Volume: } 1108 + 640 + 161 = 1909$$

$$\text{Intersection V/C: } \frac{1909}{1375} = 1.388$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.288 \quad \text{Intersection LOS: } F$$

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pinnacle Place
 North-South Street: US 101 SB Off Ramp East-West Street: Silver Lake Blvd
 Scenario: Future without Project Conditions - Year 2019
 Count Date: 9/22/15 Analyst: GTC Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1			1		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	79	280	1	240
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	176	0	176	199	0	240
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1287	2	644	1469	2	735
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1301	2	651	1100	2	550
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: 176 East-West: 651 SUM: 827			North-South: 240 East-West: 735 SUM: 975		
VOLUME/CAPACITY (V/C) RATIO:		0.551			0.650		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.451			0.550		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 SB On Ramp **East-West Street:** Silver Lake Blvd
Scenario: Future without Project Conditions - Year 2019
Count Date: 9/22/15 **Analyst:** GTC **Date:** Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	614	1	614	1246	1	863
	Through-Right		1			1	
	Right	751	0	751	480	0	480
	Left-Through-Right		0			0	
WESTBOUND	Left	408	1	408	238	1	238
	Left-Through		0			0	
	Through	1292	2	646	1105	2	553
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 0 East-West: 1159 SUM: 1159			North-South: 0 East-West: 1101 SUM: 1101		
VOLUME/CAPACITY (V/C) RATIO:		0.773			0.734		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.673			0.634		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



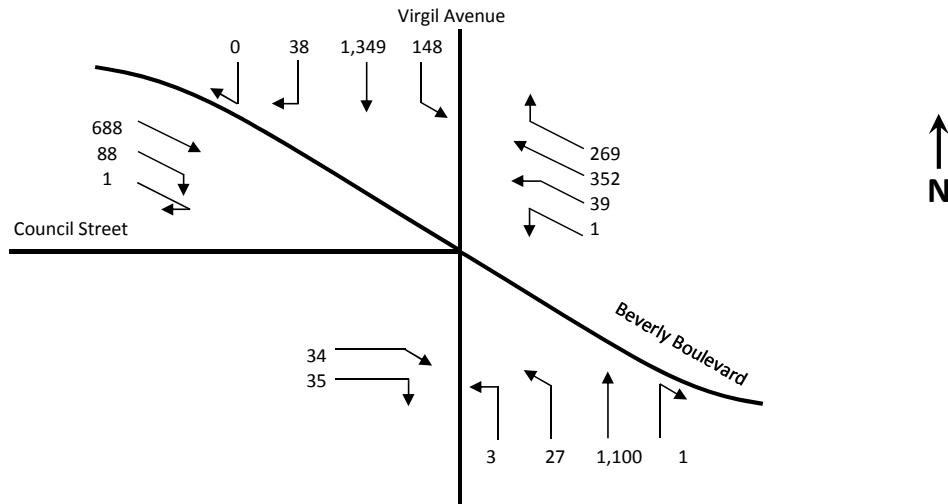
I/S #:
4

PROJECT TITLE: Pinnacle Place
 North-South Street: US 101 WB Ramps East-West Street: Silver Lake Blvd
 Scenario: Future without Project Conditions - Year 2019
 Count Date: 9/22/15 Analyst: GTC Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	356	1	356	477	1	477
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	179	1	179	364	1	364
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	598	2	299	1256	2	628
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1341	1	1045	862	1	569
	Through-Right		1			1	
	Right	749	0	749	276	0	276
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 356			North-South: 477		
		East-West: 1045			East-West: 628		
		SUM: 1401			SUM: 1105		
VOLUME/CAPACITY (V/C) RATIO:		0.934			0.737		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.834			0.637		
LEVEL OF SERVICE (LOS):		D			B		

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Future without Project Conditions (Year 2019) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 39 + 1 = 40 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{688}{2} = 344 \quad \text{or}$$

$$\text{Southbound Rights: } 1 + 88 = 89 \quad \text{or}$$

$$\text{Northbound Rights: } 269 - 148 = 121 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{352 + 39 + 1}{2} = \frac{392}{2} = 196$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{384}$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 3 + 27 = 30 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 38 + 1,349}{2} = \frac{1387}{2} = 694 \quad \text{or}$$

$$\text{Southbound Lefts: } 148 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{1,100 + 1}{2} = \frac{1,101}{2} = 551$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{724}$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 35 + 34 = 69$$

$$\text{Critical Volume \#3 (CV3): } \mathbf{69}$$

$$\text{Critical Volume: } 384 + 724 + 69 = \mathbf{1177}$$

$$\text{Intersection V/C: } \frac{1177}{1375} = \mathbf{0.856}$$

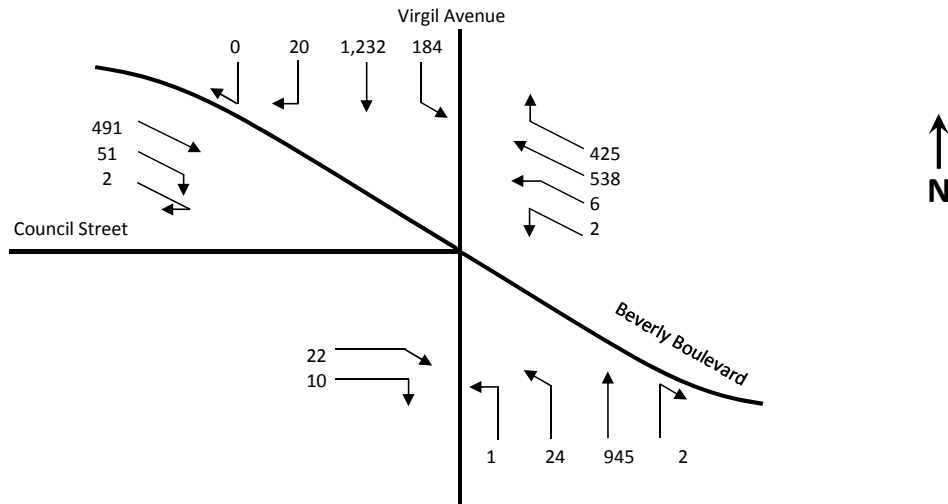
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.756}$$

$$\text{Intersection LOS: } \mathbf{C}$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Future without Project Conditions (Year 2019) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 6 + 2 = 8 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{491}{2} = 246 \quad \text{or}$$

$$\text{Southbound Rights: } 2 + 51 = 53 \quad \text{or}$$

$$\text{Northbound Rights: } 425 - 184 = 241 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{538 + 6 + 2}{2} = \frac{546}{2} = 273$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{273}$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 1 + 24 = 25 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 20 + 1,232}{2} = \frac{1252}{2} = 626 \quad \text{or}$$

$$\text{Southbound Lefts: } 184 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{945 + 2}{2} = \frac{947}{2} = 474$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{658}$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 10 + 22 = 32$$

$$\text{Critical Volume \#3 (CV3): } \mathbf{32}$$

$$\text{Critical Volume: } 273 + 658 + 32 = \mathbf{963}$$

$$\text{Intersection V/C: } \frac{963}{1375} = \mathbf{0.7}$$

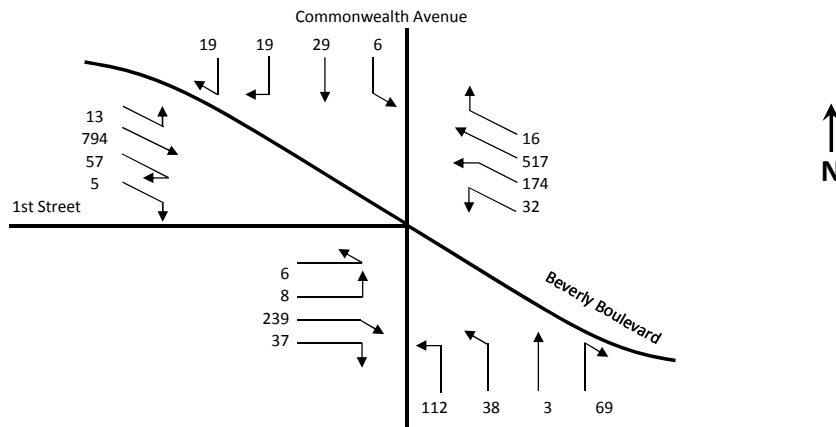
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.600}$$

$$\text{Intersection LOS: } \mathbf{B}$$

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Future without Project Conditions (Year 2019) - AM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 13 and

$$\text{Northbound Throughs + Rights: } \frac{16}{2} + \frac{517}{2} = \frac{533}{2} = 267 \quad \text{or}$$

Northbound Lefts: 174 + 32 = 206 and

$$\begin{aligned} \text{Southbound Throughs + Rights: } & \frac{5}{2} + \frac{57}{2} + \frac{794}{2} \\ & = \frac{856}{2} = 428 \end{aligned}$$

Critical Volume #1 (CV1): **634**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\begin{aligned} \text{Northbound Throughs + Lefts: } & \frac{3}{2} + \frac{38}{2} + \frac{112}{2} \\ & = \frac{153}{2} = 77 \quad \text{or} \end{aligned}$$

Northbound Rights: 69

Critical Volume #2 (CV2): **77**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 19 + 19 + 29 + 6 = 73$$

Critical Volume #3 (CV3): **73**

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\begin{aligned} \text{Eastbound Throughs + Lefts: } & 37 + 239 = 276 \quad \text{or} \\ \text{Eastbound Rights: } & 8 + 6 = 14 \end{aligned}$$

Critical Volume #3 (CV3): **276**

$$\text{Critical Volume: } 634 + 77 + 73 + 276 = \mathbf{1,060}$$

$$\text{Intersection V/C: } \frac{1060}{1375} = \mathbf{0.771}$$

ATSAC/ATCS Credit: 0.10

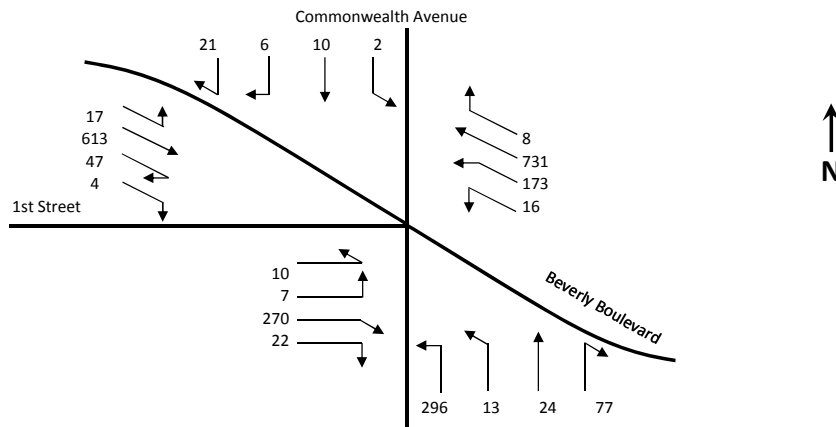
Final intersection V/C: 0.671

Intersection LOS:

B

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Future without Project Conditions (Year 2019) - PM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 17 and

$$\text{Northbound Throughs + Rights: } \frac{8}{2} + \frac{731}{2} = \frac{739}{2} = 370 \quad \text{or}$$

Northbound Lefts: 173 + 16 = 189 and

$$\begin{aligned} \text{Southbound Throughs + Rights: } & \frac{4}{2} + \frac{47}{2} + \frac{613}{2} \\ & = \frac{664}{2} = 332 \end{aligned}$$

Critical Volume #1 (CV1): **521**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\begin{aligned} \text{Northbound Throughs + Lefts: } & \frac{24}{2} + \frac{13}{2} + \frac{296}{2} \\ & = \frac{333}{2} = 167 \quad \text{or} \end{aligned}$$

Northbound Rights: 77

Critical Volume #2 (CV2): **167**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 21 + 6 + 10 + 2 = 39$$

Critical Volume #3 (CV3): **39**

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\text{Eastbound Throughs + Lefts: } \frac{22}{2} + \frac{270}{2} = \frac{292}{2} \quad \text{or}$$

$$\begin{aligned} \text{Eastbound Rights: } & 0 = 0 \\ & 7 + 10 = 17 \end{aligned}$$

Critical Volume #3 (CV3): **292**

$$\text{Critical Volume: } 521 + 167 + 39 + 292 = \mathbf{1,019}$$

$$\text{Intersection V/C: } \frac{1019}{1375} = \mathbf{0.741}$$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.641

Intersection LOS:

B

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pinnacle Place

North-South Street: Reno St

East-West Street: Beverly Blvd

Scenario: Future without Project Conditions - Year 2019

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	35	0	35
	Left-Through		0			0	
	Through	55	0	150	59	0	139
	Through-Right		0			0	
	Right	64	0	0	45	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	41	0	41	24	0	24
	Left-Through		0			0	
	Through	30	0	82	33	0	81
	Through-Right		0			0	
	Right	11	0	0	24	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	19	0	19	21	0	21
	Left-Through		1			1	
	Through	1105	0	594	832	0	487
	Through-Right		1			1	
	Right	7	0	594	15	0	487
	Left-Through-Right		0			0	
WESTBOUND	Left	23	0	23	32	0	32
	Left-Through		1			1	
	Through	698	0	443	991	0	579
	Through-Right		1			1	
	Right	49	0	443	39	0	579
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 191			North-South: 163		
		East-West: 617			East-West: 600		
		SUM: 808			SUM: 763		
VOLUME/CAPACITY (V/C) RATIO:		0.539			0.509		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.439			0.409		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Beverly Blvd

Scenario: Future without Project Conditions - Year 2019

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	9	0	9
	Left-Through		0			0	
	Through	93	0	133	219	0	265
	Through-Right		0			0	
	Right	21	0	0	37	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	92	0	92	73	0	73
	Left-Through		0			0	
	Through	125	0	302	84	0	238
	Through-Right		0			0	
	Right	85	0	0	81	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	89	0	89	110	0	110
	Left-Through		1			1	
	Through	1246	0	804	1012	0	842
	Through-Right		1			1	
	Right	5	0	804	11	0	842
	Left-Through-Right		0			0	
WESTBOUND	Left	8	0	8	19	0	19
	Left-Through		1			1	
	Through	871	0	481	1072	0	636
	Through-Right		1			1	
	Right	43	0	481	86	0	636
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 321			North-South: 338		
		East-West: 812			East-West: 861		
		SUM: 1133			SUM: 1199		
VOLUME/CAPACITY (V/C) RATIO:		0.755			0.799		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.655			0.699		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Beverly Blvd

Scenario: Future without Project Conditions - Year 2019

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	136	126	1	126
	Left-Through		0			0	
	Through	672	1	410	1052	1	607
	Through-Right		1			1	
	Right	148	0	148	162	0	162
	Left-Through-Right		0			0	
SOUTHBOUND	Left	88	1	88	50	1	50
	Left-Through		0			0	
	Through	547	1	283	408	1	218
	Through-Right		1			1	
	Right	19	0	19	27	0	27
	Left-Through-Right		0			0	
EASTBOUND	Left	95	1	95	106	1	106
	Left-Through		0			0	
	Through	1175	1	639	891	1	489
	Through-Right		1			1	
	Right	103	0	103	86	0	86
	Left-Through-Right		0			0	
WESTBOUND	Left	144	1	144	115	1	115
	Left-Through		0			0	
	Through	719	2	360	1002	2	501
	Through-Right		0			0	
	Right	54	1	10	90	1	65
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		498	North-South:		657
		East-West:		783	East-West:		607
		SUM:		1281	SUM:		1264
VOLUME/CAPACITY (V/C) RATIO:				0.854			0.843
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.754			0.743
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pinnacle Place

North-South Street: Vendome St

East-West Street: Temple St

Scenario: Future without Project Conditions - Year 2019

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	0	47	60	0	60
	Left-Through		0			0	
	Through	230	0	306	177	0	271
	Through-Right		0			0	
	Right	29	0	0	34	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	58	0	58	29	0	29
	Left-Through		0			0	
	Through	72	0	147	57	0	94
	Through-Right		0			0	
	Right	17	0	0	8	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	15	0	15	9	0	0
	Left-Through		1			0	
	Through	946	0	520	1030	1	531
	Through-Right		1			1	
	Right	34	0	520	32	0	32
	Left-Through-Right		0			0	
WESTBOUND	Left	11	0	11	1	0	0
	Left-Through		1			0	
	Through	575	0	325	716	1	387
	Through-Right		1			1	
	Right	30	0	325	57	0	57
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 364			North-South: 300		
		East-West: 531			East-West: 531		
		SUM: 895			SUM: 831		
VOLUME/CAPACITY (V/C) RATIO:		0.597			0.554		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.497			0.454		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Temple St

Scenario: Future without Project Conditions - Year 2019

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	12	38	0	38
	Left-Through		0			0	
	Through	214	0	276	379	0	481
	Through-Right		0			0	
	Right	50	0	0	64	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	145	0	145	90	0	90
	Left-Through		0			0	
	Through	298	0	511	220	0	370
	Through-Right		0			0	
	Right	68	0	0	60	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	4	0	0	51	0	51
	Left-Through		0			1	
	Through	1065	1	555	1064	0	650
	Through-Right		1			1	
	Right	45	0	45	32	0	650
	Left-Through-Right		0			0	
WESTBOUND	Left	16	0	16	2	0	0
	Left-Through		1			0	
	Through	657	0	437	760	1	446
	Through-Right		1			1	
	Right	121	0	437	131	0	131
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		523	North-South:		571
		East-West:		571	East-West:		650
		SUM:		1094	SUM:		1221
VOLUME/CAPACITY (V/C) RATIO:				0.729			0.814
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.714
LEVEL OF SERVICE (LOS):				B			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Temple St

Scenario: Future without Project Conditions - Year 2019

Count Date: 9/22/15

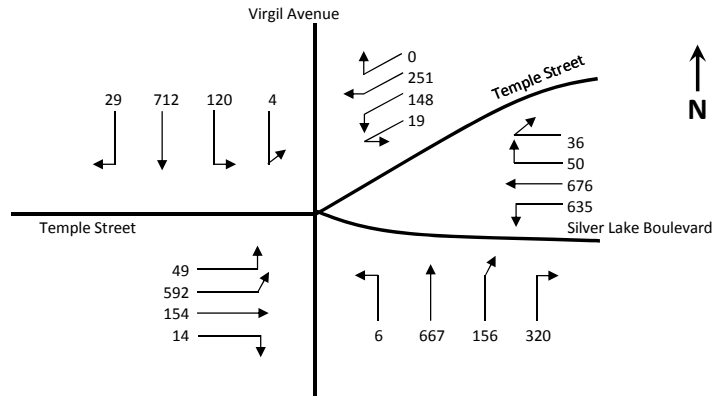
Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	215	1	215	318	1	318
	Left-Through		0			0	
	Through	313	1	313	455	1	455
	Through-Right		0			0	
	Right	298	1	234	441	1	387
	Left-Through-Right		0			0	
SOUTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	176	0	193	169	0	192
	Through-Right		0			0	
	Right	8	0	0	15	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	112	1	112	106	1	106
	Left-Through		0			0	
	Through	846	1	548	928	1	551
	Through-Right		1			1	
	Right	250	0	250	173	0	173
	Left-Through-Right		0			0	
WESTBOUND	Left	128	1	128	109	1	109
	Left-Through		0			0	
	Through	572	1	293	555	1	288
	Through-Right		1			1	
	Right	14	0	14	21	0	21
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 408			North-South: 510		
		East-West: 676			East-West: 660		
		SUM: 1084			SUM: 1170		
VOLUME/CAPACITY (V/C) RATIO:		0.723			0.780		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.623			0.680		
LEVEL OF SERVICE (LOS):		B			B		

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Future with Revised Project Conditions (Year 2019) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 49 + 592 = 641 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{36 + 50 + 676}{2}$$

$$= \frac{762}{2} = 381 \quad \text{or}$$

$$\text{Westbound Rights: } 36 + 50 = 86 \quad \text{or}$$

$$\text{Westbound Lefts: } 635 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{154}{2} = 77$$

$$\text{Critical Volume \#1 (CV1): } 1,022$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 6 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{29 + 712}{2} = \frac{741}{2} = 371 \quad \text{or}$$

$$\text{Southbound Right: } 29 \quad \text{or}$$

$$\text{Southbound Lefts: } 120 + 4 = 124 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{320 + 156 + 667}{2} = \frac{1143}{2} = 572$$

$$\text{Northbound Rights: } 156 + 320 = 476 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 696$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{251 + 148 + 19}{2} = \frac{418}{2} = 209 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 148 + 19 = 167$$

$$\text{Critical Volume \#3 (CV3): } 209$$

$$\text{Critical Volume: } 1022 + 696 + 209 = 1927$$

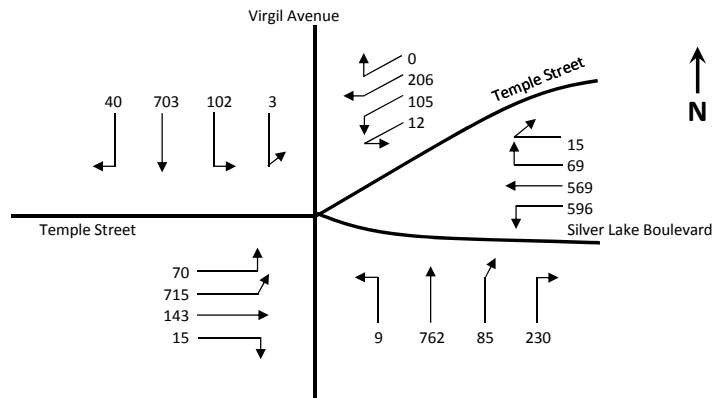
$$\text{Intersection V/C: } \frac{1927}{1375} = 1.401$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.301 \quad \text{Intersection LOS: } F$$

Intersection 1 - Virgil Avenue & Silver Lake Boulevard/Temple Street

Future with Revised Project Conditions (Year 2019) - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Silver Lake boulevard/Temple Street

$$\text{Eastbound Lefts: } 70 + 715 = 785 \quad \text{and}$$

$$\text{Westbound Throughs + Rights: } \frac{15 + 69 + 569}{2}$$

$$= \frac{653}{2} = 327 \quad \text{or}$$

$$\text{Westbound Rights: } 15 + 69 = 84 \quad \text{or}$$

$$\text{Westbound Lefts: } 596 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{143}{2} = 72$$

$$\text{Critical Volume \#1 (CV1): } 1,112$$

- 2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 9 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{40 + 703}{2} = \frac{743}{2} = 372 \quad \text{or}$$

$$\text{Southbound Right: } 40 \quad \text{or}$$

$$\text{Southbound Lefts: } 102 + 3 = 105 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{230 + 85 + 762}{2} = \frac{1077}{2} = 539$$

$$\text{Northbound Rights: } 85 + 230 = 315 \quad \text{or}$$

$$\text{Critical Volume \#2 (CV2): } 644$$

- 3) Critical volume calculation for southwestbound traffic on Temple Street

$$\text{Southwestbound Throughs + Lefts: } \frac{206 + 105 + 12}{2} = \frac{323}{2} = 162 \quad \text{or}$$

$$\text{Southwestbound Right: } 0 \quad \text{or}$$

$$\text{Southwestbound Lefts: } 105 + 12 = 117$$

$$\text{Critical Volume \#3 (CV3): } 162$$

$$\text{Critical Volume: } 1112 + 644 + 162 = 1918$$

$$\text{Intersection V/C: } \frac{1918}{1375} = 1.395$$

$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } 1.295$$

$$\text{Intersection LOS: } F$$

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 SB Off Ramp **East-West Street:** Silver Lake Blvd
Scenario: Future with Revised Project Conditions - Year 2019
Count Date: 9/22/15 **Analyst:** GTC **Date:** Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	79	1	79	280	1	253
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	183	0	183	226	0	253
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1310	2	655	1481	2	741
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1307	2	654	1122	2	561
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		183	North-South:		253
		East-West:		655	East-West:		741
		SUM:		838	SUM:		994
VOLUME/CAPACITY (V/C) RATIO:				0.559			0.663
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.563
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 SB On Ramp **East-West Street:** Silver Lake Blvd
Scenario: Future with Revised Project Conditions - Year 2019
Count Date: 9/22/15 **Analyst:** GTC **Date:** Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	619	1	619	1248	1	869
	Through-Right		1			1	
	Right	769	0	769	490	0	490
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	417	1	417	243	1	243
	Left-Through		0			0	
	Through	1298	2	649	1127	2	564
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: 0 East-West: 1186 SUM: 1186			North-South: 0 East-West: 1112 SUM: 1112		
VOLUME/CAPACITY (V/C) RATIO:		0.791			0.741		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.691			0.641		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



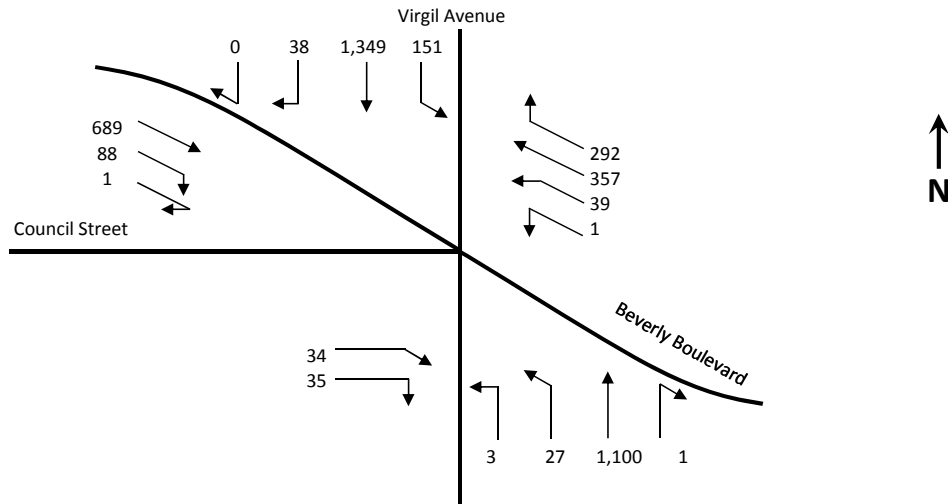
I/S #:
4

PROJECT TITLE: Pinnacle Place
North-South Street: US 101 WB Ramps **East-West Street:** Silver Lake Blvd
Scenario: Future with Revised Project Conditions - Year 2019
Count Date: 9/22/15 **Analyst:** GTC **Date:** Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	361	1	361	495	1	495
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	181	1	181	373	1	373
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	603	2	302	1258	2	629
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1351	1	1064	871	1	581
	Through-Right		1			1	
	Right	776	0	776	290	0	290
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 361 East-West: 1064 SUM: 1425			North-South: 495 East-West: 629 SUM: 1124		
VOLUME/CAPACITY (V/C) RATIO:		0.950			0.749		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.850			0.649		
LEVEL OF SERVICE (LOS):		D			B		

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Future with Revised Project Conditions (Year 2019) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 39 + 1 = 40 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{689}{2} = 345 \quad \text{or}$$

$$\text{Southbound Rights: } 1 + 88 = 89 \quad \text{or}$$

$$\text{Northbound Rights: } 292 - 151 = 141 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{357 + 39 + 1}{2} = \frac{397}{2} = 199$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{385}$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 3 + 27 = 30 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 38 + 1,349}{2} = \frac{1387}{2} = 694 \quad \text{or}$$

$$\text{Southbound Lefts: } 151 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{1,100 + 1}{2} = \frac{1,101}{2} = 551$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{724}$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 35 + 34 = 69$$

$$\text{Critical Volume \#3 (CV3): } \mathbf{69}$$

$$\text{Critical Volume: } 385 + 724 + 69 = \mathbf{1178}$$

$$\text{Intersection V/C: } \frac{1178}{1375} = \mathbf{0.857}$$

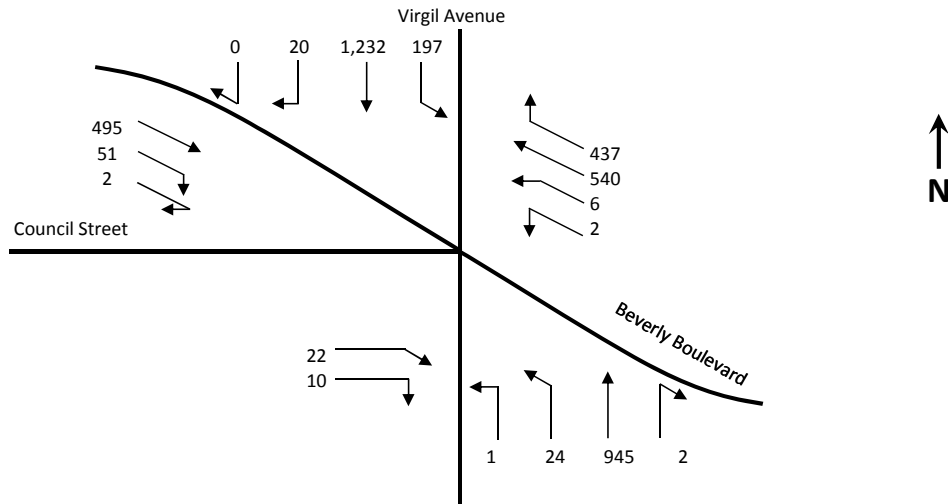
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.757}$$

$$\text{Intersection LOS: } \mathbf{C}$$

Intersection 5 - Virgil Avenue & Beverly Boulevard/Council Street

Future with Revised Project Conditions (Year 2019) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

$$\text{Northbound Lefts: } 6 + 2 = 8 \quad \text{and}$$

$$\text{Southbound Throughs: } \frac{495}{2} = 248 \quad \text{or}$$

$$\text{Southbound Rights: } 2 + 51 = 53 \quad \text{or}$$

$$\text{Northbound Rights: } 437 - 197 = 240 \quad \text{or}$$

$$\text{Northbound Throughs + Lefts: } \frac{540 + 6 + 2}{2} = \frac{548}{2} = 274$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{274}$$

2) Critical volume calculation for northbound/southbound traffic on Virgil Avenue

$$\text{Northbound Lefts: } 1 + 24 = 25 \quad \text{and}$$

$$\text{Southbound Throughs + Rights: } \frac{0 + 20 + 1,232}{2} = \frac{1252}{2} = 626 \quad \text{or}$$

$$\text{Southbound Lefts: } 197 \quad \text{and}$$

$$\text{Northbound Throughs + Rights: } \frac{945 + 2}{2} = \frac{947}{2} = 474$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{671}$$

3) Critical volume calculation for eastbound traffic on Council Street

$$\text{Eastbound Right: } 10 + 22 = 32$$

$$\text{Critical Volume \#3 (CV3): } \mathbf{32}$$

$$\text{Critical Volume: } 274 + 671 + 32 = \mathbf{977}$$

$$\text{Intersection V/C: } \frac{977}{1375} = \mathbf{0.711}$$

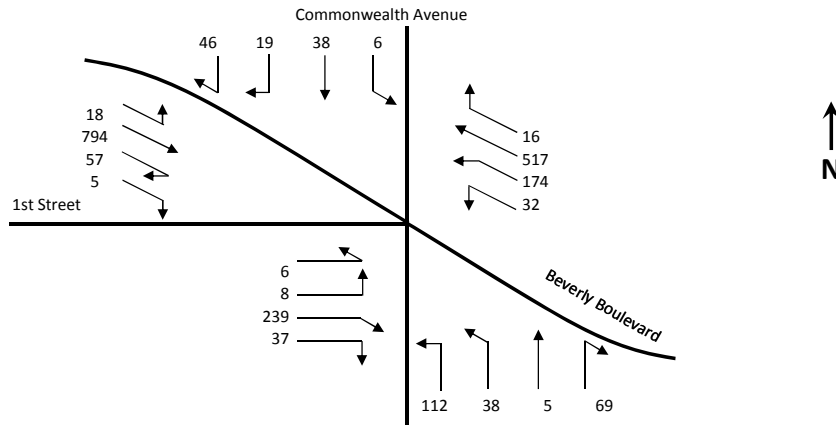
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.611}$$

$$\text{Intersection LOS: } \mathbf{B}$$

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Future with Revised Project Conditions (Year 2019) - AM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 18 and

$$\text{Northbound Throughs + Rights: } \frac{16 + 517}{2} = \frac{533}{2} = 267 \quad \text{or}$$

Northbound Lefts: 174 + 32 = 206 and

$$\begin{aligned} \text{Southbound Throughs + Rights: } & \frac{5 + 57 + 794}{2} \\ & = \frac{856}{2} = 428 \end{aligned}$$

Critical Volume #1 (CV1): **634**

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\begin{aligned} \text{Northbound Throughs + Lefts: } & \frac{5 + 38 + 112}{2} \\ & = \frac{155}{2} = 78 \quad \text{or} \end{aligned}$$

Northbound Rights: 69

Critical Volume #2 (CV2): **78**

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 46 + 19 + 38 + 6 = 109$$

Critical Volume #3 (CV3): **109**

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\text{Eastbound Throughs + Lefts: } 37 + 239 = 276 \quad \text{or}$$

$$\begin{aligned} \text{Eastbound Rights: } & 0 = 0 \\ & 8 + 6 = 14 \end{aligned}$$

Critical Volume #3 (CV3): **276**

$$\text{Critical Volume: } 634 + 78 + 109 + 276 = \mathbf{1,097}$$

$$\text{Intersection V/C: } \frac{1097}{1375} = \mathbf{0.798}$$

ATSAC/ATCS Credit: 0.10

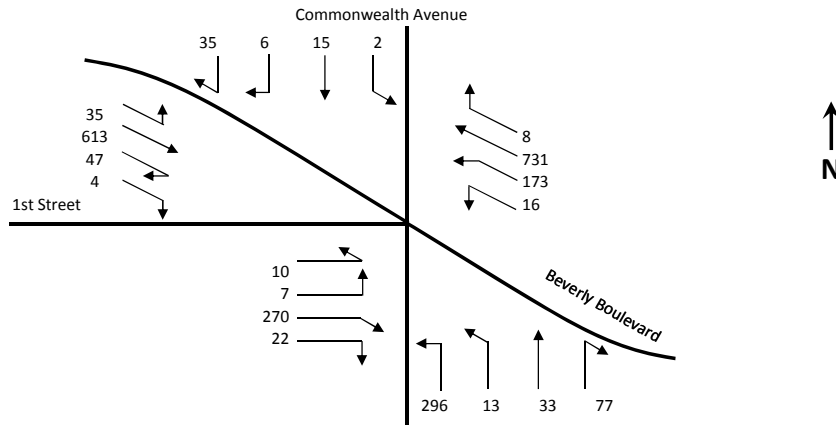
Final intersection V/C: 0.698

Intersection LOS:

B

Intersection 6 - Commonwealth Avenue & Beverly Boulevard/1st Street

Future with Revised Project Conditions (Year 2019) - PM Peak Hour



- 1) Critical volume calculation for northbound/southbound traffic on Beverly Boulevard

Southbound Lefts: 35 and

$$\text{Northbound Throughs + Rights: } \frac{8}{2} + \frac{731}{2} = \frac{739}{2} = 370 \text{ or}$$

Northbound Lefts: 173 + 16 = 189 and

$$\text{Southbound Throughs + Rights: } \frac{4}{2} + \frac{47}{2} + \frac{613}{2} = \frac{664}{2} = 332$$

Critical Volume #1 (CV1): 521

- 2) Critical volume calculation for northbound traffic on Commonwealth Avenue

$$\text{Northbound Throughs + Lefts: } \frac{33}{2} + \frac{13}{2} + \frac{296}{2} = \frac{342}{2} = 171 \text{ or}$$

Northbound Rights: 77

Critical Volume #2 (CV2): 171

- 3) Critical volume calculation for southbound traffic on Commonwealth Avenue

$$\text{Southbound Throughs + Lefts + Rights: } 35 + 6 + 15 + 2 = 58$$

Critical Volume #3 (CV3): 58

- 4) Critical volume calculation for eastbound traffic on 1st Street

$$\text{Eastbound Throughs + Lefts: } \frac{22}{2} + \frac{270}{2} = \frac{292}{2} \text{ or}$$

$$\text{Eastbound Rights: } 7 + 10 = 17$$

Critical Volume #3 (CV3): 292

$$\text{Critical Volume: } 521 + 171 + 58 + 292 = 1,042$$

$$\text{Intersection V/C: } \frac{1042}{1375} = 0.758$$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.658

Intersection LOS:

B

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: Pinnacle Place

North-South Street: Reno St

East-West Street: Beverly Blvd

Scenario: Future with Revised Project Conditions - Year 2019

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	35	0	35
	Left-Through		0			0	
	Through	55	0	150	59	0	139
	Through-Right		0			0	
	Right	64	0	0	45	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	41	0	41	24	0	24
	Left-Through		0			0	
	Through	30	0	82	33	0	81
	Through-Right		0			0	
	Right	11	0	0	24	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	19	0	19	21	0	21
	Left-Through		1			1	
	Through	1110	0	597	834	0	488
	Through-Right		1			1	
	Right	7	0	597	15	0	488
	Left-Through-Right		0			0	
WESTBOUND	Left	23	0	23	32	0	32
	Left-Through		1			1	
	Through	699	0	443	995	0	581
	Through-Right		1			1	
	Right	49	0	443	39	0	581
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 191			North-South: 163		
		East-West: 620			East-West: 602		
		SUM: 811			SUM: 765		
VOLUME/CAPACITY (V/C) RATIO:		0.541			0.510		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.441			0.410		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

PROJECT TITLE: Pinnacle Place

North-South Street: Benton Wy

East-West Street: Beverly Blvd

Scenario: Future with Revised Project Conditions - Year 2019

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	9	0	9
	Left-Through		0			0	
	Through	93	0	133	219	0	265
	Through-Right		0			0	
	Right	21	0	0	37	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	92	0	92	73	0	73
	Left-Through		0			0	
	Through	125	0	302	84	0	238
	Through-Right		0			0	
	Right	85	0	0	81	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	89	0	89	110	0	110
	Left-Through		1			1	
	Through	1251	0	806	1014	0	843
	Through-Right		1			1	
	Right	5	0	806	11	0	843
	Left-Through-Right		0			0	
WESTBOUND	Left	8	0	8	19	0	19
	Left-Through		1			1	
	Through	872	0	482	1076	0	638
	Through-Right		1			1	
	Right	43	0	482	86	0	638
	Left-Through-Right		0			0	
CRITICAL VOLUMES							
VOLUME/CAPACITY (V/C) RATIO:				0.757			0.800
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.700
LEVEL OF SERVICE (LOS):				B			C



Date: Dec 2016

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

PROJECT TITLE: Pinnacle Place

North-South Street: Vendome St

East-West Street: Temple St

Scenario: Future with Revised Project Conditions - Year 2019

Count Date: 9/22/15

Analyst: GTC

Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	0	52	62	0	62
	Left-Through		0			0	
	Through	271	0	352	199	0	295
	Through-Right		0			0	
	Right	29	0	0	34	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	58	0	58	29	0	29
	Left-Through		0			0	
	Through	75	0	150	70	0	107
	Through-Right		0			0	
	Right	17	0	0	8	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	15	0	15	9	0	0
	Left-Through		1			0	
	Through	951	0	523	1032	1	532
	Through-Right		1			1	
	Right	34	0	523	32	0	32
	Left-Through-Right		0			0	
WESTBOUND	Left	11	0	11	1	0	0
	Left-Through		1			0	
	Through	576	0	325	720	1	389
	Through-Right		1			1	
	Right	30	0	325	57	0	57
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		410	North-South:		324
		East-West:		534	East-West:		532
		SUM:		944	SUM:		856
VOLUME/CAPACITY (V/C) RATIO:				0.629			0.571
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.529			0.471
LEVEL OF SERVICE (LOS):				A			A



Date: Dec 2016

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: Pinnacle Place

North-South Street: Rampart Blvd

East-West Street: Temple St

Scenario: Future with Revised Project Conditions - Year 2019

Count Date: 9/22/15

Analyst: GTC










Date: Dec 2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							
Right Turns: FREE-1, NRTOR-2 or OLA-3?							
ATSAC-1 or ATSAC+ATCS-2?							
Override Capacity							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	215	1	215	318	1	318
	Left-Through		0			0	
	Through	313	1	313	455	1	455
	Through-Right		0			0	
	Right	298	1	234	441	1	387
	Left-Through-Right		0			0	
SOUTHBOUND	Left	9	0	9	8	0	8
	Left-Through		0			0	
	Through	176	0	193	169	0	192
	Through-Right		0			0	
	Right	8	0	0	15	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	112	1	112	106	1	106
	Left-Through		0			0	
	Through	851	1	551	930	1	552
	Through-Right		1			1	
	Right	250	0	250	173	0	173
	Left-Through-Right		0			0	
WESTBOUND	Left	128	1	128	109	1	109
	Left-Through		0			0	
	Through	573	1	294	559	1	290
	Through-Right		1			1	
	Right	14	0	14	21	0	21
	Left-Through-Right		0			0	
CRITICAL VOLUMES							
VOLUME/CAPACITY (V/C) RATIO:				0.725			0.781
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.681
LEVEL OF SERVICE (LOS):				B			B

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard







12/22/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	468	595	376	1118	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	509	647	409	1215	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1155		2257	578
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1155		2257	578
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			32		100	100
cM capacity (veh/h)			600		11	459
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	339	816	409	608	608	
Volume Left	0	0	409	0	0	
Volume Right	0	647	0	0	0	
cSH	1700	1700	600	1700	1700	
Volume to Capacity	0.20	0.48	0.68	0.36	0.36	
Queue Length 95th (ft)	0	0	131	0	0	
Control Delay (s)	0.0	0.0	22.8	0.0	0.0	
Lane LOS			C			
Approach Delay (s)	0.0		5.7			
Approach LOS						
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			59.6%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard










12/22/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑		
Volume (veh/h)	1097	404	217	860	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1192	439	236	935	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1632		2351	816
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1632		2351	816
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			40		100	100
cM capacity (veh/h)			394		12	320
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	795	837	236	467	467	
Volume Left	0	0	236	0	0	
Volume Right	0	439	0	0	0	
cSH	1700	1700	394	1700	1700	
Volume to Capacity	0.47	0.49	0.60	0.27	0.27	
Queue Length 95th (ft)	0	0	94	0	0	
Control Delay (s)	0.0	0.0	26.9	0.0	0.0	
Lane LOS			D			
Approach Delay (s)	0.0		5.4			
Approach LOS						
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			61.9%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard










12/22/2016

									
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Volume (veh/h)	473	613	385	1124	0	0			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	514	666	418	1222	0	0			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage veh									
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume			1180		2295	590			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol			1180		2295	590			
tC, single (s)			4.1		6.8	6.9			
tC, 2 stage (s)									
tF (s)			2.2		3.5	3.3			
p0 queue free %			29		100	100			
cM capacity (veh/h)			587		9	451			
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3				
Volume Total	343	838	418	611	611				
Volume Left	0	0	418	0	0				
Volume Right	0	666	0	0	0				
cSH	1700	1700	587	1700	1700				
Volume to Capacity	0.20	0.49	0.71	0.36	0.36				
Queue Length 95th (ft)	0	0	146	0	0				
Control Delay (s)	0.0	0.0	24.9	0.0	0.0				
Lane LOS			C						
Approach Delay (s)	0.0		6.3						
Approach LOS									
Intersection Summary									
Average Delay			3.7						
Intersection Capacity Utilization			60.8%	ICU Level of Service	B				
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard







12/22/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1099	414	222	882	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1195	450	241	959	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1645		2382	822
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1645		2382	822
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			38		100	100
cM capacity (veh/h)			389		11	317
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	796	848	241	479	479	
Volume Left	0	0	241	0	0	
Volume Right	0	450	0	0	0	
cSH	1700	1700	389	1700	1700	
Volume to Capacity	0.47	0.50	0.62	0.28	0.28	
Queue Length 95th (ft)	0	0	100	0	0	
Control Delay (s)	0.0	0.0	28.2	0.0	0.0	
Lane LOS			D			
Approach Delay (s)	0.0		5.7			
Approach LOS						
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			62.6%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard







12/22/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑		
Volume (veh/h)	614	751	408	1292	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	667	816	443	1404	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1484		2665	742
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1484		2665	742
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			1		100	100
cM capacity (veh/h)			449		0	358
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	445	1039	443	702	702	
Volume Left	0	0	443	0	0	
Volume Right	0	816	0	0	0	
cSH	1700	1700	449	1700	1700	
Volume to Capacity	0.26	0.61	0.99	0.41	0.41	
Queue Length 95th (ft)	0	0	313	0	0	
Control Delay (s)	0.0	0.0	69.8	0.0	0.0	
Lane LOS			F			
Approach Delay (s)	0.0		16.8			
Approach LOS						
Intersection Summary						
Average Delay			9.3			
Intersection Capacity Utilization			70.4%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard







12/22/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑		
Volume (veh/h)	1246	480	238	1105	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1354	522	259	1201	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1876		2733	938
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1876		2733	938
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			18		100	100
cM capacity (veh/h)			316		3	266
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	903	973	259	601	601	
Volume Left	0	0	259	0	0	
Volume Right	0	522	0	0	0	
cSH	1700	1700	316	1700	1700	
Volume to Capacity	0.53	0.57	0.82	0.35	0.35	
Queue Length 95th (ft)	0	0	172	0	0	
Control Delay (s)	0.0	0.0	52.0	0.0	0.0	
Lane LOS			F			
Approach Delay (s)	0.0		9.2			
Approach LOS						
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			69.6%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard










12/22/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑		
Volume (veh/h)	619	769	417	1298	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	673	836	453	1411	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1509		2703	754
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1509		2703	754
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	100
cM capacity (veh/h)			439		0	352
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	449	1060	453	705	705	
Volume Left	0	0	453	0	0	
Volume Right	0	836	0	0	0	
cSH	1700	1700	439	1700	1700	
Volume to Capacity	0.26	0.62	1.03	0.41	0.41	
Queue Length 95th (ft)	0	0	348	0	0	
Control Delay (s)	0.0	0.0	82.3	0.0	0.0	
Lane LOS			F			
Approach Delay (s)	0.0		20.0			
Approach LOS						
Intersection Summary						
Average Delay			11.1			
Intersection Capacity Utilization			71.6%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: US 101 SB On Ramp & Silver Lake Boulevard

12/22/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1248	490	243	1127	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1357	533	264	1225	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1889		2764	945
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1889		2764	945
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			16		100	100
cM capacity (veh/h)			313		2	263
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	904	985	264	612	612	
Volume Left	0	0	264	0	0	
Volume Right	0	533	0	0	0	
cSH	1700	1700	313	1700	1700	
Volume to Capacity	0.53	0.58	0.84	0.36	0.36	
Queue Length 95th (ft)	0	0	184	0	0	
Control Delay (s)	0.0	0.0	56.4	0.0	0.0	
Lane LOS			F			
Approach Delay (s)	0.0		10.0			
Approach LOS						
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			70.3%	ICU Level of Service	C	
Analysis Period (min)			15			



Nuri Cho <nuri.cho@lacity.org>

Re: 235 N. Hoover Street (Pinnacle Place Apartments) Project - Supplemental Analysis

Jason Hernandez <jason.hernandez@lacity.org>

Thu, May 18, 2017 at 3:43 PM

To: Wes Pringle <wes.pringle@lacity.org>

Cc: Chad Doi <chad.doi@lacity.org>, Richard Gibson <RGibson@gibsontrans.com>, Patrick Gibson <pgibson@gibsontrans.com>, Nuri Cho <nuri.cho@lacity.org>

Hi Wes,

Nuri Cho is the planner assigned to the project located at 235 N Hoover Street. I have cc'ed her in this email.

Thanks,

On Thu, May 18, 2017 at 3:10 PM, Wes Pringle <wes.pringle@lacity.org> wrote:

Jason,

On May 9, 2016, DOT issued a letter reviewing the traffic study for the Apartment Project located at 235 North Hoover Street. A supplemental analysis was submitted due to a modification of the project description. The original project consisted of 214 apartment units. The total number of units has increased to 221 apartments. The new project will generate a slight increase in the number of net trips in both peak hours. The difference does not change any of the results of the original study. DOT concurs with the findings of the supplemental analysis and all recommendations of DOT's May 9, 2017 letter shall remain in effect.

--
--

Wes Pringle. P.E.

Transportation Engineer
Metro Development Review

100 S. Main Street, 9th Floor

Los Angeles, CA 90012

Cell Phone: 213-718-0713

Los Angeles Department of Transportation

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Jason Hernández

Central Project Planning Division

City of Los Angeles | Department of City Planning

200 N Spring Street, Rm 621

Los Angeles, CA 90012

E: jason.hernandez@lacity.org | T: 213.978.1276



Nuri Cho <nuri.cho@lacity.org>

Re: 235 N Hoover Outstanding Planning Items

Wes Pringle <wes.pringle@lacity.org>

Mon, Sep 18, 2017 at 3:44 PM

To: Nuri Cho <nuri.cho@lacity.org>

Cc: Justin Fleming <justinf@laterradev.com>, Mindy Nguyen <mindy.nguyen@lacity.org>, Jane Choi <jane.choi@lacity.org>, Patrick Gibson <PGibson@gibsontrans.com>, Tina Choi <tchoi@tca.cc>

Hi Nuri,

I just wanted to clarify that in my email from May 18, 2017, the last sentence should be "...recommendations of DOT's May 9, **2016** letter..." and not *May 9, 2017*.

Thanks,

Wes

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[Quoted text hidden]

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APPENDIX H

Utility and Service System Analysis



TREE REPORT

PREPARED FOR

Pinnacle 360 Hoover, LLC
1880 Century Park East, Suite 600
Los Angeles, CA 90067

PROPERTY

235 N. Hoover St
Los Angeles, CA 90004

CONTACT

Justin Fleming, LaTerra Development, LLC
(310) 552-0065 x 310
JustinF@LaTerraDev.com

March 13, 2017

PREPARED BY

LISA SMITH, THE TREE RESOURCE
REGISTERED CONSULTING ARBORIST #464
ISA CERTIFIED ARBORIST #WE3782
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TREE REPORT

235 N. Hoover St
Los Angeles, CA 90004

SUMMARY

AT A GLANCE	
Site Address	235 N. Hoover Sr, Los Angeles, CA 90004
Location and/or Specific Plan	Wilshire
Project Description	Multi-Family Residential
Number of Non- Protected Trees 8" or greater on site	54
Number of Recommended Removals	54
Number of Protected Trees on Site	0

This Tree Report was prepared at the request of the property owner, Pinnacle 360 Hoover, LLC. The subject property was previously the site of Temple Community Hospital, which is now vacant.

The owner is preparing to redevelop this property with a new multi-family housing complex.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 177,404. **Protected Trees** are defined by this ordinance as Oaks (*Quercus* sp) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica* var. *californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater.

There are NO trees on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance. There are no protected native trees on the neighboring properties in close proximity.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8”) or greater. These trees will be identified as **Non-Protected Significant Trees**.

At this time, I observed fifty-four (54) **Non-Protected Significant Trees** on the property. All fifty-four (54) of these trees will be impacted by construction and are recommended for removal and mitigation to the satisfaction of the City of Los Angeles Department of City Planning.

ASSIGNMENT

The Assignment included a field observation and inventory of the trees on site. A Tree Location Plot Map is included in Appendix A. Photographs of the subject trees are included in Appendix B.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

This site is located on a hillside and is extensively graded and tiered to accommodate several parking lots and a multi-level hospital facility. The landscaping appears dilapidated and unmaintained.

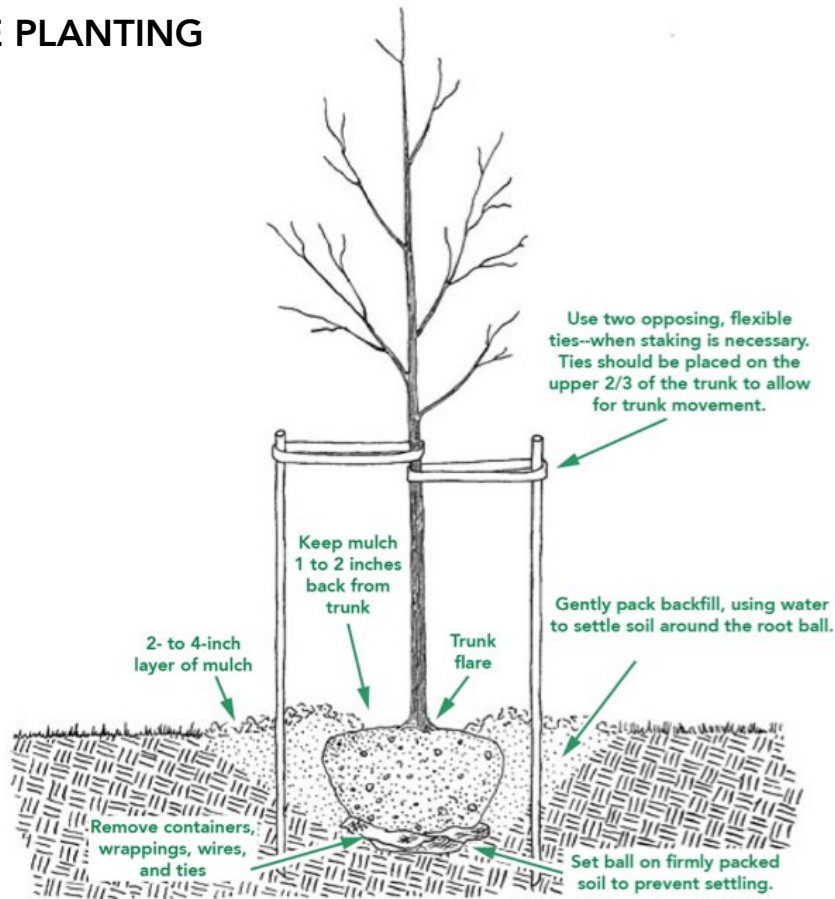
IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

The proposed construction includes demolishing the existing infrastructure and re-developing this site into a new housing complex. The project will include extensive soil work, re-developed ingress and egress, and major improvements to the landscaping. All trees on site will be significantly impacted and are recommended for removal and mitigation at a one-to-one (1:1) ratio, minimum 24” box size.

New tree planting guidelines are included below.

GENERAL RECOMMENDATIONS

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

1. Dig a shallow, broad planting hole. Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.

2. Identify the trunk flare. The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.

3. Remove tree container for containerized trees. Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.

4. Place the tree at the proper height. Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.

5. Straighten the tree in the hole. Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.

6. Fill the hole gently but firmly. Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.

7. Stake the tree, if necessary. If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.

8. Mulch the base of the tree. Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guidelines

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large- diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,

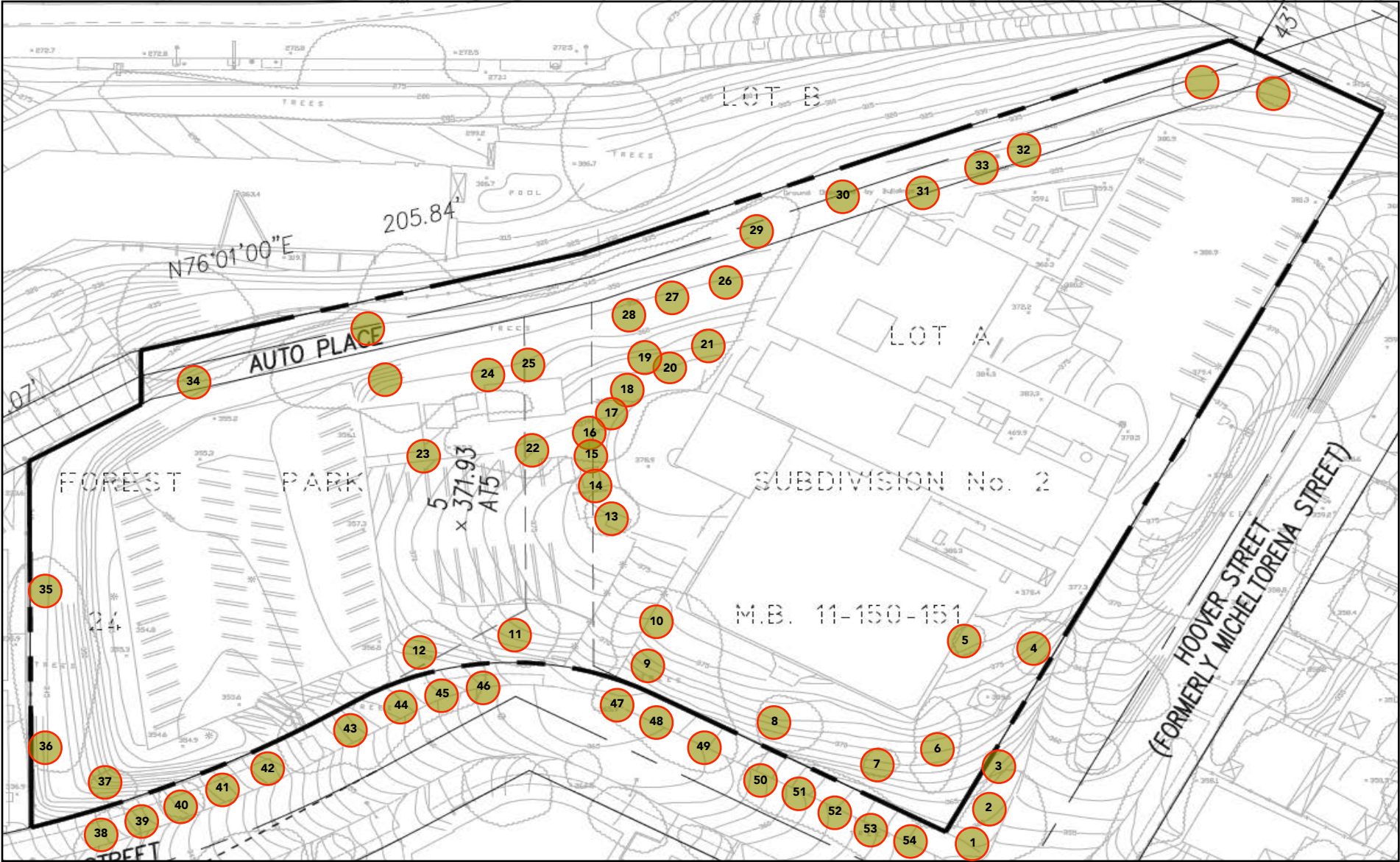


Lisa Smith

Registered Consulting Arborist #464
ISA Certified Arborist #WE3782
ISA Tree Risk Assessor Qualified
American Society of Consulting Arborists, Member



Appendix A: Tree Locations on Site Survey



PROJECT SUMMARY	
Site Address	235 N. Hoover, Los Angeles, CA
Trees on Site	54
Recommended Removals	54

KEY	
	Non-Protected Significant Tree
	Tree Recommended for Removal

SUMMARY OF REPLACEMENT
NON-SIGNIFICANT TREES, 8" DBH + REPLACED 1:1 TOTAL REPLACEMENT TREES: 54

THERE ARE NO TREES ON THIS PROPERTY CONSIDERED PROTECTED WITHIN THE CITY OF LOS ANGELES NATIVE TREE ORDINANCE.

APPENDIX B - PHOTOGRAPHS

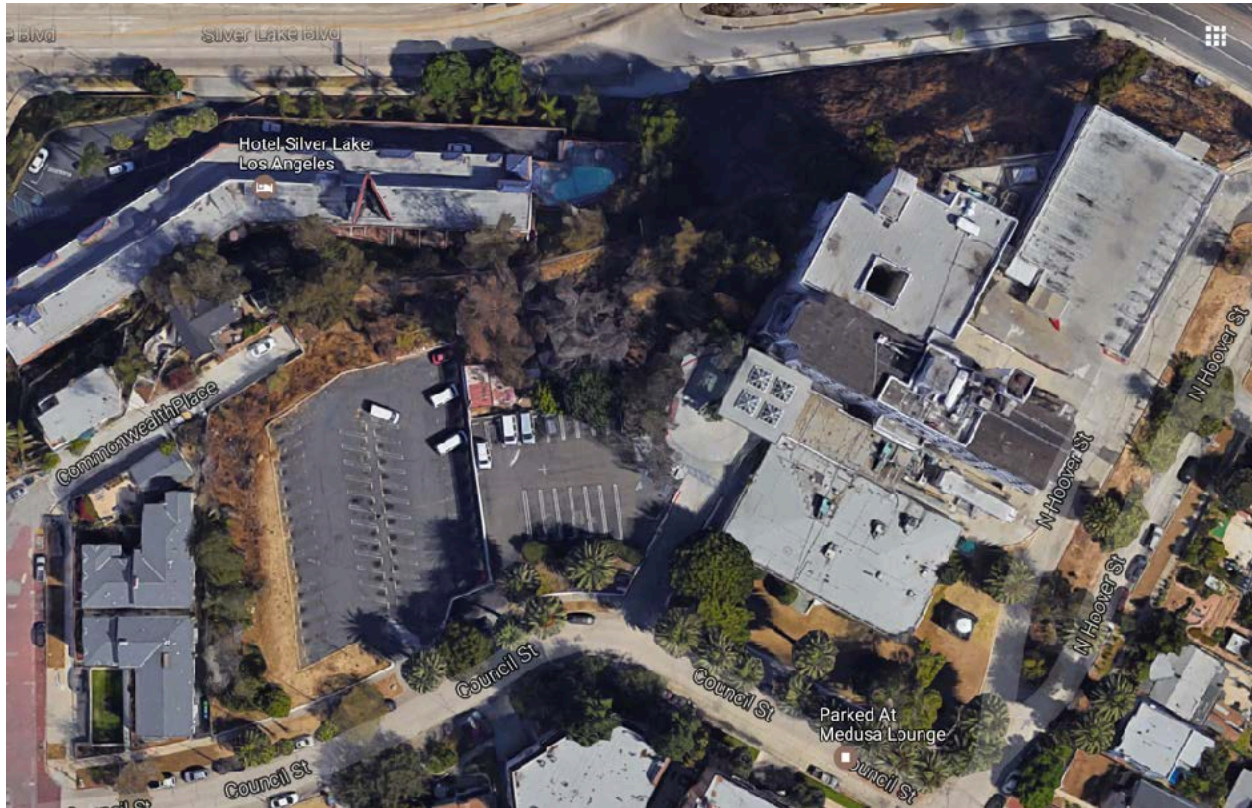


PHOTO. Shows an aerial of the subject property.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Location	Species	Status	DBH (")	Height (')	Spread (')	Condition	Retain or Remove
1	At Hoover and Council	Canary Island Palm <i>Phoenix canariensis</i>	Non-Protected	24+	40+	20	Fair	Remove
2	At Hoover and Council	Canary Island Palm <i>Phoenix canariensis</i>	Non-Protected	24+	40+	20	Fair	Remove
3	At Hoover and Council	Canary Island Palm <i>Phoenix canariensis</i>	Non-Protected	24+	40+	20	Fair	Remove
4	At Hoover and Council	Canary Island Palm <i>Phoenix canariensis</i>	Non-Protected	24	20	20	Fair	Remove
5	Front landscaping	Fern Pine <i>Afrocarpus gracilior</i>	Non-Protected	8	20	15	Fair	Remove
6	Front landscaping	Evergreen Ash <i>Fraxinus uhdei</i>	Non-Protected	22	40	18	DEAD	Remove
7	Front landscaping	Loquat <i>Eriobotrya japonica</i>	Non-Protected	8	20	20	Fair	Remove
8	Front landscaping	Canary Island Palm <i>Phoenix canariensis</i>	Non-Protected	24	55	20	Fair	Remove
9	Front driveway entrance	Indian Laurel Fig <i>Ficus microcarpa nitida</i>	Non-Protected	26	60	60	Fair	Remove
10	Front driveway entrance	Indian Laurel Fig <i>Ficus microcarpa nitida</i>	Non-Protected	26	60	60	Fair	Remove
11	Front driveway entrance	Canary Island Palm <i>Phoenix canariensis</i>	Non-Protected	24+	15	20	Fair	Remove
12	Front driveway entrance	Canary Island Palm <i>Phoenix canariensis</i>	Non-Protected	24+	25	20	Fair	Remove
13	Parking lot adjacent	Red Ironbark <i>Eucalyptus sideroxylon</i>	Non-Protected	12	40	20	Fair	Remove
14	Motorcourt adjacent	Red Ironbark <i>Eucalyptus sideroxylon</i>	Non-Protected	26	50	25	Fair	Remove
15	Motorcourt adjacent	Silk Oak <i>Grevillea robusta</i>	Non-Protected	26	70	25	Fair - Poor	Remove
16	Motorcourt adjacent	Silk Oak <i>Grevillea robusta</i>	Non-Protected	14	60	15	Fair - Poor	Remove
17	Motorcourt adjacent	Silk Oak <i>Grevillea robusta</i>	Non-Protected	14	60	15	Fair - Poor	Remove
18	Motorcourt adjacent	Silk Oak <i>Grevillea robusta</i>	Non-Protected	14	50	15	Fair - Poor	Remove
19	Motorcourt adjacent	Red Ironbark <i>Eucalyptus sideroxylon</i>	Non-Protected	8	40	10	Poor	Remove
20	Motorcourt adjacent	Red Ironbark <i>Eucalyptus sideroxylon</i>	Non-Protected	12	40	25	Poor	Remove
21	Motorcourt adjacent	Red Ironbark <i>Eucalyptus sideroxylon</i>	Non-Protected	12	40	25	Fair - Poor	Remove

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Location	Species	Status	DBH (")	Height (')	Spread (')	Condition	Retain or Remove
22	Lower parking lot	Carob Tree <i>Ceratonia siliqua</i>	Non-Protected	40+	40	30	Fair - Poor	Remove
23	Lower parking lot	Indian Laurel Fig <i>Ficus microcarpa nitida</i>	Non-Protected	14	30	20	Fair	Remove
24	Lower parking lot	Canary Island Palm cluster <i>Phoenix canariensis</i>	Non-Protected	24, 24	20	30	Fair	Remove
25	Back slope	Blue Gum <i>Eucalyptus globulus</i>	Non-Protected	12+	30	20	Poor	Remove
26	Back slope	Blue Gum <i>Eucalyptus globulus</i>	Non-Protected	12+	30	20	Poor	Remove
27	Back slope	Blue Gum <i>Eucalyptus globulus</i>	Non-Protected	12+	30	20	Poor	Remove
28	Back slope	Blue Gum <i>Eucalyptus globulus</i>	Non-Protected	12+	30	20	Poor	Remove
29	Back slope	Blue Gum <i>Eucalyptus globulus</i>	Non-Protected	12+	30	20	Poor	Remove
30	Back slope	Blue Gum <i>Eucalyptus globulus</i>	Non-Protected	12+	30	20	Poor	Remove
31	Back slope	Brazilian Pepper cluster <i>Schinus terebinthifolius</i>	Non-Protected	36+	30	30	Fair	Remove
32	Back slope	Blue Gum cluster <i>Eucalyptus globulus</i>	Non-Protected	24+	20	20	Fair	Remove
33	Back slope	Non-Protected deciduous tree	Non-Protected	24+	20	20	Fair	Remove
34	Below parking lot	Blue Gum <i>Eucalyptus globulus</i>	Non-Protected	36+	60	30	Fair	Remove
35	Below parking lot	Brazilian Pepper <i>Schinus terebinthifolius</i>	Non-Protected	14	20	20	Fair	Remove
36	Below parking lot	Fruiting Fig <i>Ficus carica</i>	Non-Protected	24" @ 1'	15	15	Fair	Remove
37	Below parking lot	Brazilian Pepper cluster <i>Schinus terebinthifolius</i>	Non-Protected	20" @ 1'	10	15	Fair	Remove
38	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24	15	10	Fair	Remove
39	Council St	Mexican Fan Palm <i>Washingtonia robusta</i>	Street Tree	16	65	8	Fair	Remove
40	Council St	Mexican Fan Palm <i>Washingtonia robusta</i>	Street Tree	16	65	8	Fair	Remove
41	Council St	Mexican Fan Palm <i>Washingtonia robusta</i>	Street Tree	16	75	8	Fair	Remove
42	Council St	Chinese Elm <i>Ulmus parvifolia</i>	Street Tree	14	25	25	Poor	Remove

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Location	Species	Status	DBH (")	Height (')	Spread (')	Condition	Retain or Remove
43	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	40	20	Fair	Remove
44	Council St	Weeping Fig <i>Ficus benjamina</i>	Street Tree	20" @ 1'	30	30	Fair	Remove
45	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	40	18	Fair	Remove
46	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	40	18	Fair	Remove
47	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	55	18	Fair	Remove
48	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	45	18	Fair	Remove
49	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	45	18	Fair	Remove
50	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	45	18	Fair	Remove
51	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	45	18	Fair	Remove
52	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	45	18	Fair	Remove
53	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	45	18	Fair	Remove
54	Council St	Canary Island Palm <i>Phoenix canariensis</i>	Street Tree	24+	45	18	Fair	Remove

October 6, 2014
141.454.00

Mr. Michael Asheghian
President
MJM Investment Company, LLC
Santa Monica, CA 90404

**Subject: Hoover Apartments – Utilities and Service Systems
235 N. Hoover Street, Los Angeles, CA 90004**

Dear Michael:

Pursuant to your request, we are pleased to present our preliminary analysis of the Wet Utilities Service Systems for your Hoover Apartments project at 235 N. Hoover, in Los Angeles, CA. This memo includes our preliminary review of the water demands, wastewater generation, and storm drain / water quality requirements for the project. This memo reviews the impacts to the existing Los Angeles Department of Water and Power (LADWP) domestic water, the City of Los Angeles sewer wastewater, and the City/County of Los Angeles storm drain facilities with respect to the proposed 212 unit apartment project. The following information will summarize the existing facilities, the proposed demand projections for the project, and any potential impacts to the existing infrastructure systems.

Project Description

The proposed Hoover Apartment project site is approximately 3.05 acres and is located at the northwest corner of Hoover Street and Council Street. The site is bounded by Hoover Street to the east, Council Street to the south, residential to the west, and Commonwealth Avenue and residential to the north. Silverlake Boulevard and Temple Street are to the north of the site and well below the site in elevation. The existing site elevations vary from approximately 380 to 335 along its access points on Hoover and Council. The lower elevations to the north vary from 325 to 340. The site will take access from the existing public Streets Hoover and Council. The site is currently zoned R4-1 with a General Plan Land Use designation of High Medium Residential.

The proposed project consists of approximately 212 multi-family apartment units constructed in five to six levels of residential on podium over two levels of subterranean parking garage. The subterranean garage levels will exit at grade based on the sloping nature of the existing grades for the site. The project includes an entry plaza with parking, a pool recreation center with a recreation building, landscaping and walkways. There will be significant use of retaining walls along the north boundary based on the existing site elevation constraints.

Sewer and Water Facilities

Existing Wastewater Infrastructure

Wastewater (sewer) collection and treatment within the City of Los Angeles is provided by the City of Los Angeles Public Works Bureau of Sanitation. Existing sewer facilities available to provide service to the project site include a 6 and 8 inch line in Hoover with slopes that vary from $s=0.0040$ to $s=0.1200$ and a 6 inch line in Council with a slope of $s=0.1128$. Both sewer pipes come together at the intersection of Hoover and Beverly Boulevard in an existing 8 inch sewer that flows south on Hoover. The existing wastewater generation at the project site consisted of a hospital facility with 148 patient rooms and offices. The existing facilities were sized and installed for the existing land use.

The existing sewer facilities that are available to provide service to the site include the following as shown on the attached exhibits at the end of this document:

- An existing 6 inch CIP sewer with a slope of $s=0.1056$ that provides the existing sewer lateral connection to the property off of Hoover Street. This 6 inch line flows south and connects to an existing 8 inch VCP sewer line that flows at a slope of $s=0.0040$ to the intersection of Hoover and Council.
- An existing 8-inch VCP sewer line continues to flow south on Hoover from the intersection of Council with a slope of $s=0.1200$.
- An existing 6 inch concrete sewer line that is located within Council Street and flows southwesterly at a slope of $s=0.1128$ where it joins and continues to flow south in a 6 inch VCP sewer line in Commonwealth Avenue.
- There are 3 existing wyes/ laterals that serve the property from the existing 6 and 8 inch line in Hoover.
- There are 5 existing wyes/ laterals that serve the property from the existing 6 inch line in Council.
- The Commonwealth and Hoover sewer lines re-connect at the intersection of Hoover and Beverly Boulevard and continue flowing south in Hoover in an existing 8 inch VCP sewer line.

Existing Domestic and Irrigation Water Infrastructure

The Los Angeles Department of Water and Power (LADWP) provides potable (domestic) water services to this property. Reclaimed water is currently not available to this site. Existing domestic facilities available to provide service to the project site include a 6 water line in Council and an 8 inch line in Hoover that reduces to a 4 inch line at the north end of Hoover. The existing water demands at the project site consisted of a hospital facility with 148 patient rooms and offices. The existing facilities were sized and installed for the existing High Medium Residential land use and include a 4 inch water service / meter from the 6 inch line in Council.

The existing domestic water facilities that are available to provide service to the site include as shown on the attached exhibits at the end of this document.

- An existing 6 inch C.I. water pipe in Council
- An existing 8 inch A.C. pipe in Hoover
- An existing 4 inch C.I. pipe in Hoover.
- There is an existing 4 inch water service / meter that serves the property from Council.

- There are existing fire hydrants at the southeast corner of Council and Commonwealth, and the southwest corner of Hoover and Council.
- Per discussion with LADWP on 10-6-14, the site is currently noted with a high static water pressure of 58 PSI and a low static water pressure of 43 PSI.
- Per a City of Los Angeles Fire Service Pressure Flow Report that was completed for this property on 7-31-2000, the maximum residual fire flow that was available for this site was 600 GPM at 25 PSI.

Sewer and Water Impact Analysis

As discussed above, there are existing water (potable) and wastewater infrastructure in the immediate vicinity of the project site that would serve proposed land uses that are allowed. Because these lines were sized assuming development of the site with High Medium Residential development per the General Plan, the proposed land use is consistent with this and will be compatible with the existing infrastructure. It will be necessary to determine if there is sufficient capacity to accommodate the proposed residential land use, or if new or upgraded utilities need to be constructed.

We have estimated the domestic and reclaimed water demand, and wastewater generation for the proposed project based on the City of Los Angeles Department of Public Works, Bureau of Sanitation Generation Rate Tables and / or an estimated rate based on the closest land use. These are very conservative water demand and waste generation factors per their information.

Per the demand tables below, the following will summarize the water and sewer demands for the existing site and proposed project land uses.

- Existing Domestic Water Demand: 25,900 Gal/Day or 17.99 GPM (gallons per minute) or 0.0401 CFS (cubic feet per second).
- Proposed Domestic Water Demand: 47,795 Gal/Day or 33.19 GPM (gallons per minute) or 0.0739 CFS (cubic feet per second).
- Existing Sanitary Sewer Generation: 20,660 Gal/Day or 14.35 GPM (gallons per minute) or 0.0329 CFS (cubic feet per second).
- Proposed Sanitary Sewer Generation: 38,340 Gal/Day or 26.63 GPM (gallons per minute) or 0.0593 CFS (cubic feet per second).

Please note that Fire Flow for the project places the largest domestic water demand on the existing water infrastructure. Based upon the largest building area for the project of 195,100 SF at Building B, the required fire flow for the project could be as high as 4,000 GPM for a fully sprinklered building as noted per the CFC depending on the type of building construction. This could be significantly reduced by the use of firewall separations within each building. As noted by the LADWP, the available static domestic water pressure will be in the 43 to 58 PSI Range and individual fire hydrants are providing only 600 GPM based on past fire flow tests. Due to the relatively low water pressures and the low fire flow results at the existing hydrants, the proposed project will need to mitigate any deficiencies, and may include pumps and/or water storage facilities.

EXISTING AND PROPOSED DOMESTIC WATER DEMAND COMPARISON

LAND USE	UNITS/SIZE	WATER USE FACTOR	WATER USE (GPD)	WATER USE (GPM)
EXISTING HOSPITAL				
PATIENT ROOMS	148 ROOMS	150 GPD/UNIT	22,200 GPD	15.42 GPM
ADMIN OFFICES	50 OFFICES / 10,000 SF	0.19 GPD/SF	1,900 GPD	1.32 GPM
LANDSCAPING	20,000 SF	0.09 GPD/SF	1,800 GPD	1.25 GPM
TOTAL			25,900 GPD	17.99 GPM
PROPOSED APARTMENTS				
STUDIO APARTMENT	55 UNITS	125 GPD/UNIT	6,875 GPD	4.77 GPM
1 BEDROOM APARTMENT	55 UNITS	190 GPD/UNIT	10,450 GPD	7.26 GPM
1 BEDROOM +LOFT	30 UNITS	250 GPD/UNIT	7,500 GPD	5.21 GPM
2 BEDROOM	44 UNITS	250 GPD/UNIT	11,000 GPD	7.64 GPM
2 BEDROOM +DEN	28 UNITS	300 GPD/UNIT	8,400 GPD	5.83 GPM
REC / LEASING	6,000 SF	0.19 GPD/SF	1,140 GPD	0.79 GPM
LANDSCAPING	27,000 SF	0.09 GPD/SF	2,430 GPD	1.69 GPM
TOTAL			47,795 GPD	33.19 GPM

EXISTING AND PROPOSED SANITARY SEWER DEMAND COMPARISON

LAND USE	UNITS/SIZE	WATER USE FACTOR	WATER USE (GPD)	WATER USE (GPM)
EXISTING HOSPITAL				
PATIENT ROOMS	148 ROOMS	120 GPD/UNIT	17,760 GPD	12.33 GPM
ADMIN OFFICES	50 OFFICES / 10,000 SF	0.15 GPD/SF	1,500 GPD	1.04 GPM
LANDSCAPING	20,000 SF	0.07 GPD/SF	1,400 GPD	0.97 GPM
TOTAL			20,660 GPD	14.35 GPM
2.2 PEAKING FACTOR TOTAL			45,452 GPD	31.57 GPM
PROPOSED APARTMENTS				
STUDIO APARTMENT	55 UNITS	100 GPD/UNIT	5,500 GPD	3.82 GPM
1 BEDROOM APARTMENT	55 UNITS	150 GPD/UNIT	8,250 GPD	5.73 GPM
1 BEDROOM +LOFT	30 UNITS	200 GPD/UNIT	6,000 GPD	4.17 GPM
2 BEDROOM	44 UNITS	200 GPD/UNIT	8,800 GPD	6.11 GPM
2 BEDROOM +DEN	28 UNITS	250 GPD/UNIT	7,000 GPD	4.86 GPM
REC / LEASING	6,000 SF	0.15 GPD/SF	900 GPD	0.63 GPM
LANDSCAPING	27,000 SF	0.07 GPD/SF	1,890 GPD	1.31 GPM
TOTAL			38,340 GPD	26.63 GPM
2.2 PEAKING FACTOR TOTAL			84,348 GPD	58.58 GPM

Existing Sewer Pipe Capacity

We have analyzed the following in conjunction with the proposed project:

1. Sewer Pipe Capacity for an 6 and 8 inch pipe at a slope $s=0.0100$
2. Sewer Pipe Velocities for an 6 and 8 inch pipe at a slope $s=0.0100$
3. Peak flow demands for the project based on the 212 proposed units

$$Q=1.49/n AR_N^{2/3} s^{1/2}$$

- s = pipe slope
- A = area of flow (calculated at 50% full)
- $R_N = A/p$ (based on depth of flow)
- p = wet perimeter of pipe
- n = friction coefficient

8 inch pipe:

- $s=0.1000$ (average existing)
- $n = 0.014$
- p (50% full) = $3.14d(.5) = 3.14(.667)(.5) = 1.0472$
- A (50% full) = $(.5)(3.14)r^2 = (.5)(3.14)(.333)^2 = 0.1741$
- $R_N = A/p = 0.1741/1.0472 = 0.1663$
- $Q = 1.49/0.014(0.1741)(0.1663)^{2/3}(0.10)^{1/2}$
- **$Q = 1.774 \text{ CFS} = 796.23 \text{ GPM}$**

6 inch pipe:

- $s=0.1000$ (average existing)
- $n = 0.014$
- p (50% full) = $3.14d(.5) = 3.14(.5)(.5) = 0.7850$
- A (50% full) = $(.5)(3.14)r^2 = (.5)(3.14)(.25)^2 = 0.0981$
- $R_N = A/p = 0.0981/0.7850 = 0.1250$
- $Q = 1.49/0.014(0.0981)(0.1250)^{2/3}(0.10)^{1/2}$
- **$Q = 0.8263 \text{ CFS} = 370.87 \text{ GPM}$**

Existing Sewer Pipe Velocities

Please see the attached pipe velocity calculations and results as follows:

- 8 inch pipe at $s=0.10 = 4.8 \text{ fps}$
- 6 inch pipe at $s=0.10 = 5.0 \text{ fps}$

The 6 and 8 inch pipe at $s=0.10$ does meet the city minimum velocity of 3 fps.

Proposed Project Maximum Sewer Generation Flows

- Proposed Residential Design Flows = 26.63 GPM
- Peak Factor: 2.2
- Proposed Peak Flow Residential Design Flows = 58.58 GPM

A 6 and 8 inch pipe at $s=0.1000$ as calculated above both have capacity to handle the maximum peak flow demand of 58.58 GPM.

Proposed Domestic and Fire Water Facilities

As noted above, there is an average 33.19 GPM requirement for the domestic water demands for this project. Based on this requirement and the configuration of the proposed apartment project, it is anticipated that the project would use 2 – 3” or 4” water meters for providing domestic water service. Based on the lower pressures that exist in the public water system, it is anticipated that booster pumps will be required to provide adequate domestic service to the upper levels of the proposed buildings. If compatible with the proposed site plan, the existing 4” water meter on Council could remain, or 2 new meters could be installed. We would anticipate 1 meter on Council and 1 meter on Hoover.

Depending on the final building construction type and the breakdown of fire zones within the largest building, a 3,000 GPM to 4,000 GPM fire flow will be required to provide adequate fire service to this project. Based on the existing information noted above, a 600 GPM fire flow at 25 PSI is the maximum available fire flow at an existing fire hydrant for this site. It is anticipated that additional fire hydrants could be installed based on the final site plan, and it is also anticipated that booster pumps will be required to provide adequate fire flow for the proposed fire sprinkler system for the upper levels of this project. It will need to be determined once the fire sprinkler design is completed if a reservoir tank needs to be included as part of the booster pump system for this project. It is assumed that this project would have 1 to 2 fire service connections to the mainline with the installation of a double detector check system, private fire lines, and fire department connections for the site.

Proposed Sanitary Sewer Facilities

As noted above, there is a peak flow sewer generation of 58.58 GPM for the overall project. Based on the analysis above, the existing sewer infrastructure in the public streets should have capacity for this proposed project. Although a single 6 or 8 inch sewer would have capacity at the steep slopes of the existing mainlines, it is anticipated based on the site layout that multiple sewer lateral connections could be made to the existing mainlines in Council and Hoover. Depending on the final design grades for the buildings and the subterranean portions of the garages, a sewer pump may be required to force any portions of the project that are lower than the gravity sewers to a gravity sewer discharge location. It is anticipated that a sewer pump would only be required to pump from the lower garages to the gravity sewers coming from the upper levels of the building that discharge by gravity flow to the existing sewer mainlines.

Sewer and Water Conclusions

Based on the above analysis and the estimated domestic water demands and wastewater generation for the proposed 212 unit apartment project, it can be concluded that this project is feasible with the existing sewer and water infrastructure that exists within the public streets surrounding this project. Although the existing and proposed land uses are similar in nature, the proposed apartment project will result in an approximate 185% increase in demands on the existing infrastructure, but the existing infrastructure is currently designed to accommodate those increases and has the capacity for this project. The proposed infrastructure for this project will be localized in nature and will include new water meters, backflow preventers, new fire hydrants, fire services, double detector checks, fire department connections, and sewer laterals / cleanouts. It is anticipated that the project will require the installation of domestic water and fire service booster pumps within the project in order to provide adequate flows to the upper levels of the project based on the existing low water pressures and flows for this area.

Standard Urban Stormwater Mitigation Plan (SUSMP) Requirements

As a housing development of 10 or more units, water quality management for the proposed development will need to comply with the City of Los Angeles SUSMP program, including the City's Stormwater Low Impact Development Ordinance. The project will propose Best Management Practices (BMPs) to comply with water quality requirements.

BMPs proposed for the project must be designed to manage and capture stormwater runoff. The City prioritizes BMPs in the order below.

1. Infiltration Systems
2. Stormwater Capture and Use
3. High Efficiency Biofiltration/Bioretenention Systems
4. Combination of Any of the Above

Additionally, all runoff from the water quality design storm event that has been treated through an onsite high removal efficiency biofiltration system shall be credited as equivalent to 100% infiltration regardless of the runoff leaving the site from the treatment system.

The proposed development will incorporate Best Management Practices to meet water quality requirements with the use of infiltration systems, if it is determined to be geotechnically feasible. If the site cannot provide direct infiltration due to geotechnical infeasibility, the project will propose onsite Biofiltration/Bioretenention Systems, in order to meet water quality requirements. Stormwater capture and reuse, such as cisterns, may still be considered if necessary.

Infiltration Systems

If geotechnically feasible, the development will propose several of one type, or several of a combination of the below infiltration systems to capture and infiltrate the design capture volume.

1. Drywell
2. Infiltration Trench
3. Bioretention – Rain Garden or Similar
4. Permeable Pavements
5. Other – Infiltration Basin, Infiltration Galleries, Etc.

Drainage areas that contribute high amounts of sediment, which could cause clogging to the infiltration system, will also require pretreatment, which may include media filters, vegetated swales, filter strips, hydrodynamic separators, or sediments basins.

High Efficiency Biofiltration/Bioretention Systems

If direct infiltration is deemed infeasible from a geotechnical standpoint, the below High Efficiency Biofiltration/Bioretention systems will be considered for the development, to meet water quality requirements.

1. Bioretention with Underdrain – Rain Garden or Similar, with an underdrain to outlet treated stormwater. Amended soil required.
2. Planter Boxes with Underdrain – Amended soil required.
3. Vegetated Swales
4. Other – Systems which include a biological component (ie. Amended soil), and an underdrain system, that meets City requirements may be considered is applicable.

Storm Drain and Drainage Requirements

Flood Zone

The site is located in Flood Zone X per FEMA FIRM Map No. 06037C1610F, dated September 26, 2008, and is not within a Special Flood Hazard Area subject to inundation by the 1% annual chance flood, and will not require any mitigation to remove itself from the flood zone.

Existing Drainage and Infrastructure

Existing drainage patterns for the site primarily outlet easterly into Hoover Street, and southerly into Council Street, with the existing northerly slope draining north to the existing catch basin in Silver Lake Blvd. There is no storm drain infrastructure provided to the site, and current conditions are conveyed by streets and surface drains storm flows to existing catch basins as shown in Exhibit A.

Site topography and information collected from the City's online database NavigateLA indicate a high point in Hoover Street, and Council Street, dividing stormwater flows, as shown in Exhibit B.

Proposed Drainage and Infrastructure

Developed condition drainage patterns will consider existing topography, and maintain existing condition drainage patterns to the maximum extent practicable. Similar to the existing condition drainage patterns, the proposed development will outlet storm flows into Hoover Street and Council Street. Storm drain infrastructure onsite will consist of PVC storm drain, RCP storm drain (if needed), catch basins, and area drains to collect storm flows and convey it into Hoover Street and

Council Street, with parkway drains out letting flows through the curb. The slope along the northerly edge of the property will be maintained similar to the existing condition, and will drain towards Silver Lake Blvd, following its existing condition patterns.

The developed condition will have similar site perviousness, and therefore, should have a negligible impact and increase to the storm water flows entering Hoover Street and Council Street. It is not anticipated that the site will require offsite storm drain infrastructure beyond parkway drains through the curb. Furthermore, should hydrology analysis conducted during site engineering and design indicate any significant increase in storm water flows exiting the site, onsite detention systems, such as basins or pipe storage systems, can and will be considered to mitigate stormwater flow increases, before flows exit the site.

Thank you for taking the time to review this memo and our preliminary analysis of the existing and proposed Utility Service Systems for the Hoover Apartments. Please call with any comments or questions regarding this information. Please see the attached exhibits for reference.

Respectfully submitted,
Urban Resource Corporation

Jay Ruby
President

Velocity Analysis
 Hoover Development
 Existing 6" Sewer

>>>PIPEFLOW HYDRAULIC INPUT INFORMATION<<<

PIPE DIAMETER(FEET) = 0.500
 PIPE SLOPE(FEET/FEET) = 0.1000
 PIPEFLOW(CFS) = 0.13
 MANNINGS FRICTION FACTOR = 0.014000

CRITICAL-DEPTH FLOW INFORMATION:

CRITICAL DEPTH(FEET) = 0.18
 CRITICAL FLOW AREA(SQUARE FEET) = 0.063
 CRITICAL FLOW TOP-WIDTH(FEET) = 0.479
 CRITICAL FLOW PRESSURE + MOMENTUM(POUNDS) = 0.81
 CRITICAL FLOW VELOCITY(FEET/SEC.) = 2.059
 CRITICAL FLOW VELOCITY HEAD(FEET) = 0.07
 CRITICAL FLOW HYDRAULIC DEPTH(FEET) = 0.13
 CRITICAL FLOW SPECIFIC ENERGY(FEET) = 0.24

NORMAL-DEPTH FLOW INFORMATION:

NORMAL DEPTH(FEET) = 0.09
 FLOW AREA(SQUARE FEET) = 0.03
 FLOW TOP-WIDTH(FEET) = 0.392
 FLOW PRESSURE + MOMENTUM(POUNDS) = 1.33
 FLOW VELOCITY(FEET/SEC.) = 5.006
 FLOW VELOCITY HEAD(FEET) = 0.389
 HYDRAULIC DEPTH(FEET) = 0.07
 FROUDE NUMBER = 3.428
 SPECIFIC ENERGY(FEET) = 0.48

Velocity Analysis
Hoover Development
Existing 8" Sewer

>>>PIPEFLOW HYDRAULIC INPUT INFORMATION<<<<

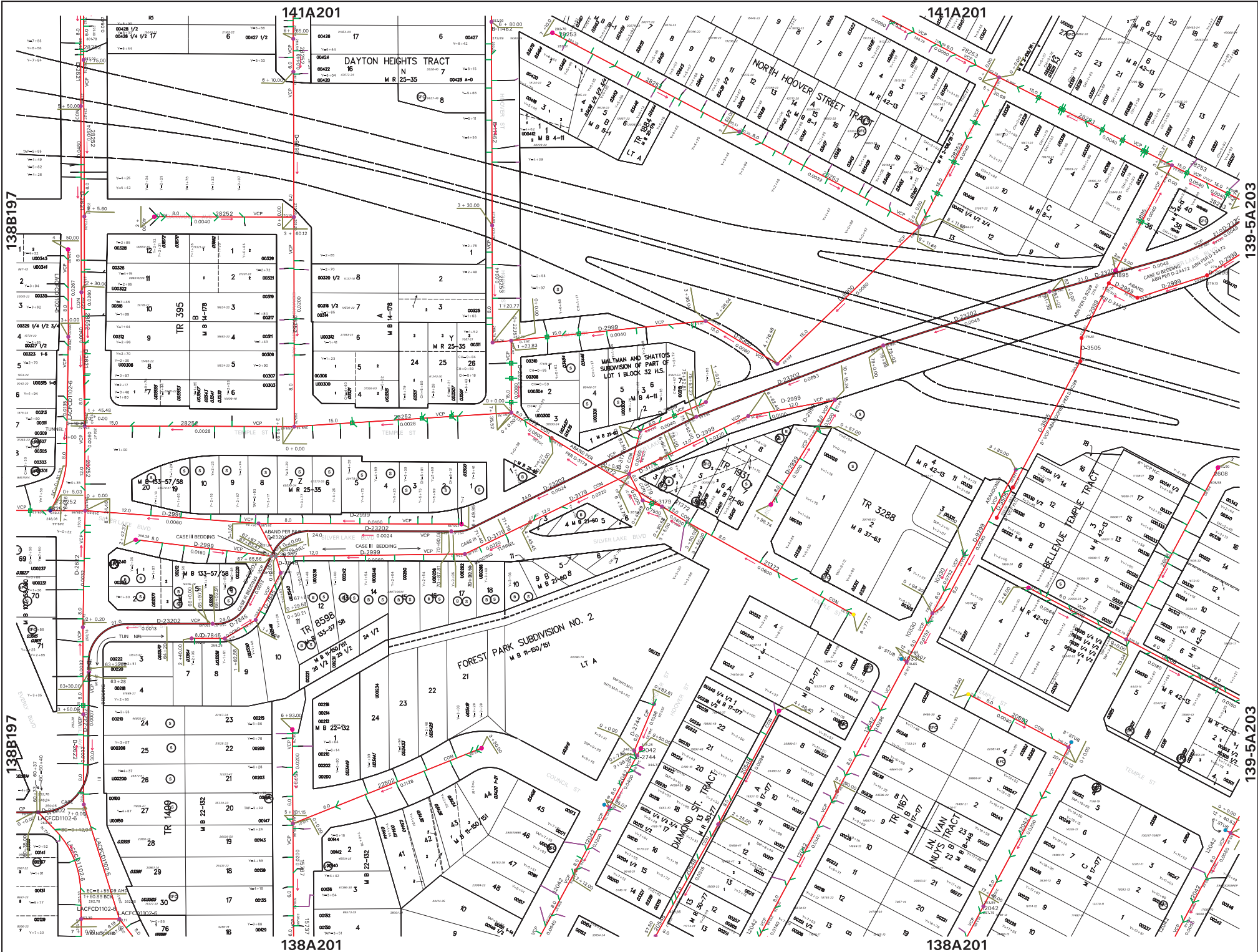
PIPE DIAMETER(FEET) = 0.670
PIPE SLOPE(FEET/FEET) = 0.1000
PIPEFLOW(CFS) = 0.13
MANNINGS FRICTION FACTOR = 0.014000
=====

CRITICAL-DEPTH FLOW INFORMATION:

CRITICAL DEPTH(FEET) = 0.16
CRITICAL FLOW AREA(SQUARE FEET) = 0.067
CRITICAL FLOW TOP-WIDTH(FEET) = 0.577
CRITICAL FLOW PRESSURE + MOMENTUM(POUNDS) = 0.77
CRITICAL FLOW VELOCITY(FEET/SEC.) = 1.936
CRITICAL FLOW VELOCITY HEAD(FEET) = 0.06
CRITICAL FLOW HYDRAULIC DEPTH(FEET) = 0.12
CRITICAL FLOW SPECIFIC ENERGY(FEET) = 0.22
=====

NORMAL-DEPTH FLOW INFORMATION:

NORMAL DEPTH(FEET) = 0.09
FLOW AREA(SQUARE FEET) = 0.03
FLOW TOP-WIDTH(FEET) = 0.451
FLOW PRESSURE + MOMENTUM(POUNDS) = 1.28
FLOW VELOCITY(FEET/SEC.) = 4.825
FLOW VELOCITY HEAD(FEET) = 0.362
HYDRAULIC DEPTH(FEET) = 0.06
FROUDE NUMBER = 3.478
SPECIFIC ENERGY(FEET) = 0.45
=====



Notes:

ENGINEERING

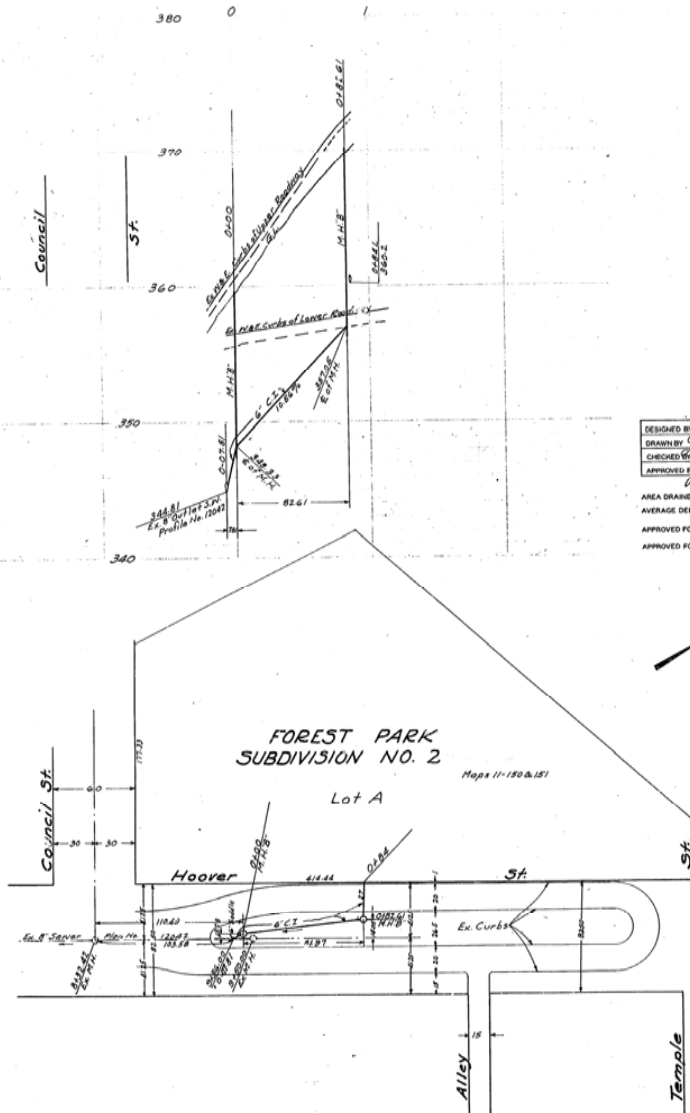
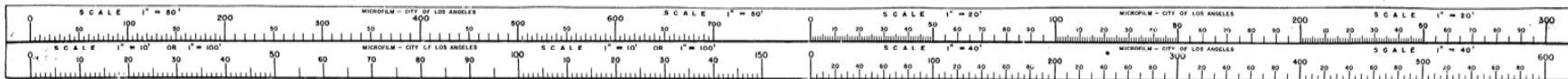
CENTRAL DISTRICT SEWER WYE MAP



Plotted by: 45388
Date: March 02, 2007
Check by:
Revised:

139-5A201





DESIGNED BY J.W. France
 DRAWN BY J.W. France
 CHECKED BY C.H. Jones
 APPROVED BY J.W. France

AREA DRAINED 1.5 ACRES
 AVERAGE DEPTH OF STRUCTURES 12.3 FEET
 APPROVED FOR SUBSTRUCTURES J.W. France
 APPROVED FOR RESURFACING J.W. France

PLAN
 Scale 1"=40'

PLAN AND PROFILE OF SEWER IN

HOOVER STREET BETWEEN A POINT 200.00 FEET NORTH OF COUNCIL STREET AND A POINT 115.00 FEET NORTH OF COUNCIL STREET.

CITY OF LOS ANGELES
 J.J. JESSUP CITY ENGINEER

REFERENCES
 STREET PROFILE 20761
 FIELD BOOKS 3033, 3441

DATUM NOTE
 U.S.C.S. DATUM EFFECTIVE JULY 1, 1928, ORDINANCE NO. 5222.
 DEDUCT 5.775 FEET TO ADJUST TO DATUM PLANE IN USE PRIOR TO SAID DATE.

NOTICE TO CONTRACTORS

- SEWER TO BE CONSTRUCTED OF CAST IRON PIPE.
- SUBMIT ALL BIDS TO J.L. KROEGER, 5257 50. FIGUEROA ST., LOS ANGELES, CALIF.
- THE UPPER STEP IN ALL STRUCTURES SHALL BE NOT MORE THAN 6 INCHES BELOW THE BOTTOM OF FRAME OF MANHOLE COVER AND SHALL PROJECT NOT MORE THAN 3 INCHES INSIDE THE MANHOLE.
- NO RESURFACING REQUIRED.
- FOR ADDITIONAL INFORMATION SEE NOTES ON PLAN B-1271 (PARAGRAPH 9 OF GENERAL PROVISIONS EXCEPTED).

SUMMARY

- 90.42 LINEAL FEET OF 6" CAST IRON PIPE SEWER INCLUDING 1-6" SADDLE AND 1-6" BEND.
 27.00 LINEAL FEET OF 6" CAST IRON HOUSE CONNECTION SEWER.
 117.42 LINEAL FEET TOTAL LENGTH OF SEWER.
- 2 STANDARD M.H.B. PLAN 27935.
 2 STANDARD M.H.F. & C. SETS PLAN D-1277.

SEWER COMPLETED
 DEC 14 1930

PB 2073

ENGINEER	SIGNATURE	DATE
OPENING AND WIDENING	UNAFFECTED	
STREET DESIGN	"	
STORM DRAIN DESIGN	"	
BRIDGE DESIGN	"	
STREET LIGHTING	"	
WATER DEPARTMENT	"	
RIGHT OF WAY AND LAND	"	

D-2744

CERTIFICATE

I hereby certify that this is a true and accurate copy of the official city record described there, made in accordance with Section 336 of the Charter of the City of Los Angeles and Section 3606.2 of the Government Code.
 Date 3-24-30
 Rex E. Little, City Clerk
 By J.W. France, City Engineer

VENDOME STREET

DILLON STREET

THIRD STREET

HOOVER STREET
between FIRST Street and MICHELTON

FIRST

25 May 2010

2

25

—

1900

100

1964

100

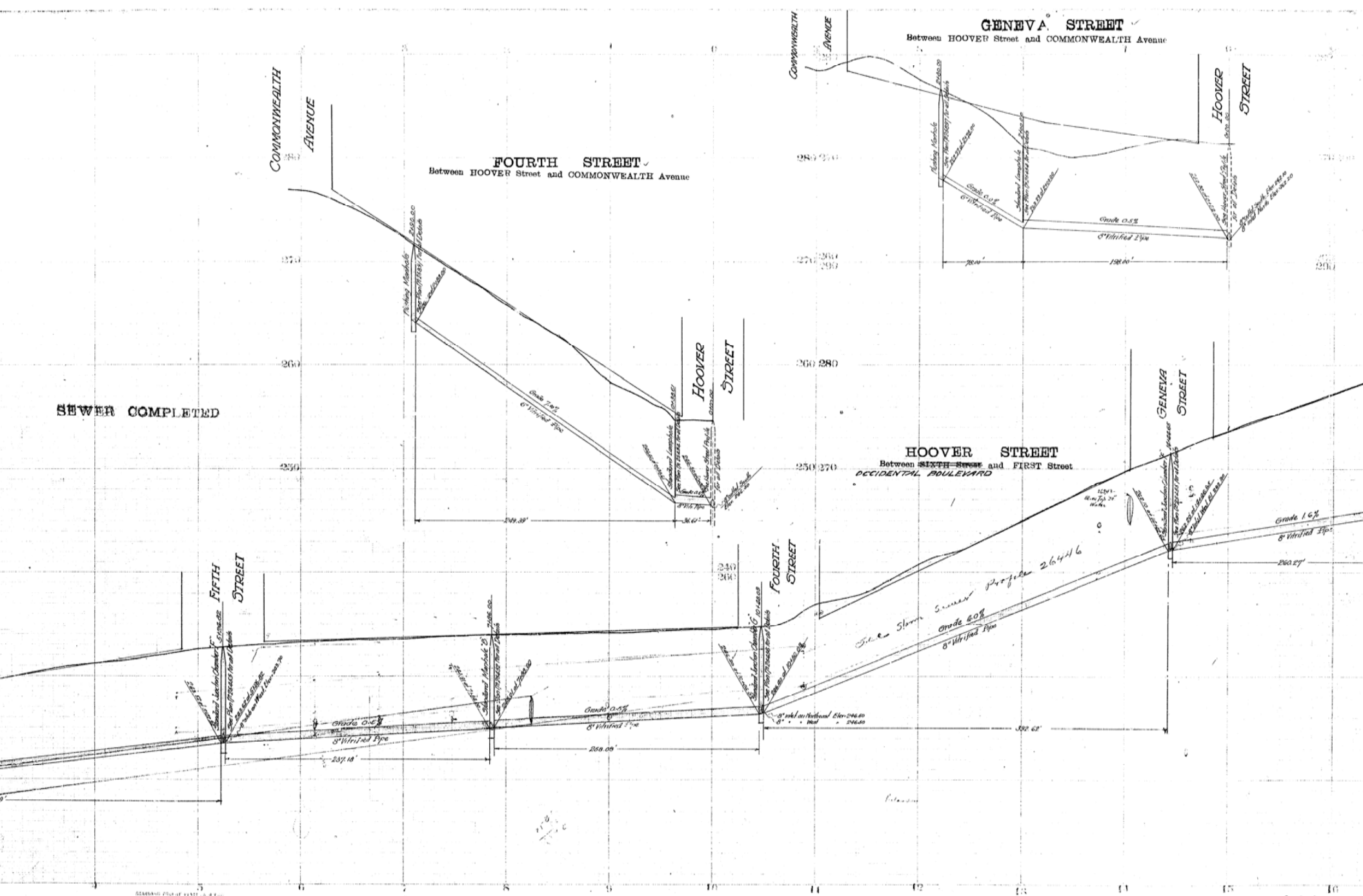
8th Flt. Pipe

10.1186/1475-2875-4-11

1

10

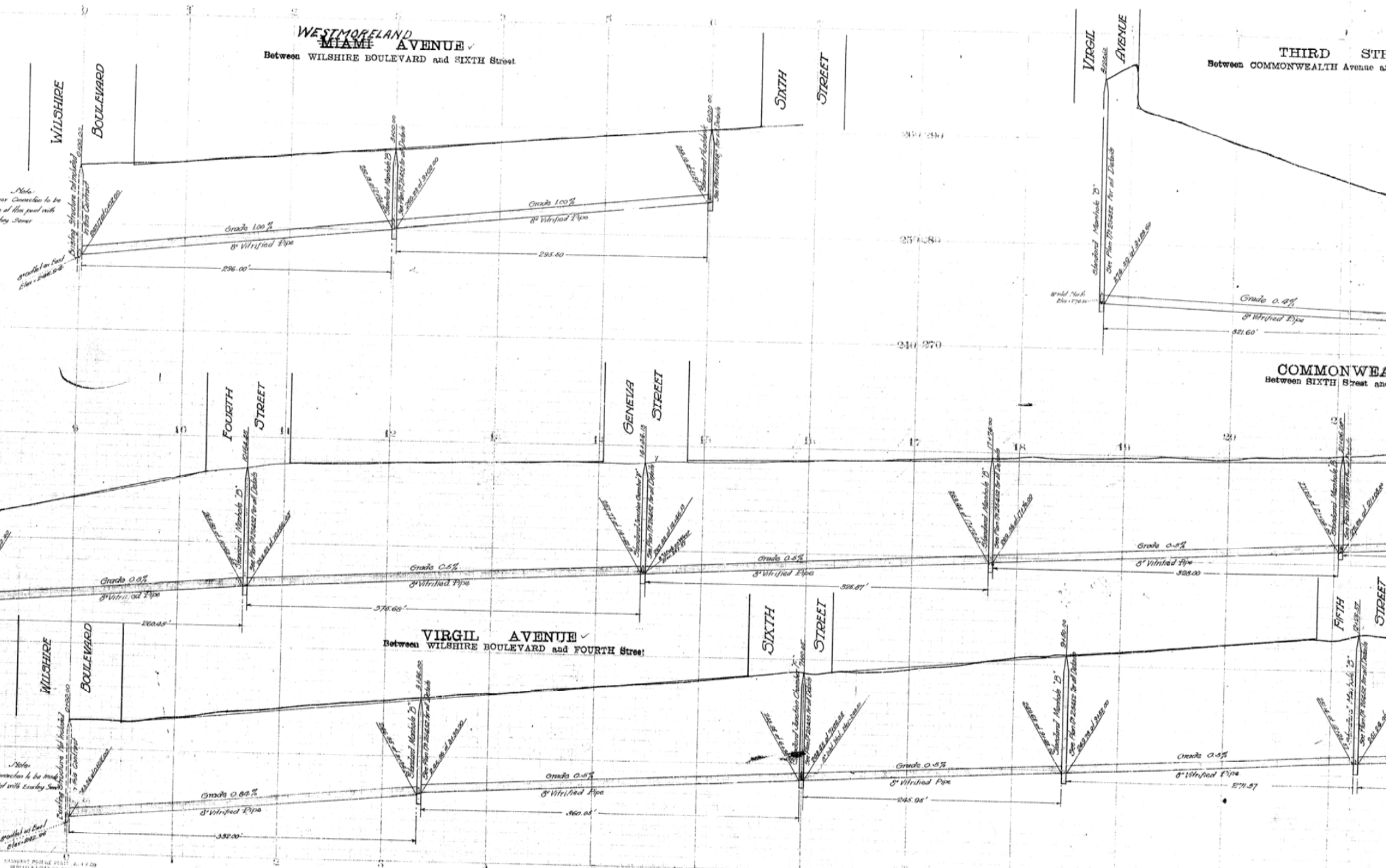
12042



SEWER COMPLETED

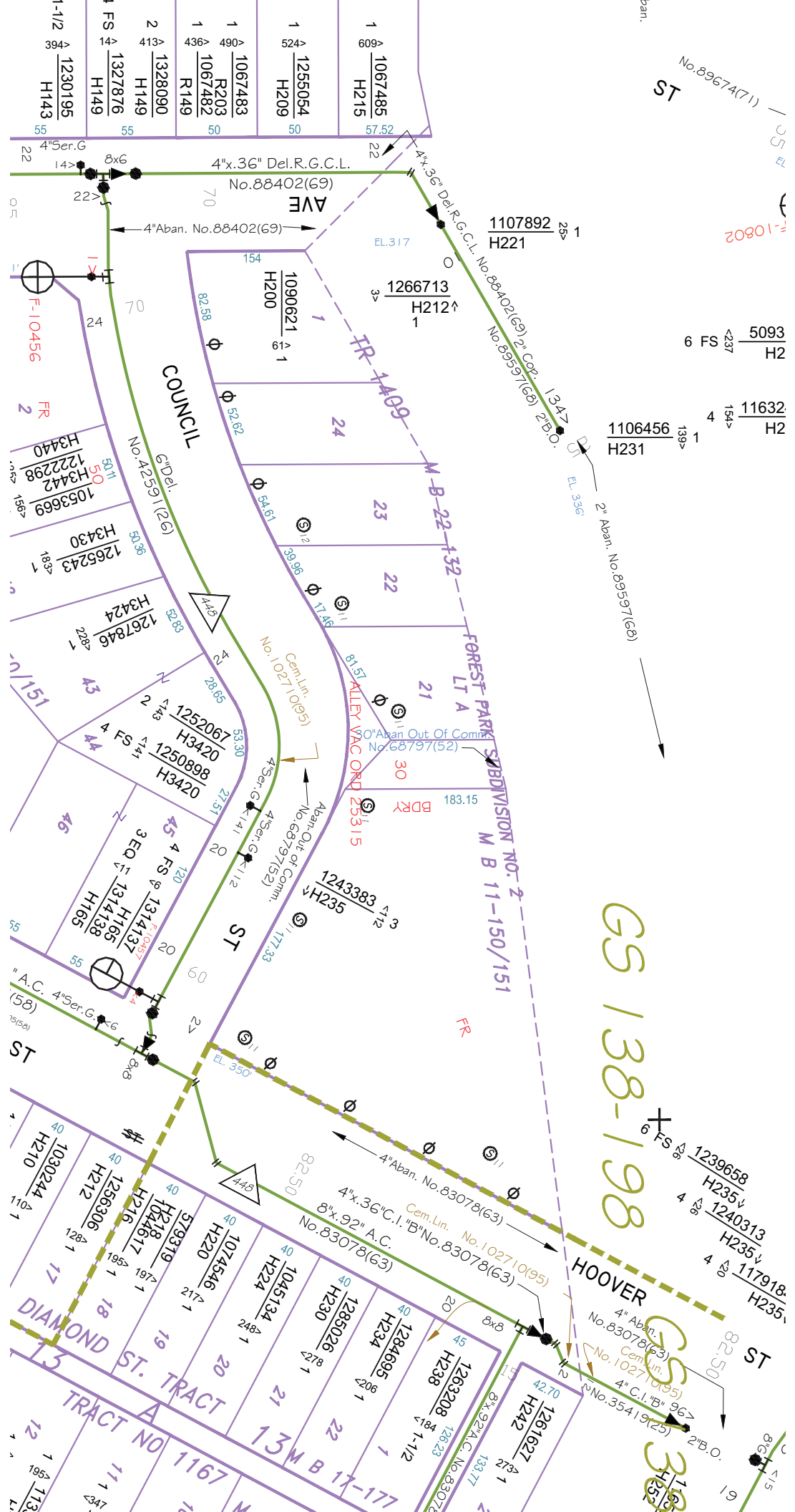
-12042

12042



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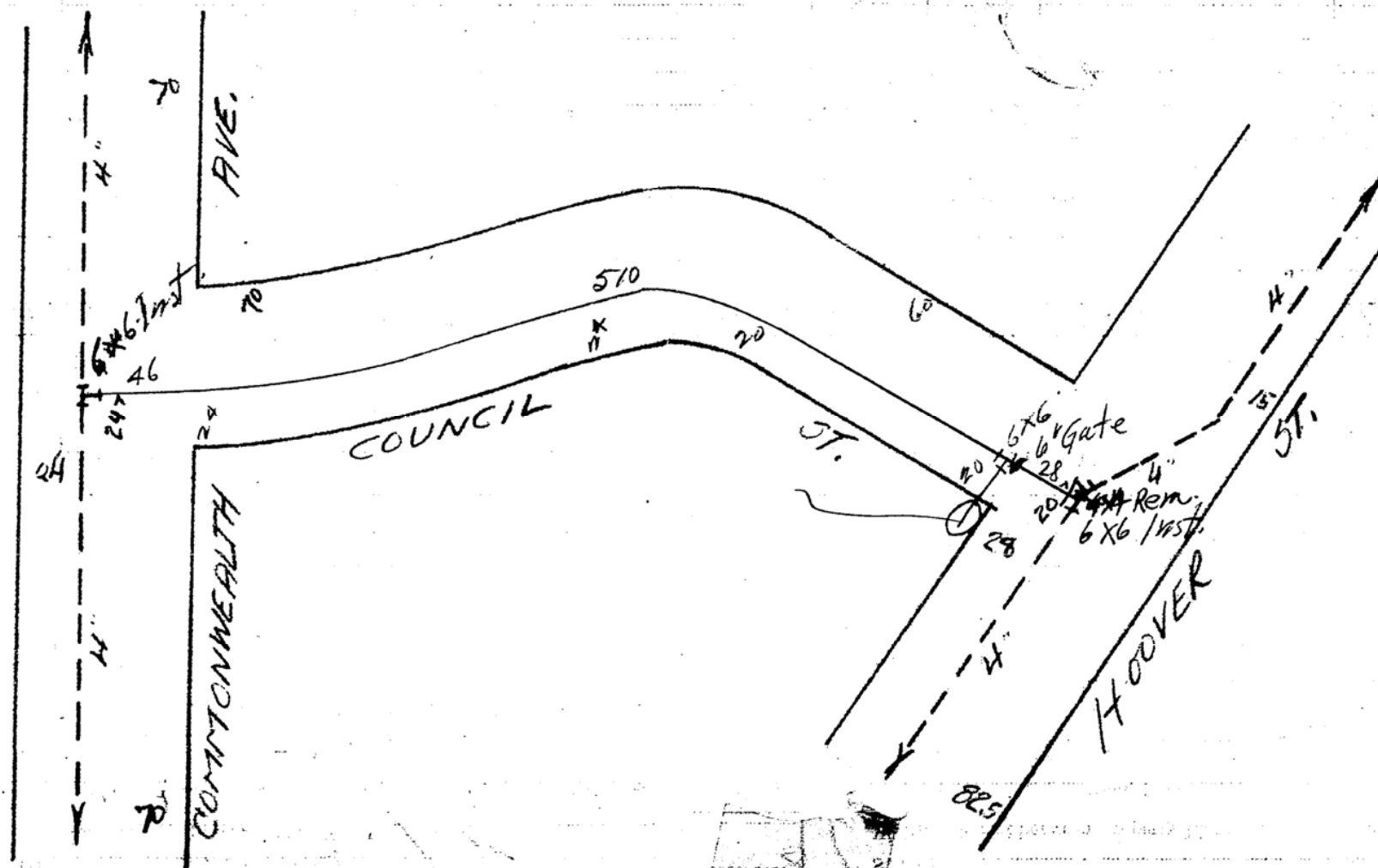
12042



GS 138-198

GS 138-198

SKETCH

[illegible]

COVER IS DISTANCE
TOP OF PIPE BELOW
TOP OF CURB
OR
SURFACE OF GROUND

5815
Lima 70
NORTH
12-11-44

83078

AUTH. 1-56199

INST. 4"x2" C.I. TAPPED BELL CAP.
2"x3" C. & B.O.
8"x1" C.I. BLIND PLUG
ABAN. 60'-4" STL. PIPE
8'-3" C.I. PIPE
11'-4" C.I. PIPE
SHUT 8" G.V. #151

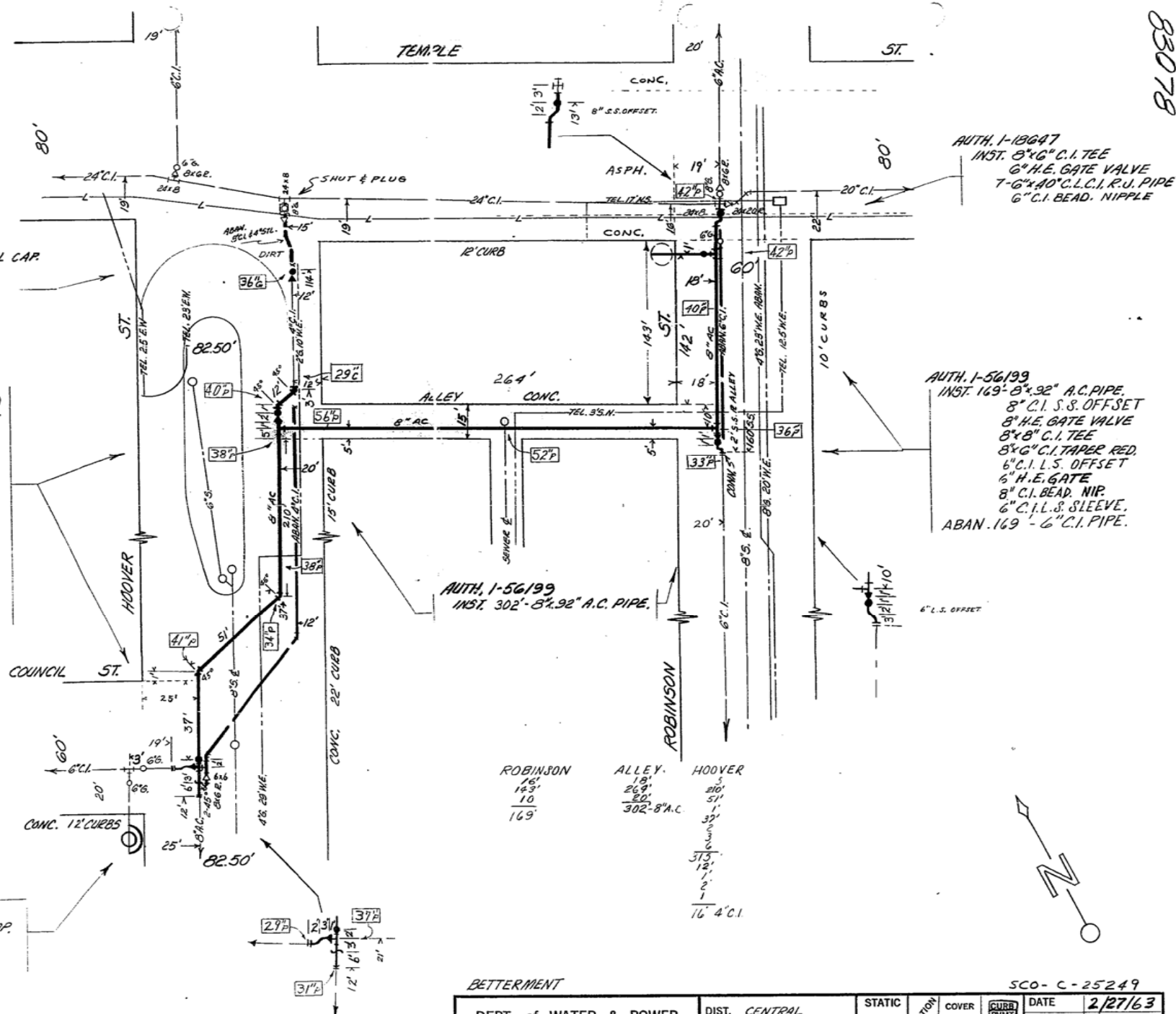
AUTH. 1-56199

INST. 315'-8"x92" A.C. PIPE. (ET)
16'-4"x36" C.I. R.J. PIPE
4" H.E. GATE VALVE
2-4" C.I. 45° BENDS
8"x4" C.I. PLUG RED.
2-8"x8" C.I. TEE
2-8" C.I. 45° BENDS
8" H.E. GATE VALVE
8"x6" C.I. TAPER RED.
8" C.I. L.S. SLEEVE
6" C.I. L.S. SLEEVE
6" C.I. L.S. OFFSET
8" C.I. BEAD NIPPLE

ABAN. 317' 4" C.I. PIPE
7'-8" A.C. PIPE

AUTH. 1-56200

INST. 2 1/4"x4" D.F.H. TOP.
REM. 2 1/4"x5" F.H. TOP.



BETTERMENT

SCO-C-25249

DEPT. of WATER & POWER WATER DISTRIBUTION DIVISION R. E. HEMBORG - ENGINEER 410 DUCOMMUN ST. - CITY OF LOS ANGELES		DIST. CENTRAL	STATIC 55'	STATION AS	COVER FT. IN.	DATE 2/27/63
APPL. 13350		DATE COMPLETED: 7-19-63	NOTED	AS BUILT	DATE 3-21-64	
FOREMAN: POPOFF		SUPT.: MORROW	BOXES	BY C.E. J.S. T.T.		
TRACT NO. HOOPER ST., ROBINSON ST. ALLEY 5/6 TEMPLE ST.		GATE SECT. 138-203	W.S.M. 138, 140-201	CORROSION INDEX SEVERE	SUBSTRUCTURES D V P N S V O L C V T N	

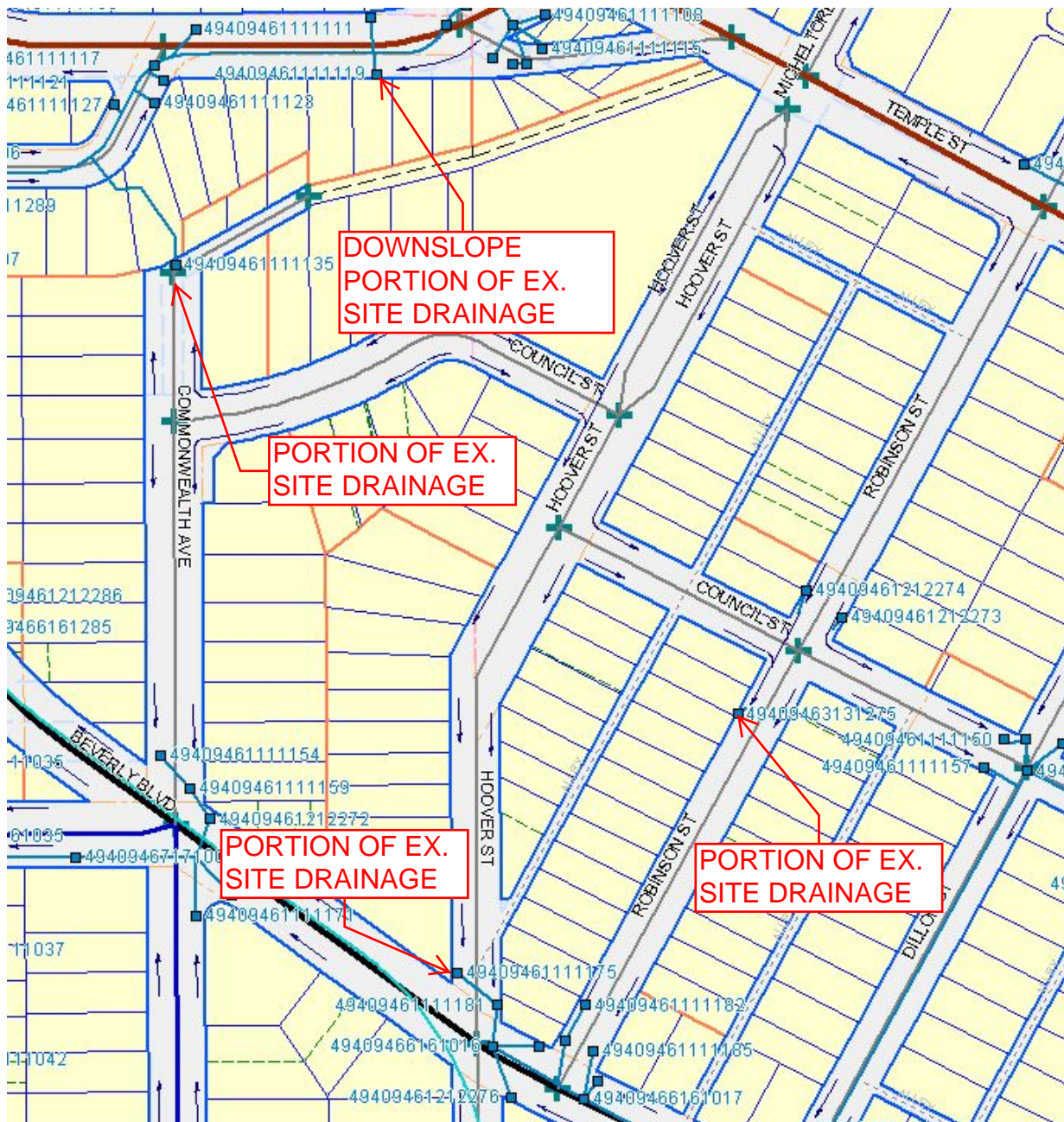


EXHIBIT A: EXISTING CONDITION DRAINAGE - CATCH BASIN LOCATIONS
(SOURCE: NAVIGATE LA)

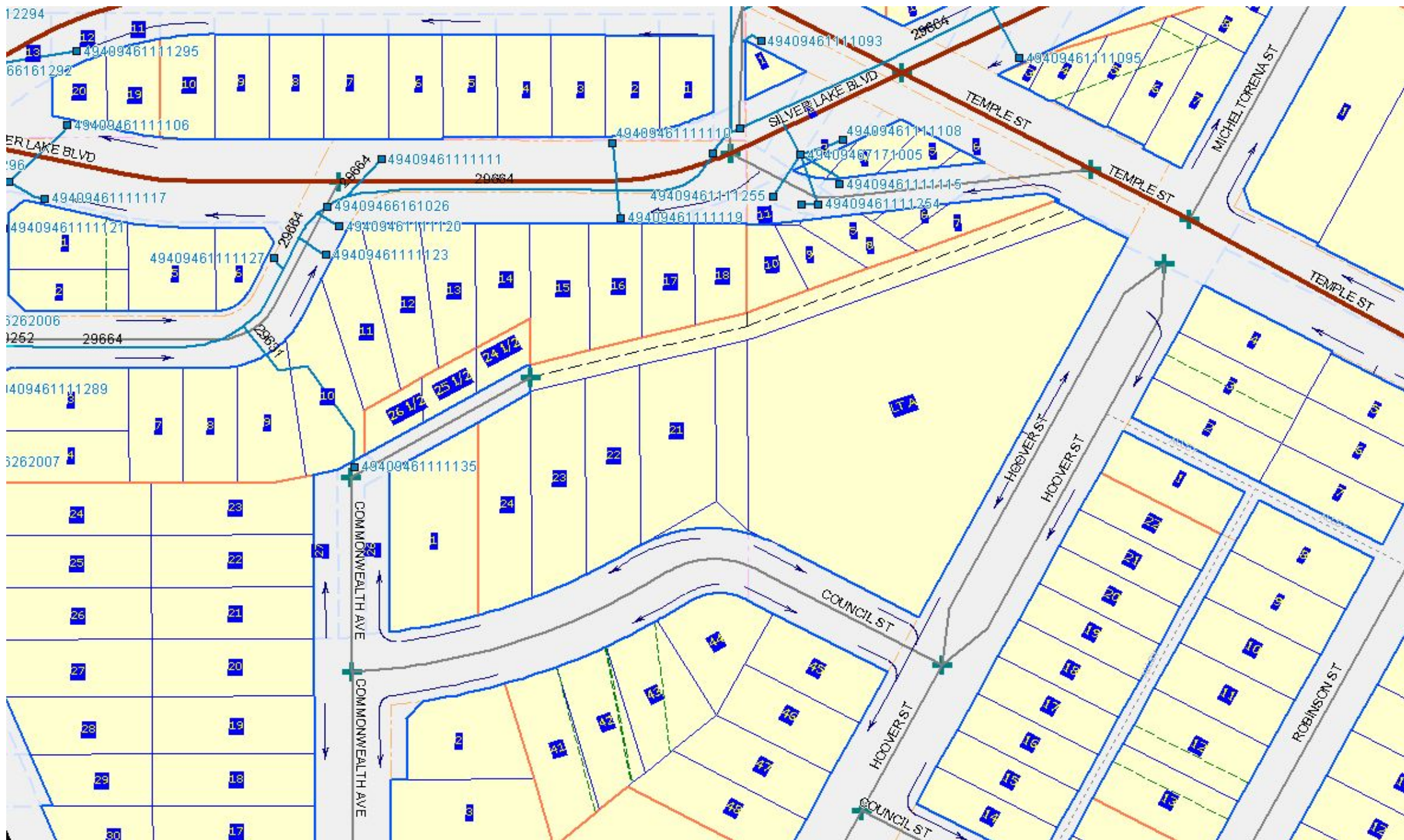


EXHIBIT B: EXISTING CONDITION - SURFACE FLOW DIRECTION (SOURCE: NAVIGATE LA)



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

☐ Area Planning Commission ☒ City Planning Commission ☐ City Council ☐ Director of Planning

Regarding Case Number: DIR-2015-3939-DB-SPP-DI-SPR

Project Address: 235 N. Hoover St.; 3411, 3419, 3425, 3433, 3441 W. Council St.; 234 N. Commonwealth Pl.

Final Date to Appeal: 4/6/2016

Type of Appeal: ☐ Appeal by Applicant/Owner
 ☒ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
 ☐ Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Susan Hunter

Company: Coalition to Preserve Los Angeles

Mailing Address: 6500 Sunset Blvd.

City: Los Angeles

State: CA

Zip: 90028

Telephone: 949-295-0206

E-mail: heysuzhunter@gmail.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☒ Self

☐ Other: _____

- Is the appeal being filed to support the original applicant's position? ☐ Yes ☒ No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Self

Company: CPLA

Mailing Address: 6500 Sunset Blvd.

City: Los Angeles

State: CA

Zip: 90028

Telephone: 949-295-0206

E-mail: heysuzhunter@gmail.com

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed?

☒ Entire

☐ Part

Are specific conditions of approval being appealed?

☐ Yes

☒ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____

Date: 4/5/2018

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: \$89 ⁰⁰	Reviewed & Accepted by (DSC Planner): S. Macdon	Date: 04/06/18
Receipt No: 0103873 552	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

To:
The Los Angeles Planning Commissioners
200 North Spring Street, Room 532
Los Angeles, CA 90012

From:
Susan Hunter
Coalition to Preserve Los Angeles
6500 Sunset Blvd.
Los Angeles, CA 90028

4/4/2108

RE: 235 N. Hoover St.; 3411, 3419, 3425, 3433, 3441 W. Council St. and 234 N. Commonwealth Place DIR-2015-3939-DB-SPP-DI-SPR / ENV-2015-3940-MND

To the Commissioners,

I find that I am aggrieved by the decision from the hearing held on January 10th, 2018 regarding 235 N. Hoover St.; 3411, 3419, 3425, 3433, 3441 W. Council St. and 234 N. Commonwealth Place (DIR-2015-3939-DB-SPP-DI-SPR / VTT-74377). The SNAP describes the district as encompassing: "WHEREAS, the Vermont/Western Transit Oriented District Specific Plan covers an approximately 2.2 square mile area within the Hollywood and Wilshire Communities in the City of Los Angeles, within the 4th and 13th Council Districts". As a Hollywood resident in the 13th council district, I am affected by such a decision as I am a member of the public who has been denied equitable use of land for recreation purposes under a specific area neighborhood plan. I also find that the project doesn't meet the description given to Building and Safety. I find that the proposed tract map is invalid for the following reasons:

1. The Vesting Tentative Tract Map conflicts with the requirements of the Vermont/Western Station SNAP.
2. The finding of the Deputy Administrator conflicts with Ordinance 184505 regarding LAMC section 12.21.
3. The findings of the Deputy Administrator conflict with the findings of the proposed Open Space Element of the General Plan.
4. The findings of the Deputy Administrator conflict with the findings of the currently standing Open Space Element of the General Plan.
5. The proposed "common space" area used as the setback for the project do not meet the state definition for open space as defined under GOVERNMENT CODE – GOV TITLE 7.
PLANNING AND LAND USE [65000 - 66499.58]
DIVISION 1. PLANNING AND ZONING [65000 - 66210]
CHAPTER 3. Local Planning [65100 - 65763]
ARTICLE 10.5. Open-Space Lands [65560 - 65570]

65560.; especially in regard to park usage (1) and (3).

6. The proposed common space doesn't meet the State's Park and Recreation definition for recreation or leisure.
7. Project sits in a CD that has an 6% - 8% vacancy rate. The area isn't in need of housing so the need for parks has precedence over housing for meeting the needs of the community.
8. The proposed MND for the haul route fails to account for embedded carbons and the environmental damage of removing trees.
9. Letter of determination fails to correlate the project to the economic needs of the residents in the area.
10. Findings for the project do not reflect the correct square footage that the combined lots.
11. Hoover is listed as Local Street under the mobility plan, not a Limited Local. It would have to be a Local Street to accommodate the 28' cul de sac. Also, the tracting map doesn't vacate the street in a way that partitions the virgin land equally to abutting property owners as is required. All land would go to the one applicant.
12. CEQA Findings of the letter of determination– "There is no substantial evidence that the proposed project will have a significant effect on the environment" – Findings do not take into account the proximity to the freeway usage and the need for filtration due to black lung loft. Findings also doesn't take into consideration any of the possible toxic soil contamination due to the hospital usage such as radioactive uses or hazmat uses, or damage that could be caused by releasing toxic carbons from the soil into the environment.
13. Conflicting permits application and the findings in the letter of determination in regard to what the housing units in the project are intended for. LADBS cites apartments while planning department cites condos. Findings also conflict as the 19 low income units swing between sale or rental and are not designated for either.

Overview

The applicant is asking that 4,505 square feet of publicly tax paid for right of way of Hoover Street be absorbed into the larger parcel of property of 235 N. Hoover St.; 3411, 3419, 3425, 3433, 3441 W. Council St. and 234 N. Commonwealth Place. This is an egregious abuse of public property gifting for one developer when this action doesn't benefit the community. Pinnacle 350 Hoover, LLC; hereby referred to as "developer" must identify and create 5,000 sq. feet of contiguous open space to be used for a park purpose. Simply paying into a fund to avoid

the civic responsibility of addressing the needs of the community while taking from that same community for private luxury enjoyment is egregious at best. The Park Trust Fund and Quimby fund were not set up with the intent of just taking money to avoid building parks. The intent is to create the parks. North Westlake is an area that hasn't had an equitable share of parks for generations. This is an opportunity to remedy this situation and give the tax paying community equity into the rights that other communities already have in other parts of the city.

Project doesn't meet the exemption listed under Los Angeles Department of Recreation and Parks - Department Park Fees:

Residential projects that are vested per Los Angeles Municipal Code Sections 12.24.T.2, 12.26.A.3, 12.32.Q, or 17.15 prior to the effective date of Ordinance 184,505 (January 11, 2017) will not be subject to the Park Fee. This also includes projects that have submitted for a complete Zoning only plan check through the Parallel Design-Permitting Program (PDPP). Vested entitlement projects will still be subject to applicable Recreation and Park Fee provisions that were effective on the vesting date of the entitlement. These provisions shall be applicable for the life of the entitlement, provided that the fee is paid prior to the recordation of a final map or effectuation of a zone change, and that the project does not lose its vested rights.

The updated Ordinance in regard to the reduced fees for the Quimby fund under LAMC 17.03 makes no mention of SNAP or any other plan. Therefore, both the regulations of the SNAP and the Quimby Fee must be paid into; or developer must identify and create 5,000 contiguous feet of a park *in addition to* any proposed contiguous green belt around the property for the requirements for the front facing street setback.

Per Craig Weber of the planning department - "The Parks First Trust Fund was established as a parks exaction for the Vermont/Western Station Neighborhood Area Plan in roughly 2000, at a time when Quimby fees were both much lower than the Parks First fee and applied to fewer types of projects than the Parks First fee. Since that time, the Quimby Fee has been significantly increased, applies to a larger array of projects, and is much more nimble in how it allows funds to be spent. Currently, projects within the Vermont/Western would be required to pay into both funds, satisfying first the Parks First fee, and then paying any difference into Quimby". *The letter of determination under Project Permit Compliance Review Findings (1) (a)* "shall be offset by the amount of any Quimby Fee or dwelling unit construction tax paid as a result of the project." The findings conflict with senior staff findings.

It is clear the city wishes to make a ruling to benefit a private developer who has shown an interest in taking away land from the community, so either the city or the developer must give land back. Simply paying money into a fund that doesn't guarantee the community will actually ever receive a park while asking for more room for their own project - so they can have more leisure options for the luxury units - is a slap in the face of the community. The developer has suggested that the required set back and some common use space fulfill the requirements of the SNAP. This shows they are intent on not providing the appropriate contiguous open space as well as addressing the needs of the community for a park. They want to pay a small amount and give a few benches to call it "common space", this is not acceptable as they cannot split the intent of the Parks First Fund. It is also not up to the discretion of the planning department staff

to determine which fund will be paid into, or to split the requirements. There is only one option and that is to give preference to the community for the creation of an actual park. A park that the city has cited is desperately needed in the area, which is why the Parks First Trust Fund was created. It is also the reason the community has submitted nearly 200 petitions asking for the park to be created in this space.

Planning department hasn't looked at other options to satisfy the needs of both the community and the developer in this situation. Per the standing Open Space Element of the General Plan:

- The City should explore all potential sources for financing the acquisition and/or development of open space.
- Acquisition of lands by means other than outright purchase is encouraged.
- The City should provide for density transfers or reallocations to private land owners in order to secure and/or preserve open space areas, green belts, parks, cultural, historical, and scenic features.

Why are we not trading for the land with other city owned property in an area that is in need of housing? The planning department is within the scope of their duties to negotiate with the office of the City Controller and locate a more suitable property within the city to trade for the parcel owned by the developer.

The developer is also asking to take away a tax payer paid for road while offering no real benefit to the community impacted by an out of scale development. The development is not by-right as the developer has claimed. By using this Vesting Tract, the planning department is skirting the requirements that the virgin land be equally divided to all abutting property owners, not just the developer. By vacating Hoover road in this manner, the intent is to undermine fair property law that would require all property owners affected have the new land divided equally. In order to avoid the law, the planning department is working with the developer to create a work around to the benefit of one property owner.

The developer has made it clear they want to take from the community in order to provide space for leisure for their own tenants but snub the requirements and intent of the SNAP for creating equitable space for leisure for the community. Does the developer actually expect the community to cram a community pool and recreation center into the required setback space surrounding the property in order to fulfill the requirements of the SNAP plan?

While the staff may read this as an "or" situation for either paying into the parks first trust fund or creating the park, the reality is the community has already spoken. The preference is for the creation of a park. The planning staff do not have the standing to override the community in favor of a single developer. There is no "or" in this situation. Planning staff have not canvassed the community to inquire what the community wants; nor have they created a cost benefit analysis to address the benefit to the community by requiring the park be created.

It is also of great concern that the planning department is creating a case file that conflicts with permits filed with the department of Building and Safety. This illustrates the willingness of the planning department to bend the law in favor of a developer while refusing to help a community in need of a simple park. The planning department has been issuing notifications for the project to have condominiums while the department of Building and Safety have been asked to issue permits for apartment use. This is a clear bait and switch tactic. The planning department sees no conflict of interest in bending rules to fulfill the need of an oversized development that doesn't fit the space, so they will change the law to make the space fit the project. Is this a planning department, or a way around the law department for developers? By issuing a finding for condos

for a vested tract map, the planning department had undermined the point of vesting. There is no clarity on what this project is intended for as there is too much conflict between different filings for different agencies.

Findings

(1) The Vesting Tentative Tract Map conflicts with the requirements of the Vermont/Western Station SNAP.

An Ordinance establishing a Specific Plan for the Vermont/Western Transit Oriented District.

WHEREAS, the Vermont/Western Transit Oriented District Specific Plan covers an approximately 2.2 square mile area within the Hollywood and Wilshire Communities in the City of Los Angeles, within the 4th and 13th Council Districts; and

WHEREAS, approximately 50,000 people live in the Plan Area today, and up to 62,000 people will live there by the year 2020; and

WHEREAS, the Plan Area currently lacks adequate facilities for schools, parks (including public pools and athletic fields), police stations and libraries;

And:

Section 2. PURPOSE

This Specific Plan is intended to:

A. Implement the goals and policies of the Hollywood Community Plan, the Wilshire Community Plan, the City General Plan Framework Element and the Transportation Element, including the new formats and terminology regarding land use designations created by the General Plan Framework;

B. Encourage sufficient schools, childcare facilities, parks, public pools, soccer fields, open space, libraries and police stations within the Plan Area by the horizon year of 2020;

Also:

E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space and the economic and social well-being of area residents;

F. Preserve the quality of existing residential neighborhoods by limiting new residential development which would exceed the prevailing density of such neighborhoods, and establish standards for new construction in such neighborhoods to conform to the existing neighborhood

character;

And:

Parks First Trust Fund. A fund established by separate ordinance within the Treasury of the City of Los Angeles for the purpose of retention, receipt and disbursement of funds for the support of the Parks First Program for the Vermont/Western Transit Oriented District Specific Plan.

Parks First Program. A program described in the Vermont/Western Transit Oriented District Specific Plan and Development Standards and Design Guidelines for the purpose of developing ten or more acres of small parks and other open space within the plan area.

And:

c. In Lieu Provision of Park Fees. In lieu of paying the Parks First Trust Fund fee as required in Section 6 F 2, an Applicant may choose to provide park or open space either on-site or off-site, so long as the following conditions are met.

i. The park or open space provided is in addition to other Project open space, setbacks, step backs, pedestrian walk-throughs, child care or landscaping requirements of this Specific Plan.

ii. The Applicant shall commit to providing this park or open space prior to the granting of a Project Permit Compliance by the Director of Planning.

iii. The park or open space shall be an area of at least 5,000 contiguous square feet; open and accessible to the general public during daylight hours in a manner similar to other public parks; improved to prevailing public park standards, except that the open space may be provided above the ground floor on roof tops or above parking structures if public access is provided that conforms with the Americans With Disabilities Act standards.

The purpose of the SNAP clearly puts a priority for open space over housing needs. The intent is towards a thoughtful plan that creates equitable space and public uses for everyone in the community. The use of the required setback around the property isn't intended to fulfill the open space requirements of the SNAP. The developer is using the setback in a way not intended to shirk their responsibility towards healthy and smart planning already in place in the area.

(2) The finding of the Deputy Administrator conflicts with Ordinance 184505 regarding LAMC section 12.21.

THE PEOPLE OF THE CITY OF LOS ANGELES DO
HEREBY ORDAIN AS FOLLOWS:

Section 1. Subparagraph (2) of Paragraph (a) of Subdivision 2 of Subsection G of Section 12.21 of the Los Angeles Municipal Code is amended to read as follows:

(2) Common open space areas shall incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, children's play areas, ball courts, barbecue areas and sitting areas.

The proposed use of the setback and common area around proposed project only provides one type of static action and that is to sit on a bench. Sitting areas do not fulfill the needs of recreation for the community.

(3) The findings of the Deputy Administrator conflict with the findings of the proposed Open Space Element of the General Plan.

Policy and Program Trends from the "Open Space Element Discussion Paper"

TODAY: Reimagining an Accessible Open Space Network

The City's parks and recreational open spaces are experiencing a renaissance as local communities imagine a green network that is equitably dispersed and suits the needs of diverse park users. Faced with a park shortage, programs such as the "50 Parks Initiative" aim to bring more parks to more people. In 2015, the City introduced "A Plan for a Healthy Los Angeles" as part of the General Plan to promote programs that support physical activity and healthy environments. In 2016, "Measure A" guaranteed continued funding for development of the region's park system. The City's Quimby and Finn developer fee regulations were also revised in 2016 to more effectively fund park space in the city.

ANALYSIS OF ISSUES AND TRENDS

Although the City has a higher number of park acreage per capita in comparison to other large cities, the acreage is not distributed equally citywide. When localized at the council district or neighborhood levels, some areas have significantly less. For example, the neighborhoods of Westlake, Southeast Los Angeles and Vermont Square all have less than one acre of park or open space per capita.

CURRENT GENERAL PLAN POLICIES

Policies within the current General Plan emphasize sustainable design, accessibility, plazas and play areas, support increasing parks and the promotion of equitable distribution of sites, and joint use agreements. The plan recognizes the lack of parks in certain areas of the City and the need for improved distribution (Framework Element 6.4.2; Open Space Element 4.2.1).

(4) The findings of the Deputy Administrator conflict with the findings of the currently standing Open Space Element of the General Plan.

GOALS AND OBJECTIVES OF THE PLAN

Goals

- To insure the preservation and conservation of sufficient open space to serve the recreational, environmental, health and safety needs of the City.
- To conserve unique natural features, scenic areas, cultural and appropriate historical monuments for the benefit and enjoyment

of the public.

- To provide an open space system which provides identity, form and a visual framework to the City.
- To conserve and/or preserve those open space areas containing the City's environmental resources including air and water.
- To provide access, where appropriate, to open space lands.

Proposed project and use of the required set back around the project as well as the “common space” area do not meet the goals and vision of the currently standing open space element of the general plan.

The Deputy Administrator has also failed to integrate the idea of trading city owned public land to developer as suggested in the currently standing open space plan. “The City should provide for density transfers or reallocations to private land owners in order to secure and/or preserve open space areas, green belts, parks, cultural, historical and scenic features”. As the city sits on a wealth of parcel properties that are intended for sale, the planning department is within their scope of duties to offer a trade of intended city sale parcel for the land that the proposed development would go. Therefore, the planning department had failed to look at all alternatives in regard to this project prior to granting the vesting tract map and absorption of public owned road.

(5) The proposed “common space” area used as the setback for the project do not meet the state definition for open space as defined under CA GOVERNMENT CODE – GOV TITLE 7. PLANNING AND LAND USE [65000 - 66499.58]

GOVERNMENT CODE – GOV TITLE 7. PLANNING AND LAND USE [65000 - 66499.58]
DIVISION 1. PLANNING AND ZONING [65000 - 66210]
CHAPTER 3. Local Planning [65100 - 65763]
ARTICLE 10.5. Open-Space Lands [65560 - 65570]
65560.; especially regarding park usage (1) and (3).

(1) Open space for the preservation of natural resources, including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays, and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(3) Open space for outdoor recreation, including, but not limited to, areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

(6) The proposed common space doesn't meet the State's Park and Recreation definition for recreation or leisure.

Recreation – The pleasurable and constructive use of leisure time. To ‘recreate’ is to

impart fresh life to; refresh mentally or physically. Also, to create anew, restore, refresh; refreshment of strength and spirits; means of refreshment or diversion. See Bureau of Land Management and Leisure.

or

Recreation, Activity – Activities, either passive or active, that someone engages in during their leisure time.

or

Leisure – There are two schools of thought about this word. One relates it to a state of being in which an individual acts freely according to his or her own dictates. The other relates it to time that is free from fulfilling the basic obligations and necessities of life, allowing the individual to select other pursuits. Leisure provides the opportunity for individuals to choose and to participate in activities or pursuits that bring personal satisfaction and enjoyment – a life-enriching process that broadens and refines the perception of self. See Recreation.

(7) Project sits in a CD that has an 8% - 10% vacancy rate. The area isn't in need of housing so the need for parks has precedence over housing for meeting the needs of the community.

Per the 2018 Los Angeles Area Chamber of Commerce report; CD 13 Housing Vacancy (%|p.p.) sits at 8.3, while the city average is 6.3. The county average sits at 6.0. CD-13 has also seen a 0% change from the prior year. A healthy vacancy rate is at 5%. CD-13 has an above average vacancy rate and has had a high vacancy rate for years. The immediate area surrounding the proposed site has an almost 20% vacancy rating according to the US Census for Block Group 2 (<https://censusreporter.org/profiles/15000US060371927002-block-group-2-los-angeles-ca/>). What the area of Westlake has had need of for years are parks as the city has not properly addressed the park crisis in Westlake.

(8) The proposed MND for the haul route fails to account for embedded carbons and the environmental damage of removing trees as well as part of the hillside along Temple.

While embedded carbons are not yet a requirement in environmental analysis they will soon have to be. We cannot consider ourselves to be a city that makes climate change a priority when we contend ourselves with energy efficient light bulbs or watering down construction sites. If the intent of any environmental review is our carbon footprint, then the center of any environmental review MUST be centered around embedded carbons and carbon life cycle. Here is an opportunity to examine the reversal of our carbon footprint by reducing or altogether stopping an unnecessary development in lieu of a park. If carbon credits are to become a newly recognized state level goal, then the issue of utilizing existing land to create a park with shade trees to reverse heat island effect would have to be analyzed. We can't be called a green city when the only environmental data we choose to examine is one that ultimately creates more environmental damage.

(9) Letter of determination fails to correlate the project to the economic needs of the residents in the area.

Per the letter of determination - "The properties surrounding the project site generally consist of single – and multifamily residential buildings". FINDINGS OF FACT (a) the proposed map is consistent with applicable general and specific plans. "The adopted Wilshire Community Plan... also encourages the development of new housing to meet the diverse economic and physical needs of existing residents and expected new residents in the Plan area".

Findings do not take into account median area income of \$18,750 Median Household Income per US Census (<https://censusreporter.org/profiles/15000US060371927002-block-group-2-los-angeles-ca/>). Findings fail to correlate how the proposed market rate condos meet the economic and physical needs of the residents. What is the basis for determining that the only residents who will be moving into the area are above wage income earners? Certainly, the existing residents don't fall into a financial category of being able to access the proposed units.

Findings also fail to analyze the single and multifamily residential buildings already in the area with an 8% vacancy rating for CD-13 and in a block group with a 20% vacancy rate. The surrounding immediate area has a high vacancy rate and doesn't need more housing, especially housing that is outside of the prevailing wage.

Residential issue (1) from the Wilshire Community Plan:

Need to maintain low density character of single family neighborhoods, avoiding encroachment from other uses, commercial off-street parking, and "spillover" traffic from adjacent development".

Also, the Wilshire Community Plan was written with a projected population growth of 337,144 people by 2010. The actual population for the Wilshire Community Plan area is 278,409. The area is already zoned for density without needing such a large dense project on one lot.

The project also borders the Westlake Community Plan just across Hoover.

According to the Westlake Community Plan, the largest concern is:
Need to preserve single family neighborhoods.

They also cite concerns of:

Lack of open space in apartment projects.

Cumulative effects of development exceeding infrastructure capacity.

Need to preserve and enhance historic residences.

Need for more affordable housing.

Displacement of residents by gentrification or demolition of housing units.

The findings do not meet with the applicable community plans for the area as they are not bringing in diversity to the area. The units are market rate and well out of the price range of the median income in the area. This project is not being developed to meet the needs of the area, but

instead are ushering in the gentrification opposed by the Westlake Community Plan. People who live in market rate condominiums do not utilize public transportation. The majority of the development being built doesn't satisfy the needs to encourage more use of public transportation. Just because they are near a bus stop doesn't mean there is a proven link that high wage earners who can afford luxury condos use public transportation regularly or to a level that reduces greenhouse gases.

(10) Findings for the project do not reflect the correct square footage that the combined lots and the addition of 4,505 square feet of Hoover Street in order to make the 130,859 sq. feet.

The respective eight lots square footage are (from ZIMAS):

Lot 1) 74,013.4

Lot 2) 6,651.9

Lot 3) 4,959.9

Lot 4) 1,143.8

Lot 5) 11,191.8

Lot 6) 9,049.4

Lot 7) 9,680.6

Lot 8) 9,559.4

Which makes a total of 126,250.2 square feet. Not the 130,859 as is claimed in the letter of determination under Findings – Project background page 13.

This creates a difference of 4,609 square feet than is cited in the letter of findings. If all calculations in the findings are based on an incorrect initial figure, then it stands to reason that all calculations in regard to the project and surrounding area are now off. This would affect density bonus, road size calculations, and median calculations. If BOE requires future street widening, they could be prevented from doing so.

(11) Hoover is listed as Local Street under the mobility plan, not a Limited Local. It would have to be a Local Street to accommodate the 28' cul de sac.

Per the adopted Mobility Plan, Hoover Street would be listed as a Local Street, not a Limited Local due to the purpose and use. The requested 28' cul de sac and proposed decrease of Hoover wouldn't accommodate the necessary emergency vehicles for the high density and size of the proposed development if there was an emergency.

(12) Under CEQA Findings – “There is no substantial evidence that the proposed project will have a significant effect on the environment” – Findings do not take into account the proximity to the freeway usage and the need for filtration due to black lung loft. Findings also doesn't take into consideration any of the possible toxic soil contamination due to the hospital usage such as radioactive uses or hazmat uses.

Letter of determination makes no mention of filtration usage required when housing is constructed close to freeway usage. Findings also fail to identify any possible soil contamination due to the extended hospital usage and possible soil contamination from radiation or HAZMAT hospital uses. There has been no investigation into this possible issue and the environmental harm should the soil be disturbed due and any toxins released into the environment.

(13) Conflicting permits application and the findings in the letter of determination in regard to what the housing units in the project are intended for. LADBS cites apartments while planning department cites condos. Findings also conflict as the 19 low income units swing between sale or rental and are not designated for either.

Project description doesn't match the description for the permits requested from LADBS. Project is cited as apartment by LADBS, while being cited as condos by the planning department. This conflict is further carried out as the letter of determination cites the 19 very low-income units as being either for rental OR sale. The planning department is either breaking the law for a single developer as a way of absorbing part of Hoover road into the project OR assisting the developer in piecing together a different project than what is being presented. It is unclear how the planning department can utilize unlawful methods for assisting a single developer to place an oversized development onto a property parcel it doesn't fit in - but is unable to help the community get a park. By using an unlawful method to absorb part of Hoover road, the planning department has unvested the proposed project, therefore nullifying any proposed vested tract map.

Conclusion

It is clear the planning department cannot ignore the need of a park in the area that has been cited as a park starved location by that same planning department. This is a decision that is being made without consideration of the impacted community, without necessary public input by canvassing that community, and against the intent of the Parks First Trust Fund and the Quimby Fund. The community has only been allowed to give input for a project, not the need of a park. The planning department has failed to look at other alternatives such as a land trade; or reduced project size with inclusion of a public park and a correlating offer or reduced city tax on the project; or some other city incentive outside of just project density. The planning department has also demonstrated it will go to great lengths to help a single developer with a development that doesn't even meet legal regulations, but they will not help a community who just want a park. Instead of breaking the law to make a project fit into a parcel it doesn't, the planning department should be following the intent of the SNAP and requiring a park be put in the site. The planning department has failed to notify abutting property owners of the intent to vacate Hoover road, which should mean equally absorbing the property to the abutting property owners. This action is done to gift virgin land to a single property owner in order to avoid the legal requirement of equally parceling out the virgin land.

As a city facing an affordable housing crisis and global warming crisis we can no longer rely on unrealistic methods such as density bonuses or LED bulbs to address our problems.

We will have to start looking at adaptive reuse, embedded carbons, carbon life cycle, and heat island effects if we are to call ourselves a city truly engaged in the issues of global warming and greenhouse gases. We must start looking at the oversaturation of market rate housing and its effect on causing displacement. Both of these are issues present in this proposed project. The simple solution in this problem is to make sure a sizable park is required in a park starved area. The project's current long-term vision is only based on what the developer wants and doesn't include the community in that vision. It is the responsibility of the planning department to make sure the community is included in the future vision of the community.

Susan Hunter
Coalition to Preserve Los Angeles

Exhibits

1. Vermont/Western SNAP – Goals and Findings
2. Ordinance 184505 LAMC Section 12.21
3. Email from Craig Weber for clarification on Park Funds
4. Workbook for the proposed Open Space Element of the General Plan
5. Standing Open Space Element of the General Plan
6. California State Law of Open Space
7. State Park and Recreation Glossary of Terms
8. Los Angeles Chamber of Commerce Economics Report
9. US Census Tract Report
10. The Greenest Building Report from Green Lab
11. Permit and Inspection Report Detail Los Angeles Department of Building and Safety
–235 Hoover.
12. Signed statements from abutting property owners that they have never been contacted
by city planning RE: Vacating Hoover Road.
13. Letter of Determination for DIR-2015-3939-DB-SPP-DI-SPR